

# June 2015 spotlight

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



Photo courtesy of John Gorton



# Chairman's Chat

It just shows even the top teams make mistakes, what a cock-up for Lewis in Monaco, he understandably didn't look too chuffed on the podium, they will not make the same mistake again I assume.

On the Plains Rally recently you could see the implementation of some of the recommendations following the tragic accidents last year. Cars, including radio cars, were much further away from junctions (sometimes making the job of the radio operators difficult), there were minimum numbers of marshals required on each stage and of course the cars ran in number order based on seeding, i.e. fastest first, which must have made it difficult for the small two wheel cars at the end of the field. The changes might look dramatic but it is only in the name of safety which we must applaud.

Best regards,  
**Les Fragle,**

Chairman/Secretary,SD(34) Motor Sport Group

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





The Association of Northern Car Club (ANCC) is pleased to announce the launch of a new forest rally championship featuring one of the best prizes currently on offer in British Clubman rallying.

The Northern Forest Challenge will be contested between September 2015 and February 2016 featuring four long standing events that all offer around 40 miles of gravel rallying; The Tour of Hamsterley, The Malton Forest Rally, Grizedale Stages and The Riponian Rally. The prize on offer is a free entry to all four championship events the following season, a prize worth nearly £2000. The championship is for drivers only and will utilise class based scoring to give a wide variety of cars and drivers an equal chance of success.

This new championship is the brain child of a working group within all 4 events, with support from the ANCC. The aim of the championship is to boost entries for these excellent clubman events that are currently outside the main national championships as well as giving a huge range of drivers the opportunity to win what for many is a year's free rallying.

Entry to the championship is free and in order to qualify competitors must simply register prior to the first round and start all four events, with the best three scores to count towards the overall result. Regulations are now available at [northernforestchallenge.co.uk](http://northernforestchallenge.co.uk) or by contacting championship coordinator Sarah Moore via

**[coordinator@northernforestchallenge.co.uk](mailto:coordinator@northernforestchallenge.co.uk)**.



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***[w.wilmer@btinternet.com](mailto:w.wilmer@btinternet.com)***

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## Comprising the following Clubs



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



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



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



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



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



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



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



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

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

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### Steve Johnson

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

# Bolton-le-Moors MC

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



## **Bolton-Le-Moors Car Club are delighted to announce that they will be running two Autosolo's across the weekend of June 6th and 7th at the University of Bolton.**

Following on from the club's recent visit to the University we are pleased to announce that the University of Bolton have allowed us to organise a closed-to-club Autosolo on Saturday 6th June, followed by a National B and Clubman Autosolo on the 7th June.

The first Autosolo on the 6th June is closed to club members, with a maximum entry list of 30. The event is designed to encourage students at the University of Bolton to have a go at competitive motorsport for the first time at a low cost event. Entry to this event is free to all club members, including those joining BLMCC before the event. As it will be used to encourage students to experience competitive driving at a low cost, the event will be a PCA, with all competitors having a passenger in the car, with the club's more experienced drivers on hand to give you some advice. The entry is capped at 30 and closes on Wednesday 3rd June 2015. Entries will be accepted in order of receipt and will be acknowledged by email unless specifically requested.

The second Autosolo run on the 7th June will be a National B and Clubman Autosolo. The National B event will be a round of the ANWCC Autosolo and AllRounders Championships, the SD34 MSG Non-Race/Rally Championship and the SD34 MSG Inter Club League. The entry is capped at 30 and closes on Wednesday 3rd June 2015. Entries will be accepted in order of receipt and will be acknowledged by email unless specifically requested. The Entry fee per competitor is £30 and all entries must be made on the official entry form and accompanied by the appropriate fee. Full details can be found on the event regulations which can be found at the bottom of this post.

With a weekend of motorsport action taking place at the University of Bolton the club is extremely grateful to the University of Bolton and in particular Dr Rory Perrett – Director of Advanced Performance Engineering – for permission to use their car park and facilities for both events.

Bolton-Le-Moors Car Club (BLMCC) and MotorSport Vision Racing (MSVR) have teamed up to launch the Motorsport News Circuit Rally Championship. The all-new championship will run on circuits across the UK, including all four of MotorSport Vision's venues – Brands Hatch, Oulton Park, Snetterton, and Cadwell Park, which will be visited twice – with three additional UK circuits to be added.

Circuit rallying features up to 100 cars competing against the clock, across a variety of bespoke rally stages incorporating different parts of the race circuit, including paddocks and perimeter roads. Sections of the track are run in both directions and include challenges such as water splashes.

The inaugural season will kick-off at Bolton-Le-Moors Neil Howard Stages and fireworks event at Oulton Park on Saturday 7th November, before carrying on to a provisional mid-2016 finale. A full calendar of 7 to 8 roads will be announced soon.

Darren Spann, Championship Co-Ordinator, enthused: "Bolton-Le-Moors Car Club is delighted to be involved in the resurrection of a name synonymous with rallying. The Motorsport News Circuit Rally Championship will hopefully become hugely successful and rekindle the memories of the Motoring News Championships of the past. With the involvement of MSVR allowing the use of the country's most famous race circuits, this will become a championship for the future of British Rallying. We are immensely proud to be hosting Round one of the Championship – the Neil Howard Stages in association with Graham Coffey & Co. Solicitors – at Oulton Park on 7th November 2015."

The championship will run under MSVR's successful banner of championships and series, which includes national and European car racing, and the MCE British Superbike Championship under its two wheel division. In what will be its first venture into stage rallying, MSVR will work on championship regulations, assist with championship promotion and provide administrative support from its base at Brands Hatch.

All rally cars will carry MSVR branding, with MSVR also contributing to the Championship prize package, of which further details will be announced at a later date.

David Scott, MSVR Operations Manager, added: "We're delighted to be involved with this new championship, which further expands and diversifies the roster of championships and series that MSVR has been association with over the past decade. Darren Spann and Bolton-Le-Moors Car Club have done a terrific job of growing their annual end-of-season event at Oulton Park, as have all the other car clubs that organise rallies at MSV circuits, and it's exciting seeing them all come together to form this new series. Being involved with the Motorsport News Circuit Rally Championship is a privilege and a new challenge to be relished as it grows over the coming seasons." The championship has already achieved a major coup by securing leading national motor racing publication, Motorsport News as a media partner. Motorsport News will provide extensive coverage of the events, including event previews and reviews, offering competitors more exposure than ever before.

Kevin Turner, editor of Motorsport News, commented: "Motorsport News is delighted to be a part of the MN Circuit Rally Championship. MN has a rich history when it comes to covering national rallying within our pages, and we're extremely proud of the much-missed Motoring News Rally Championship. As we celebrate our 60th anniversary this year, we are enjoying spending time reflecting on the history of British motorsport. But we are also keen to look forward. The Motorsport News Circuit Rally Championship is something that was missing from the national rally scene and we're excited to be a part of what will grow to be a popular championship."

**The Motorsport News Circuit Rally Championship kicks off at Oulton Park on 7th November 2015. Visit [www.oultontpark.co.uk](http://www.oultontpark.co.uk) for more information. For further details about MSVR, please visit <http://www.msvracing.com>**

# Matlock MC



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

- 1st June** Committee Meeting  
**4th June** Annual General Meeting and Club Awards Presentations .  
**18th June** Club Night and Treasure Hunt (ACF and SARC)



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# Hexham & DMC

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



## THE SPRING SCATTER

An oversubscribed entry meant a full field started the Hexham & DMC's Spring Scatter Rally, the field leaving the public car park in Wylam, birthplace of railway pioneer George Stephenson, although the cars weren't going like an express train as the event started with a 6 mile regularity section which was to prove a decisive part of the event. Chris Dodds/ Josh Davison dropped a mere 19 seconds, Mick Davison/ Ali Proctor 25 some way ahead of the next best performance, that of Bennison/ Edwards on 1:23. The following 4 minute section caught a lot of navigators napping, half the field incurring penalties as a result, Bennison/Edwards spoiled their good work on the regularity, dropping 3 minutes, as did the Tait/Swinney Escort while Broom/ Brown (Puma) dropped 4.

The route meandered North via the well known yellows round Eachwick, where a yellow hydrant sign proved difficult to spot, and Milbourne and included a code board in the notorious "Doggers" Lay By off the A696, hope the cars didn't disturb the regulars. Penalties were light on the loop North of Belsay and back down to Black Heddon and as the route crossed on to map 87 and headed down the multiple bends of the "Stamfordham Steps", crossing Hadrian's Wall en route to a control near Newton.

The usual format of signposts being used as code boards was varied somewhat on the next section, a contractors sign and a couple of post boxes proving difficult to spot while those crews who had heeded the organisers advice to come equipped with a good torch were definitely at an advantage.

The twisty yellows round by Aydon Castle and Thornbrough saw several crews drop time, notably the Tait/ McKillop Escort which lost a whopping 7 minutes, while the Bradfords, father & Son who had been having an off night retired their Seat and headed for the finish. There was a sting in the tail on the final section which ran up the yellow North of Peepy and featured the "Not as Map" triangle at Bearl, most crews losing at least a minute on this one.

Back at the rally finish in the famous Dr. Syntax Inn the crews enjoyed the equally famous after rally buffet while results were compiled, with Dodds/Davison. Davison/ Proctor and, remarkably, the Volvo Amazon of Guthrie/ Webb all posting clean sheets, it was the opening regularity which decided the finishing order, the Nicholson/ Magee Suzuki Baleno taking the novice award.

The Hexham 12 Car series takes a break during the light nights of the Summer but will return with the September Sortie event in, errr, ..... September.



# 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:-

### •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)**



**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

## 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.**

# WARRINGTON & DMC

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

between Warrington & Northwich.CW9 6JD.



## Manx Auto Sport

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

See more at:

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



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

## Lancashire A.C.



### EVENT DIARY 2015

**SUN 14th JUNE  
THE 53rd ANNUAL  
MANCHESTER TO BLACKPOOL CAR RUN  
SAT 11th JULY  
THE 23rd ANNUAL MORCAMBE TO  
SCARBOROUGH COAST TO COAST**

## 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 competi-

## WALLASEY MC

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





# 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

## 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](http://www.gpmc.org.uk)**

A sunny Saturday morning,  
A good crew from Garstang & Preston MC, Pendle & DMC and Blackpoll South Shore MC helping out at Weeton. We spent the morning cutting and digging out pot holes. Thanks to everyone involved







## Preston Motorsport Club – News May 2015 and forwards

It has been another busy time, these last few weeks, for Preston Motorsport Club as the newest motor club in the North West starts to find its feet. At the time of the June Spotlight Bulletin coming out, in fact, a day before the June issue went out via the internet, Preston Motorsport Club staged its first proper event, a closed-to-club autosolo.

The event attracted 27 entries, a cracking effort all-round by club secretary Louis Baines and chairman Kris Coombes, who promoted the event, in Leyland, very thoroughly and professionally.

The entry will have helped to boost the club's coffers, which is important in the early stages of any club's existence, as it will ensure we can put more events on.

The photograph here, showing a pre-event meeting, attracted a very respectable turn-out, encouragingly made up almost entirely of people aged 30 and below.

A full report on the autotest will follow in the next issue of Spotlight.

**Meanwhile, coming up in June is a MSA-acknowledged treasure hunt** which Louis Baines has devised and which will use the very bottom of map 102 and roads we haven't used before on map 108. Again, watch this space for a full report in the July edition of Spotlight.

July will see international rally driver **Neil Simpson** (see picture) making his debut as a Preston Motorsport Club member on the **Greystoke Stages** in Cumbria.

Neil was delighted to accept an honorary life membership from Preston Motorsport Club in April, and it is anticipated that several fellow members will be travelling to the North Lakeland area to cheer Neil on and lend support in any way in which we can be useful.

On the weekend that the June Spotlight bulletin went to press, another Preston Motorsport Club member, Alan Barnes, was heading back to Scotland to participate in the **Jim Clark Reivers** stage rally, alongside Inverness driver Colin Grant.

Colin, who is campaigning a 1600cc Mk 2 Ford Escort, had the misfortune to have his gearstick come off in his hand when competing on the Granite City Rally - the third round of the ARR Craib Scottish Rally Championship – and he had to finish the rally with only first and third gears, changing gear by means of a pair of mole grip pliers!

This was to be Alan's second-ever foray into the Scottish forests on pace notes and a full report will be filed next month.

In early May Preston Motorsport Club saw 20 keen-as-mustard members attend a club night with a difference – a look around **Gardner Engineering** at Forton. Paul Gardner has spent a lifetime amassing knowledge and cultivating a fantastic reputation as an engine builder.

He very graciously invited Preston Motorsport Club members for a peak behind the scenes at his set-up and the gathering kept him on his toes with plenty of questions during the two-hour get-together. A word of thanks is also due to CDMC member Steve Hudson for setting the night up. Thanks Steve!

One other thing to report is that Preston Motorsport Club members **Walter Ainsworth and Lorraine Nixon** were also very busy in early May, being seen on the Channel 4 series, 'For The Love Of Cars'. Some of you may have seen the episode in which Walter, who is sadly suffering from a form of terminal cancer, realised a dream by taking a £250 Mk 1 Golf Gti shell, which he bought via eBay, and transforming it into a replica of Per Eklund's 1981 Monte Carlo Rally works vehicle.

The bodywork, welding, suspension set-up and wiring loom was all sorted out by Ant Antstead and his team while Walter built the power unit. The car realised £9,500 at auction and was bought by Walter's father-in-law, who promptly gave it back to Walter. The show triggered a lot of positive energy for Walter who hopes to actually compete in the car on the TAP Rally of Portugal and in Monte Carlo next year.

Looking ahead, we have a few other special nights lined up with a trip to ADE Tuning on the cards, with member Chris Grimes checking out members' cars bhp, etc. We are also planning a crazy golf night and many more interesting activities before the autumn. Watch this space for more details!





# Clitheroe & District Motor Club



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

## What's On at CDMC

### Tuesday 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

### Sunday 7th June Myerscough College Open Day AutoSolo



**Myerscough College**  
 Providing opportunities for all

Entertaining Day out for  
 the whole Family

### Tuesday 9th June 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 16th June G&PMC Memorial Rally Forum

### Tuesday 23rd June Grass Autotest

ame Format & Location as last year.  
 Lots of laughs. None damaging.  
 Bring a Pic-Nic

### Tuesday 30th June Superstars 2

Wonder what Heidi has up her  
 sleeve for this one ?

## May 2015 Clubnights

### Tuesday 19th May Auto Test, PCA

Eleven Competitors took part in the Auto Test / PCA held at Tony  
 Harrisons Garage in Bentham on a gorgeous Tuesday night in May.  
 FTD in the Autotest was Ian Harrison in the Proton Satria beating  
 younger brother Ayrton in the Micra into 2nd place by 1.5 secs  
 FTD in the PCA was Steve Cotton in the Subaru WRX Estate Car



Results

Auto Test

No.	Entrant	Club	Car	CC	Total	Position			FTD
						O/A	Class		
A2	Ian Harrison	CDMC	Proton Satria	1500	328.5	1			FTD
A4	Ayrton Harrison	CDMC	Nissan Micra	997	330.9	2	1		
B1	Phil Clegg	BLMCC/AMSC	Haynes Kit Car	3000	331.4	3	1		
A5	Tony Harrison	CDMC	Rover 200	1800	345.5	4	2		
A3	Jason Knox	Preston MSC	Proton Satria	1500	372.3	5	3		
Results Provisional at 21:00 on 21/05/15					-				

Results

PCA

No.	Entrant	Club	Car	CC	Total	Position			FTD
						O/A	Class		
PCA D6	Steve Cotton	CDMC	Subaru WRX	1996	288.5	1			FTD
PCA C4	Jack Hartley	U17NW	Nissan Micra	1000	299.1	2	1		
PCA D5	Dan Sedgwick	CDMC	Peugeot 207	1800	306.0	3	1		
PCA D3	David Pedley	CDMC	Mazda	1800	381.3	4	2		
PCA C1	Tibor Danyi	CDMC	Peugeot 206	1100	458.5	5	2		
PCA D2	Grace Pedley	Knowlale CC	Mazda	1800	494.1	6	3		
Results Provisional at 21:00 on 21/05/15					-				

# 2015 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

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

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

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

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

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

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

Please return the completed form to the championship compiler.

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

**Alan Shaw**

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

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

## SD34MSG Under 18 Championship Regulations

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

### Scoring

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

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

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

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

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

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

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



# 2015 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

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

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

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

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

## 2015 SD34MSG Inter Club League

### Division A

Club	Points	Div	O/A
Clitheroe & DMC	425	1	1
Bolton-le-Moors CC	339	2	2
U17MC-NW	241	3	3
Garstang & Preston MC	225	4	4
Warrington & DMC	224	5	5
Stockport061 MC	195	6	7
Wigan & DMC	159	7	8
Pendle & DMC	85	8	14

### Division B

Club	Points	Div	O/A
Manx AS	148	1	10
Accrington MSC	91	2	12
Wallasey MC	90	3	13
CSMA (NW)	34	4	16
High Moor MC	28	5	19
Lancashire A.C.	17	6	20
Bury AC	0	= 7	= 22
Lightning MSC	0	= 7	= 22

### Division C

Club	Points	Div	O/A
Liverpool MC	201	1	6
Blackpool South Shore MC	156	2	9
Knowl Dale MC	130	3	11
Hexham & DMC	49	4	15
Preston MC	34	5	16
Matlock MC	31	6	18
Mull CC	13	7	21
Larne MC	0	= 8	= 22
2300	0	= 8	= 22
Airedale & Pennine MMC	0	= 8	= 22
Motorsport NW Ltd	0	= 8	= 22

**Last Updated 22nd May 2015**

## SD34 MSG 2015 Stage Rally Championship Rounds

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



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

**0161 643 0151**

or

**07973-816965**

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



# 2015 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last updated 23rd May 2015*

### Airedale & Pennine MMC

### Accrington MSC

Steve Smith 40 Tracey Smith 50  
*Total Club Marshalling Points : 90*

### Blackpool South Shore MC

### Bolton-le-Moors MC

Alex Brown	40	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 : 230*

### Bury AC

### Clitheroe & DMC

Maurice Ellison	40	Heidi Woodcock	30
Chris Woodcock	30	Jez Turner	30
Paul Moon	20	Alex Harpur	10
Steve Lewis	10	Mat Kiziuk	10
Paul Buckel	10	Steve Butler	10

*Total Club Marshalling Points : 200*

### 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  
*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  
*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 Steve Johnson 10  
*Total Club Marshalling Points : 10*

### Wallasey MC

### Warrington & DMC

Robert O'Brien	50	William O'Brien	50
Anne McCormack	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 : 220*

### Wigan MC



# SD34MSG 2015 Championships Current Standings

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Pete Jagger	31	E	BLMCC	4
2	Tony Harrison	30	E	CDMC	4
3	James Taylor	27	E	CDMC	3
4	Steve Mitchell	25	E	CDMC	4
5	Simon Boardman	24	E	CDMC	3
= 6	Myles Gleaves	22	E	G&PMC	3
= 6	Mark Johnson	22	E	CDMC	3
8	Martin Lloyd	20	E	S061MC	2
9	Mark Standen	19	E	G&PMC	3
= 10	Matthew Broadbent	18	E	KMC	3
= 10	Ayrton Harrison	18	E	CDMC	3
= 10	Richard Hunter	18	E	AMSC	2
= 10	Ian Bruce	18	E	BLMCC	3
= 14	Paul Gray	10	S/E	CDMC	2
= 14	Dave Whittaker	10	E	CDMC	2
= 16	Mark Warburton	9	N	CDMC	1
= 16	Pete Tyson	9	E	CDMC	2
= 16	Paul Buckel	9	E	CDMC	1
= 16	Jason McTear	9	E	CDMC	1
20	Louis Baines	6	N	PMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	38	E	AMSC	4
2	Alan Barnes	32	E	GPMC	4
3	Ian Mitchell	26	E	CDMC	4
4	Steve Butler	22	E	CDMC	3
5	Maurice Ellison	21	E	CDMC	3
6	Rob Lloyd	20	E	S061MC	2
7	Paul Taylor	18	E	CDMC	3
8	Ian Graham	15	E	CDMC	2
9	Andrew Long	14	E	BLMCC	2
10	Jason Crook	13	E	U17MC	2
11	Steve Frost	11	E	GPMC	1
12	Richard Crozier	10	E	ManxAS	1
13	Neil Harrison	9	E	CDMC	2
14	Kris Coombes	3	N	PMC	1

*Last updated 19th May 2015*

## Non Race/Rally Championship

O/A	Competitor	pts	Club
1	Stephen Kennell	41.90	CDMC
2	Andy Williams	41.72	U17MC
3	Phil Clegg	39.02	BLMCC
4	Steve Johnson	30.96	U17MC
5	Steve Lewis	30.47	CDMC
6	Alec Tonbridge	29.70	BLMCC
7	Steve Price	28.68	BLMCC
8	David Goodlad	20.00	BLMCC
9	Steve Butler	19.97	CDMC
10	Roger Barfield	19.76	U17MC
11	Daniel Barker	19.06	AMSC
12	David Barratt	10.00	AMSC
13	Ian Bruce	9.39	BLMCC
14	Simon Nicholason	9.23	PDMC
15	Michael Thomlinson	9.22	PDMC

*Last updated 28th May 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	35	U17MC
2	Steve Lewis	Y	27	CDMC
3	Steve Price	Y	23	BLMCC
= 4	Gary Jakeman	Y	20	HMMC
= 4	Matthew Jakeman	Y	20	HMMC
6	Steve Butler	Y	17	CDMC
7	Ian Bruce	Y	16	BLMCC
8	Maurice Ellison	Y	15	CDMC
9	Jason Crook	Y	14	U17MC
10	Roger Barfield	Y	11	U17MC
= 11	Stephen Kennell	N	38	CDMC
= 11	Alexander Tait	N	38	U17MC
= 11	Andy Williams	N	38	U17MC
= 14	Scott MacMahon	N	27	U17MC
= 14	Terry Martin	N	27	CDMC
15	Phil Clegg	N	26	BLMCC
= 16	Matthew Broadbent	N	19	KMC
= 16	Keith Dowthwaite	N	19	BLMCC
= 16	David Goodlad	N	19	BLMCC
= 16	Tony King	N	19	WMC

*Last updated 22nd May 2015*

## U18 Championship

O/A	Competitor	pts	Club
1	Alexander Tait	38	U17MC
2	James Williams	27	U17MC
3	Scott MacMahon	19	U17MC
4	David Brown	0	KMC
5	Clara Pedley	0	CDMC
6	Grace Pedley	0	CDMC

*Last Up Dated 19th May 2015*

# SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
7-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Bolton University
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 & PMC	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 & DMC	Enville Stages Rally	Anglesey Circuit
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.
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	No	Under 17 MC NW		Ormskirk Car Festival - not championship round

*Continued on Page 18*



# 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
13-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Bolton University - t.b.c.
13-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Bolton University - t.b.c.
13-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Bolton University - t.b.c.
19-Sep	PCA	No	Under 17 MC NW		Manchester Car Show - not championship round
20-Sep	PCA	No	Under 17 MC NW		Manchester Car Show - not championship round
26/27-Sep	Road Rally	Yes	Clitheroe & Dist MC	Hayhursts Clitheronian Rally	Lancashire-Yorkshire
27-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
03/04-Oct	Road Rally	No	Sheffield & Hallamshire MC	Jackson Trophy Rally	South Yorkshire
09-11-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
11-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Bolton University - t.b.c.
11-Oct	Autotest	Yes	Bolton-le-Moors CC	Bolton October Autotest	Bolton University - t.b.c.
11-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Bolton University - t.b.c.
11-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
06+07-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
7-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
07/08-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
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
<b>Key</b>					
Confirmed 2015 date		Date tbc		Changes 27/5/15	
<b>Championships</b>					
Road Rally		Non Race/Rally = Autotests, Autosolos, PCA's, Sprints & Hill-climbs			
Stage Rally		Marshals = All events			
Junior Class = All events					
Interclub League = All League events					
Individual (All Rounders) = All League events					

# Liverpool Motor Club

## Aintree Spring Sprint

During a day of changing conditions Liverpool Motor Club provided the 145 entrants with 2 practice and 4 timed runs which amounted to 832 starts off the line. Once again slick organisation coupled with excellent marshalling meant despite several off course incidents it was only bank balances that were drained.

The Standard classes led the way and in the 1400 Division Chris Smith broke the class record twice in his MG ZR. In the 2000 Division Paul Gorge got to within half a second of his father's record despite a second run rotation in their jointly driven Clio. There was no 1400 Roadgoing entries so it was the two litres next. Deryk Jones (Peugeot 205GTi), on his first visit led initially until the two R5 Turbo GTs got into their stride. Ian Butcher took the win with Russell Thorpe snapping at his heels. In the Over 2000 Division the Kearsleys (Impreza Sti) pulled out with gearbox problems during practice which should have left the door open for class record holder Daniel Hollis but the Nissan GTR driver had an expensive off which sidelined the car and Bob Jones snatched the win in his turbo-diesel Mazda 3. In the 2000 Sportscar class the three Honda S2000s dominated. Roger Fish took the win with Martin Rowe half a second in arrears and Robin Grimwood third. Fish established the class record for this new for 2015 class. In the Over 2000 Sportscar class Paul Beddow blasted to victory in his Chevvie Corvette. Rob Holt took the Elise class before we moved into Kit Car territory. In the Up to 1700 class Martin Walker in his recently acquired Toyota powered Westfield took the win ahead of Andy Taylor (Caterham) and the Stevensons in their recently rebuilt Westfield. The Over 1700 class went to Stephen Herbert (Westfield) with Nigel Fox (Caterham) second and Best Novice Lee Smith (Westfield) third. Kevin Jones (Westfield R1) took the motorbike powered division from co-driver Graham Ware whilst Sam Binfield mopped up the final Roadgoing Kit Car class in his Ariel Atom.

A very healthy 2 litre Mod Prod class was next with 13 runners. Andy Larton (Peugeot 106) again dominated with Richard Hargreaves (Escort Mk2) an under geared second ahead of John Moxham (Peugeot 205).

After a series of poorly supported classes the next well supported class was the Up to 1700 Sports libre class. Robbie Birrell, who was making his debut in the Radical, not only took a comfortable win but also broke Matt Carter's record from September last year. Paul Morris (Radical) was second ahead of co-driver Steve Brennan and the rest. In the Over 1700 class Ian Rowlance in the mighty Metro 6R4 took the win ahead of the rapid Z Cars-Mini of Paul Woolfit.

In the first of the single seater classes Bradley Dickerson was the top 1100 driver in his Jedi finishing well clear of Glyn Sketchley (Megapin) and Eve Whitehead (RBS8). Adding a bit of variety was Michael Tomlinson in his off-road AFE Mk1 buggy. The Formula Fords once again provided a hectic battle. Jonathan Baines led initially in his Merlyn Mk 20 before Geoff Ward slipped past in his Swift SC93F. On the third runs Ward failed to improve and Baines swept through posting the only sub-49 second run in the class. Jonathan Townsley held third place throughout with Graham Curwen fourth and Peter Ibbotson fifth – the latter setting two PBs. After a solo win for Gary Thomas (Force) in the up to 1600cc Racing Car class the two litres were up to the line. Nick Algar, now driving the ex-Alex Summers methanol fuelled DJ Firehawk, annexed the class with a new record on his first run; in fact his second and fourth runs were also inside the old record but were no improvement on his first. Second place went to James Wilkinson in his Reynard Formula Vauxhall Lotus with Emma Williams third in the family Ralt. John Graham (Gould GR55B) took a solo win the over 2 litre class and setting FTD into the bargain.

The Classics were next and with Target Time calculations deciding the results there were wins for Phil Cheek in his MGB and Malcolm Evans in the Mallock. Jeff Allan then established the record for Electrically Powered cars which excludes hybrids taking his Mitsubishi round in 73.16.

The Aston Martin Owners Club runners were next and it was the brutish 4.7 litre GT4 Vantage of Tom Whittaker which took the win from perennial Aintree competitor Colin Kingsman in his DB6. In the Reliant Sabre & Scimitar class Trevor Shortt's Scimitar GT took the win from the SS1s of Steve Cork and the Oakes'.

The two Caterham Academy classes were the finale. In the "Green Group" Rui Ferreira took the win despite a third run expedition to hunt out straw bales at Village. Rob Yates took second and David Bevan third – in fact the first 8 were all within a second in a highly competitive class. In the "White Group" top spot went to Andy Perry who got to within a couple of tenths of the record. Russ Olivant and Lee Collins completed the Top Three - only the Top Four got within the same second and there was a far greater spread of times in this group.

With the rain showers sweeping in from time to time the marshals again did a great job in adverse conditions which at times bordered on the Arctic.

Fingers crossed for better conditions for the June sprint.





## Manx Heartbreak For Bird Again

**Langwathby driver Paul Bird looked set to claim a fourth victory on the IMGold Manx National Rally this weekend after leading from the start but for a second year in succession, his hopes were dashed just three stages from home.**

Driving the Mac Tools, Hager, Frank Bird Poultry-backed, Pirelli-shod and Dom Buckley Motorsport-prepared Ford Focus WRC07, Bird along with Welsh co driver Aled Davies was on course to follow up his victories in 2009, 2010 and 2013 and in doing so, avenge the big crash he suffered when well in command last year.

However, with a lead of over a minute and a half, the British Superbike Championship team boss suffered a puncture at the very start of the 16.21-mile Cringle stage and by the time they could safely stop and assess the situation, the time loss in changing the offending wheel meant his hopes of victory were dashed so he retired on the spot.

A scintillating performance in dreadful conditions on Friday night saw the 2014 BTR-DA Rally Series runner-up master the sodden Manx lanes to set fastest time on five of the six stages and return to the Douglas overnight halt 21 seconds ahead of the field.

With another eight stages in the daylight of Saturday, the Cumbrian continued his relentless pace by setting fastest time on three of the day's opening four stages before disaster struck.

**Paul Bird: "It's a bitter pill to have to swallow again over here on the Island but as they say, that's rallying. I knew straight away we'd punctured and that was it, game over, so there was no point in risking the car further, I wanted to save the mileage as it's going to Barbados this week. I felt I was driving well and we bossed the conditions which were awful on Friday night. Our luck will change at some point but it's tough to take, especially with such a commanding lead."**

## RALI LLYN

Deciding I wanted to build another car in the middle of last year, I bought my bosses 1600 Proton Compact which had sat on his drive for 18 months, not turning a wheel! After numerous late nights putting the jigsaw together in our workshop (mainly with head torches on as we have no mains electrics...) we finally had a "rally car". What to do? A local 12 car to get back into it? A local road event so it's not too far home when something falls off it? Sod it, let's jump straight in at the deep end and travel 220 miles to do the next round of the Welsh RR Championship, amongst some of the finest talent in the lanes. Seeded car 16 for the event, we set off at 11am from Howden and had a steady and uneventful run across to meet Fran for tea. We met in a pub on the resort Fran was at, amongst all the heavy metal fans and people dressed as Sci-Fi characters (WT actual F was going on, we weren't quite sure). As plotted the intricate route around the narrow lanes of map 123, I recalled my only other prior visit to this map was indeed with Guy Robinson where we managed a very creditable 8<sup>th</sup> overall in the big Subaru.

Queuing up for the start, the old left leg was shaking somewhat, but local lad Dale Bowen and I made the decision to just do our own thing and not get drawn into anything we didn't want to get drawn into but most importantly, enjoy it. We set off into the first section and quite quickly discovered that a 1.6 Proton Compact isn't built for speed. We did our best but really felt we weren't going that fast at all. Amongst a ball of smoke off the quite badly slipping clutch, a completely redundant handbrake and a rusty driver we made the petrol halt and we hadn't been caught, despite still being in the thick of a very healthy selection of road rally cars. £24.78 was my receipt at petrol, which included a flapjack and two bottles of Dr. Pepper (I guess the 1600 had some advantages).

Into the second half and a handful of the front drivers now having retired from what is regarded as the most specialist map in the whole championship. An overshoot into the grass costing us 15 or so seconds on the first section, very frustrated with myself we cracked on to the end to set a time roughly on par for our position. We then had a car pull out behind on the following section and shoot straight up behind us with headlights shining brightly into our car, "police?" I shouted at Dale, "don't know, crack on" was his reply but fearing the worst I backed right off to a reasonable pace where I dare say the occupiers of the vehicle behind must've been wondering what I was doing... It turned out to be spectators. In my haste to get to the end I missed yet another handbrake, but by now 3 or 5 point turns were becoming the norm at tight junctions. 8<sup>th</sup> fastest and about 15 seconds from the pace was our reward here. The next dropper was up over a really fast road. It was so cresty and difficult to read, with the added disadvantage of being mainly uphill, our little engine couldn't do our commitment much justice as we dropped 1.02 to the fastest 0.14 of Kev Kerr (Who does live there in fairness and has a 2.2 steel pinto). The last 2 droppers were really the most enjoyable of roads, technical but still quite fast, flowing and absolutely bone dry, which allowed the soft Kumho's work as they should.

No real moments, a load of fun, didn't get caught and came home in a respectable 10<sup>th</sup> overall. We were most happy with the result as the Llyn peninsula is a very difficult place to compete with mile after mile of unforgiving walls, hedgerows and sudden junctions but also with the locals being so damn fast too. Dale was perfect all night, never missed a trick and quite clear to see how he's won such classics as the Cilwendeg. Would we go back? I'd have stayed there and gone round again if it wasn't for work! Well worth the trip as I'm sure the few from MMC who've ventured across in the past will confirm. Back to the drawing board engine wise now and hopefully back for the Colman Tyres in August will a little more waft under the bonnet.

**Sam Collis : Matlock MC**





## Manx Drama Ends In Podium For Newby

Following on from a superb fifth place overall last year, Carnforth rally driver Arron Newby defied the weather and a class field to claim a superb podium on this weekend's IMGold Manx National Rally.

Having not rallied on the Isle of Man since last September and once again co-driven by local Kirk Michael navigator Rob Fagg, the reigning Manx Rally Champions were hoping to show some good pace against the National MSA Asphalt Championship regulars in their VP Fuels and Pirelli-backed TEG Sport Subaru Impreza.

Friday evening saw them get off to a great start on the opening 2.8-mile Keristal stage where they were second only to the Ford Focus WRC of Paul Bird but for the remainder of the night, it proved challenging due to the deteriorating weather conditions.

Seventh quickest on the tricky Marine Drive stage before two sensible runs around the streets of Port Erin saw Newby arrive at the 16-mile St Marks test in sixth overall but any hopes of improving were dashed as a brake problem mid-stage hampered their progress. Despite the lack of brakes, they did battle through to ninth fastest time but worse was to come on the final 16-mile Cringle stage later on.

At close on 100mph late on in the stage, Newby hit standing water and mud which sent the car out of control and after bouncing off banks on both sides of the road, it came to rest nose down in a ditch where most of the Impreza's lights were left. Arron managed to extract the car and limp out of the stage, amazingly setting eighth fastest time to hold fifth heading back to the Douglas service area.

The TEG Sport team set about repairing the car and worked relentlessly through the night to ensure Newby could restart on Saturday morning, which he did. From there, and with slightly better weather conditions, the 20-year-old set about climbing the leaderboard and after the day's opening two stages, he was up to sixth overall.

After the middle loop of stages, courtesy of some top three stage times, Arron was up to fourth and the icing on the cake was his fastest time down the tricky 14-mile Baldwins stage which netted him and Fagg third place overall, taking the B13 class win for good measure.

Arron Newby: *"Well what can I say?! After having an excursion into a bank on Friday night dropping over a minute, we needed a big fight back on Saturday. I am absolutely over the moon to have finished third overall, first in class B13 and fastest on the last stage! It took a bit of time on Saturday morning getting my confidence back after Friday night's bump, but as soon as we found the pace, our times just got better and better. Big thanks to TEG Sport; it shows all the hard work the boys put in pays off. A big thanks to Rob for his faultless note reading once again and another good result for us both. Thanks to Pirelli Tyres and VP Fuels as well as all our other sponsors. Well done to all the marshals and organisers for putting on a great event and sticking out in the dreadful weather on Friday night too. I couldn't be happier right now!"*

Stuart Newby: *"What a fantastic result all round. The crew worked through the night to replace everything at the front of car and I have to say did an amazing job! Morning came and I told Arron he had nothing to lose, just stay safe and press on which he did. A string of top five times on Saturday was topped by him being fastest on SS14 which was amazing. Well done to both Arron and Rob, to our brilliant team and also to Pirelli for supplying us with the new RK7Ws. Thanks to the other sponsors also, we couldn't do this without you."*

### Results

- 1 Jason Pritchard/Phil Clarke Ford Focus WRC 1:34:31.3
- 2 Damian Cole/Jack Morton Ford Focus WRC 1:35:29.8
- 3 **Arron Newby/Rob Fagg Subaru Impreza 1:37:32.5**
- 4 Steve Colley/Andrew Cowley Mitsubishi Evo 9 1:38:07.4
- 5 Nigel Cannell/Jade Cannell Mitsubishi Evo 9 1:38:10.6
- 6 Stephen Simpson/Patrick Walsh Subaru Impreza 1:40:08.8
- 7 Simon Mauger/Jonathan Hawkins Metro 6R4 /4M4 1:40:51.0



# Mira, Harlech and Manx National.

**The D'Isis Stages, at Mira** testing ground, well that's an event to forget this year, seven stages, about eighty miles, this should have been Darrian country, fast and flowing, eight mile stages, car was geared for 137mph on the long straights, which was about perfect.

Brandon had been here before, all be it ten years ago, and had been tenth, and I was here two years ago, and been third, so there shouldn't be any surprises, with the stages. SS1 seemed to go ok, no heroics, checked the times, down in lower teens, better sharpen my pencil, his leg is in for a good stabbing if he doesn't speed up.

Stage 2, and we are not much faster, tyres OK, car fine, driver still asleep!!!

Stage 3, fan belt starts to slip, back in to service, rear clam off, and they find the problem. The Millington engine uses the same alternator adjusting bracket, as the Pinto's, made out of nylon, to absorb vibration. It had started to melt, and deformed, the lads cobbled a repair together, but it's up against the bulk head, out we go for stage 4. 120mph, round the banking, and Blackpool illuminations appear on the dash, warning lights everywhere. Brandon says "its overheating" we free wheel off the track out of harm's way, we let it cool down, fluid levels ok, must be the stat, game over.

Day after, Brandon's made a new alternator bracket, with rose joints on, that will never go again, and the overheating, that was down to the fan belt slipping, and not spinning the water pump quick enough.

**Harlech Stages, Llanbedr** airfield, again out with Brandon, in the Millington powered Darrian T9, only third time this event has run, something a bit different though, eight stages, all about 5.5 miles.

We decided to go down Saturday, and have a bit of team building ( Drinking copious amounts of red wine, and beer ) in the afternoon and early evening, with a couple of other crews.

Sunday scrutineering, and every car had a problem, of some sorts, we trimmed the cable tie by 2mm, and returned to the scrutineer, yep that's fine, he said.

Stages one and two were the same, and lying third after the first pair.

Stage three, all going well, Cars great, and Brandon's fired up, off the main runway, on to a perimeter road, "200 Turn Sq Left, 4R and slippy 6R" come to the 6R and Brandon turns Sq Left!!!!

Why, he doesn't know! In his defense, it should have been coned or taped off, anyway we lose about 35 seconds, trying to reverse, and turn round.

Rest of the day goes OK, except for a wiring problem, but that's soon fixed, but we can't get third back, and settle for forth. BUGGER

**Manx National**, back with Mark (Jones) in the M3, a great entry from CDMC, with four cars out, Daniel in the Minisport Mini, John Cope in his WRC Impreza and Nigel Worswick in the WRC Escort, and nearly Steve Hudson, in his long awaited debut for his 205.

We were happy with our seeding, at 24, but there were some grumblings from lower down. Mark only likes to have one run over the stages, as he gets fed up and bored, but we did recce the Port Erin stage twice, as there was a bit of Totty knocking about.

Back up to the service area, for the Thursday afternoon noise and scrutineering, Well I won't go into details about the noise test, but it resembled a scene from a mid-eighties road rally, with people failing and then passing, as the local hardware shop, was quickly running out of wire wool. So, with that all sorted!!! We returned to the hotel for a bit of tea and a couple of pints.

Friday, six stages, last two in the dark, the heavens opened about three o'clock, no other choice than to go out on full wets for everyone, we didn't even gamble with the spares, two more in the boot as well.

First two stages round Marine drive, loads of standing water, only one moment, half spin at a chicane, Mark says the suspension is too hard.

Two short stages round Port Erin, with an emergency service after each, we fuel up on the first, and the lads tell us we're lying 9<sup>th</sup> o/a and I pass them a note, to soften the suspension, next time round.

Two long stages to finish the night, no dramas for us, but Marks not happy with the rear end, into service at the Grandstand, for the overnight halt, and they check the back end out. Were down to twelfth, but still first in class.

Saturday, another eight stages, starting with a short farm track type stage, finishing on the TT course, the first mile is bumpy as Flip, the rear shocks are giving up, we are losing traction, and were a lot more sideways. Nothing we can do we don't have any spare rear shockers.

One stage to go, were sixteenth, and second in class, fourteen miles of Druidale and Injebreck, what a cracker to finish the rally, or not in this case. Five miles to go, and the car fills up with smoke. We pull over, thinking we were on fire, but it's the rear shockers, think they had both blown, the tyres were sitting on the arches, and the rubber was smoking, bit of a crap ending, so near etc. but it was a great rally up to then, and we'll be back for the International.

Next rallies,

Mini Epynt, with Mark in the M3, Keith Frecker Weeton, with Tim Finch, Impreza and the Enville with Brandon in the Darrian at Anglesey, have I got time to slip the Memorial in as well?





# Rally of Derbyshire

18-19 April 2015

Carl Hawkins and Iain Tullie continued their recent form run with a dominant win on Matlock Motor Club's Rally of Derbyshire. Quickest over the first test around Walton Lodge they never looked back despite losing their throttle body just before the halfway halt. At that stage they held a 2 minute lead over Craig Burgess/John Pickavance who later suffered a mechanical failure.



Gary Rodgers/Carl Williamson came in second with a strong performance in only Gary's third event. Rounding off the top three were Adrian Green/Ian Gibbins. Leading retirements included Ian Ainsworth/Sam Collis with punctures and Martin/Rob Lloyd with a blown diff. After Hawkins/Tullie, Richard Hunter/Sasha Heriot were second quickest in the second half, fighting back to finish 8<sup>th</sup> after dropping nearly 10 minutes on the Walton Lodge Test.

Full results at <http://www.rallies.info/res.php?e=183>

The rally started from Robinson in Chesterfield, with the first section around the Club President's estate at Walton Lodge. Whilst Steve Perez was concentrating on his son's racing career at Donington Park that weekend, he did stay up to look out for future stars in his back yard. Which was just as well, as his assistance was required by Hunter/Heriot who had slipped into a ditch... Quickest through Chez Perez on 5m5s were Hawkins/Tullie in their rapid Mitsubishi Colt closely followed by Sam Self/Andrew Hughes, just 3s adrift and Ian Ainsworth/Sam Collis a further 2s down.

The next section was over Beeley Moor and down Fallinge, a white used only once before on this event, a few years ago. Again, Hawkins/Tullie showed the way on 48s with Hunter/Heriot closest on 55s followed by Rodgers/Williamson on 58s. Then it was short trip through Rowsley before a section that included Congreave hairpins, Had-don Park and finishing with a blast around Bakewell Showground. Mick Briant with wife Sue manned the start control (less than a mile from their home), whilst son Ben did an intermediate control and the Mellors' clan covered the showground and finish control. This was where some crews were delayed by what can only be described as a "lady of the night" wandering aimlessly down the road (allegedly the worse for wear!) and adorning herself on someone's bonnet. Hawkins/Tullie were again quickest on 48s with Dave Quinney/Gary Evans on 55s and John Leckie/Sion Matthews 1m 6s.

Sections including the Hartington whites, Dalehead, New Barns/The Nook and Kenslow followed where Carl/Iain extended their lead to arrive at petrol in Darley Dale on 6m 48 ahead of Burgess/Pickavance on 9m 16s with Leckie/Matthews third on 9m 26s. During these sections Martin Lloyd/Rob Lloyd retired with a blown diff, Ainsworth/Collis with a puncture that resulted in an extended tyre change, and Phil Burton/Mike Petch with a damaged exhaust. After the halfway halt at Sainsbury's in Matlock, battle resumed over Bonsall where Hawkins/Tullie significantly increased their lead – clean compared with the 41s dropped by Quinney/Evans in second. Millington Green beckoned next and both Hawkins/Tullie and Stan Featherstone/Sam Spencer were clean here. The next two long sections round the tight and twisty roads of Spout and Shottle saw a very tight battle with Rodgers/Williamson on 41s Hunter/Heriot on 59s, Hawkins/Tullie on 1m and Martin Betts/Cath Woodman on 1m 2s.

The next 3 back to back sections over Plaistow, Dethick and Highoredish (including the famous hairpin and ford) saw Rodgers/Williamson flying on 4s, Hunter/Heriot making up lost ground on 7s with everyone else some way adrift. The last two sections were around Robridging, Uppertown and Dryhurst Farm with Hawkins/Tullie upping the pace again to stop the clocks on 11s, Hunter/Heriot on 12s and Betts/Woodman on 32s.

After a consistently good run in the first half, Burgess/Pickavance retired with a missing wheel somewhere in the second half.

At the finish, Hawkins/Tullie had a healthy win on 9m 59s (quickest on 10 of the 16 droppers), Rodgers/Williamson had moved from 4<sup>th</sup> at halfway to second on 14m 37s and Green/Gibbins from 7<sup>th</sup> to 3<sup>rd</sup> on 16m 57s.

Hunter/Heriot were 2<sup>nd</sup> quickest in the second half on 3m 29s only bettered by Hawkins/Tullie on 3m 11s.

1<sup>st</sup> Semi-Experts were Bevan Blacker/Niall Frost, and

1<sup>st</sup> Novices were Stephen Groucher/Rob Grainger.



## RALLY of DERBYSHIRE

Matlock Motor Club's Rally of Derbyshire formed a round of the HRCR's 2015 Premier Rally Championship, the new series that was the brainchild of the late Philip Yong being considered worthy of support, if only by much-needed marshalling.

So after a visit to Daventry for an meeting of the HRCR's Area organisers and a what was to have been a quick visit to Donington Park related to the preparation for the autosolo at the Historic Festival on the way home, it was out to time control IRTC9 near Biggin on the A515 Ashbourne – Buxton road for 0015hrs with the first car due at 0051hrs.

Oddly, the Dale End white had also been used on the first DFS Rally in the 1970s, that being the first EMAMC night rally put on by Matlock for some years. Whilst its name has changed over the years, I think that it has run almost continuously ever since. Fittingly, another member of that first rally's small organising team, Andy Fowkes, managed to throw off his maladies and join me at the control.

There were certainly some more than capable navigators out that evening, Iain Tullie, Cath Woodman and Sam Collis to name but three, all chasing points with their drivers for the various championships, being Premier, EMAMC, ANWCC and ANEMMC.

The seeded entry list showed that three crews were in the Premier series. Quite how that worked out for the Hawkins / Tullie and Quinney / Evans pairings in Mitsubishi Colt and Rover 25GTi respectively escaped me until I reread that the series is a National Road Rally Championship open to vintage, historic and modern vehicles. As for the Pedleys' in an XR3, it could have just been eligible for Category D.

Cath Woodman was shown to be a Matlock MC / HRCR member, whilst Daniel Pidgeon (who was on the maps in a Talbot Sunbeam) was a Amman and District MC / HRCR member. He also was assisting the HRCR with the Premier Championship yet, according to the entry list, neither he nor his driver were seemingly registered for the series.

The seeding of the Hawkins / Tullie crew at #1 seemed justified when they stopped the clock just one second later than their due time. The #2 Ainsworth / Collis Proton never reached this and earlier time controls, having suffered punctures. Perhaps Sam wished that he had gone on the Somerset Stages that same weekend with Matt Robinson and last year's R.A.C rally-winning Escort instead.

Thereafter, crews dropped varying amounts of time; others failed to appear and at least two passed the end of the white road (one in both directions!) but never stopped. Certainly, 7 of the 44 entrants never clocked a time, two of which were non-starters.

One intriguing aspect of marshalling on night rallies in hilly country is the spotlight beams sweeping the countryside, especially when the route turns and folds back on itself in a limited area and IRTC9 offered such a spectacle. Also the still night air becomes alive with the sound of tuned engines, occasionally the more so as some of the Derbyshire whites attack exhaust systems..

Come 0205hrs, it was time to close the control and hand the time card and control board to those in the course closing car. Then, what should have been a straight forward journey home became less so when I came across a Renault Clio with navigator in the boot limping its way to the A515. At the control, the nsf wheel seemed to be at an odd angle and the crew were so informed. Shortly afterwards they pulled up and, with some local spectator 'help', managed to effect some sort of repair, but to no avail. The Clio was left in a lay-by at Newhaven with the co-driver and I took the driver to Chesterfield to collect a van, a new strut and whatever else was needed.

So how did other folk fare? 23 of the 44 entrants finished and HRCR Members Cath Woodman and Daniel Pidgeon finished 4th and 19th respectively. Premier Championship navigator entrants Tullie and Evans came 1st and 7th respectively. Whilst both of the Michael and Ciara Pedley crew had registered for the championship, they and their XR3 failed to make IRTC 24 when lying in 24<sup>th</sup> position.

The remaining rounds of the series local to the HRCR Midlands area are as follows.

5 July Huntsman Rally Carlton + DMC

19-20 Sept Mercian Rally Rugby MC

7-8 Nov Dansport Rally Matlock MC

Hopefully there will be further HRCR Members out supporting this new initiative in some capacity.

**David Yorke (HRCR & Matlock MC)**





# The Primrose Trophy Navigational Rally

**From the left hand seat of car 27 – Mark Johnson & Steve Butler**

As some regular readers of this august journal may recall, Paul Buckel is my usual chauffeur on such occasions. However, due to events that shall go without mention, Paul has spent the better part of the last 12 months swearing at a car that refuses to make itself ready for a rally. Plan A was for the car to be ready for the Ryemoor, with a full season of competing to look forward to. Scratch that. Plan B was put into operation and I found myself on that event with my old mate MJ (see last month's issue). So Paul's first outing of the year was now to be the Kick Energy Rally of Derbyshire, yes? Nope, car still not ready and we both sat that one out. So where are we up to now? Plan D? Who knows. Anyway CDMC's first road rally of the year, The Primrose Trophy was to be the maiden voyage of the Proton GTi. The entry was in; seeded 8<sup>th</sup> (eek!) and off we go.....Err...No. An apologetic call from Paul on the Thursday before the event meant that I was once again looking for a driver. Mr B suggested MJ, who also had an entry in, but it looked like his navigator wouldn't be able to make it and so a quick phone call to Mr Johnson and I'm sorted. Mark was originally seeded 27<sup>th</sup>, so that's where we were. He was happy with that and I was just happy to get a run. The night arrived and everything was going smoothly, as it should. We breezed through scrutineering, but then you would expect a standard road car to do that. As the scrutineer said, "there's not much to look at on this. Got your spill kit? Passed."

To digress slightly, Paul was out marshalling with Dave Barratt and Steve Johnson and after getting their two controls for the night, sloped off to the pub. The first text came from Paul; "In a pub in Lancaster on my second pint might not make it to the control". Two minutes later another from Steve; "Beer is very nice in the White Cross. This could be a good session". Then finally from Dave; "I'm in a pub with two pissheads. Looks like I'm doing all the work". Well, I suppose that's one way to prepare. With any luck they might be sober by the time we get to them.

For those of you who might have shunned this event because it had "navigational" in the title, you missed out. The navigational bit was a breeze. Those that were looking for challenging plot and bash type stuff would have been disappointed. No, we didn't get the entire route at the start, but there was plenty of time to get it down when we did get and it was far from difficult.

The run out, including a stop off for some initial plotting, took us to the competitive start just North of Burton in Kendal. The first half was entirely on map 97, with a loop taking us through loads of twisty and slippy lanes North to just East of Kendal, then via Killington and meandering back South towards Kirkby Lonsdale, then further South via Gunnerthwaite Farm, Halton Park and then the roughest white I think MJ had ever seen (until the Stockport 061, that's another story!) leading down to Moor Hospital in Lancaster for the end of the first half and off to Petrol at Forton Services.

So far so good with nothing much to report. Cleaned most of it and only dropped a couple of minutes on the first timed to the second section, which only five crews managed to clean. A quick check around the car at Petrol to see of anything decided to part company with it on the white revealed no significant damage, if any.

The second half was on much more familiar territory, for both of us. Probably too familiar at one point! From the services a quick loop South past Pedders Wood and then back North over Harrisend Fell and East towards the Trough. This is where it could have all gone badly wrong. If you're familiar with the Trough road you might know a slight right over crest into a left hander – don't cut. Which we did. Momentarily there was a lot less tarmac underneath the front nearside wheel than I was entirely happy with. Thankfully, there was enough grip on the other wheel to pull us through, with not a little skill from the chap sat next to me. We both breathed a sigh of relief and carried on as if it was perfectly normal!

Next came Lythe Fell, where my job was mainly to point out where the NAMS were. Then across to Ivah and White Moss, a brief neutral section to Haylots and then South to the end of the final competitive section back at Forton. The finish was back where we started at Truck Haven for a very welcome and (as advertised) hearty breakfast whilst we waited for the results.

The rapid results team made us pleasantly surprised with 9<sup>th</sup> overall and 2<sup>nd</sup> master. The car never missed a beat, even though my heart did on the Trough. Mark's driving was faultless, even if my navigating wasn't – a "left" instead of "right" instruction crept in at one point, but it didn't cost us any time on the section.

We both thoroughly enjoyed the night's sport. From where I was sat, the organisation of the event was first class. All the paperwork was spot on, even if there seemed to be a lot of it! The route was excellent and well marshalled, and I was particularly impressed with the set up and positioning of the code boards and controls. In my view this couldn't have been any better and credit goes to Matt, Maurice and the set up crew for getting this just right. I hope we remembered to thank all the marshals on the night, but once again thank you all for providing us with our night's sport. Thanks also to Chris and Heidi for a first rate results service – you do know you've got that job on the Clitheronian, don't you!

Thanks again to Matt, Maurice and everyone else involved in running the event. Hopefully Paul's car will be ready in time for next year's!

**Steve Butler (with MJ) – Car 27**

# A return to the twirly thing and pedals....

Clwyd Vale Motor Club

## 'Automark Rally'

May 18th 2015

There have been many constants in my motoring life, rallying probably being the most regular but a certain little French car comes a close second. Twenty years ago (I like to say that quickly so I still feel young) I lined up on my first rally at the wheel of my 205 XS, a standard car apart from a sumpguard my friend Dan and I were incredibly green behind the ears.

Lots of water has passed under the bridge of rallying since those days, but my love for the Peugeot 205 has never really diminished. 1998 saw me have a white 1.6 GTI as my road car, 2002 a Black 1.6 road rally car, 2009 a red 1.6 rally car and then 2011 a red 1.9 road car. Oh yes and a white 309 GTI made a 3 month appearance in 2010 but we'll gloss over that disaster !

Why the affection/addiction you may wonder, well to me the ultimate expression of 80's rallying was the 205 T16 group B car, of all the supercars the T16 to me looked most like it's road going counterpart. 205 GTI was also the staple diet of car on international rallies through the 80's and 90's and somehow I always felt owning one seemed achievable.

Then of course there's the driving , with 205 you either get them or you don't, they react best to being grabbed and driven hard although there is a fine line between being on and over the limit. Lift off oversteer can be scary if you don't expect it, but when you realise they do it, you can use it to your advantage in a rally car, they also really react well to left foot braking. Razor sharp handling, compact size and looks that are timeless, what is not to like?

As many of you know my rally 'trade' is in the passenger seat, but every now and then I like to dabble with the twirly thing and pedals. Now here in Wales we're spoilt for clubmans motorsport and one event that epitomises this ethos is Clwyd Vale Motor Clubs, 'Automark Rally'. Run on a clubman permit and limited to 60 cars it puts very many National B events to shame, from route to timing and organisation it's right up there.

So it is that every few years I like to get hold of something and have a go on this event, this year was no exception... originally I'd intended to use my Historic specification Mini but thought better of it when I saw a nicely prepared 205 GTI pop up for sale locally. As ever with these things we didn't get hold of it until 4 days before the event and then had a few issues to sort out, but come Saturday afternoon she was ready for battle. The beauty of this event is it gives real beginners a chance to get a result and to that end my navigator was a driver turned navigator in the form of David Aincham, his previous navigating experience was the preceeding weekend's 061 rally.

Now road rallying has become quite a big thing again certainly in Wales, with some top cars costing well over £30,000, however the start car park on Saturday really was an example in what it should be about...the majority of cars costing less than £3,000 , very few trick parts and fairly standard road tyres, (mine cost £35 a corner and were a cracking set of rubber).

After David plotted the route we had a short run out to the first section, an infamous section through a large farm complex it was where our overheating issues started. I must be honest that at the end of the first section I thought our game was up, but being careful with the engine revs and cooling her off on transport sections saw us keep her just cool enough...at the petrol halt we armed ourselves with 30amp fuses which had been blowing !! (what we hadn't realised at Petrol was that despite a start number of 33, we were actually 2<sup>nd</sup> overall at that point!!)

Must say it was an enjoyable night in the driver's seat, threading it down the lanes, having a dice or two with other cars , really was good fun. David was doing a sterling job in the nav seat, knowing the pressure you feel in that side he kept his head and was as cool as a cucumber all night.

The second half suited the car better in many ways as it was a little more open using the myriad of yellows in and around the Clocaenog forest area. However we did have a few small issues causing us some time loss. A point to make is that all through the night the backbone of the sport, the marshalls, were unfailingly happy and helpful, stars the lot of them.

A steady run into the finish saw us enjoy a hearty full Welsh breakfast (like a full English but made in Wales), then the wait for final results. Our issues had cost us a bit in the 2<sup>nd</sup> half however we were to end up 3<sup>rd</sup> overall....so so chuffed for David on only his 2<sup>nd</sup> event and the little 205 for making such a good show of herself.

Lot's of things learned from the event and the car itself, I really now do believe we need to move road rallying back to a more standard footing car wise. I know I may get hated for that but it would mean less whites for crews (as organisers wouldn't be struggling to get droppers), a more accessible route into the sport (due to cost of car) and more than likely less PR issues.

Off my soapbox now and thoughts turning to next steps, anyone fancy navving the PK??



## Altratech 061 Road Rally

Having read a few rally reviews I thought I would script my Novice views, which this year have mainly been from the silly seat alongside Bevan Blacker (driving the Ryemoor being the exception).

Possibly against better judgement after a particularly rough Kick Energy Rally of Derbyshire, the suggestion was made to take the trip back south for the Altratech 061, a promise of only 4 miles of whites proving tempting since the poor 106 has seen a few rough battles. It was great to see a high entry list, with lots of the Derbyshire contingent present.

Before sign on I'd managed to wrong slot us through Buxton and ask for the wrong car number at Noise although this was better than the previous rally when I forgot a poti. This being my 3<sup>rd</sup> night rally, and 3<sup>rd</sup> plot and bash at that, I was getting nervous about the handouts already, fortunately two times round the private test took my mind off the challenge and we had a pretty decent 2<sup>nd</sup> run through at 36s, Bevan pedalling the 106 smoothly, if not in the spectacular style of Mr Hawkins. We'd got our first handout just before we started but it wasn't until after our 2<sup>nd</sup> test I got down to plotting. Fortunately I recognised this bit of road and knew the first NAM junction in the Goyt valley, which helped massively settle the nerves.

On we went with me head down plotting out the section until I managed to wrong slot us into someone's drive outside Dove Head, forgetting we needed a 90 right before our slot. By this time both of us were a bit distracted, as the car had decided that dampers were overrated and front suspension was provided by springs only. Not a good recipe for road holding, or car confidence from either side! Sadly, this distraction I now partly blame on me clocking in a minute early at the next control, rookie error!

Handout 2 gave us some herrigbones and we took in some cracking narrow roads on our way past Reaps Moor and onto Butterson Moor although with plenty of manned and unmanned passage controls, there was plenty to catch out the unwary. Indeed a half spin on a tight slot slowed us, even worse it was in front of a photographer! Not having seen many cars out on the roads we were unsure of how we were doing, but encouraging conversations with the marshal's meant we continued to feel quite positive that we were up on our seeding as 7<sup>th</sup> Novice.

Onto Handout 3 and nerves gone, a string of out of order tulips took us through some really tricky plotting round Wetton and on up to the fast roads round Ecton, I was making less mistakes now and we had time at the next recovery section to take stock, with both of us questioning the rationale for continuing given the car maladies. Tight Yorkshire driver and Scottish navigator, we'd paid and we would continue.

From studying the 2013 route I had an inkling from one of the NAM diagrams we would be heading for Longstone Moor which would be the first real test of the un-damped front end on the whites. A short section down Bole Hill white following a Proton (one of many) and a Clio, did not instil confidence in what was to come. Since we'd clocked in on the same minute as a car 16 numbers ahead of us, our problems seemed trivial as we appeared to be in the mix. Driving into Petrol and apart from some unwanted attention from the local Chavs, our motivation had once again waned.

The 2<sup>nd</sup> half proved to be where the whites came to get us. We set off and soon caught our minute car, on an easy set of London rally style navigation, before a long transport section up to the Longstone Moor, where I don't think it unkind to say we plodded round. Too much car sympathy and a drive back to North Yorkshire meant neither of us wanted to press on. We got to the last handout at Foolow and pressed on knowing that it was nearly over. A massive miss on a slot meant we were fumbling for what seemed like ages looking for a white in the wrong place. I'd had head down and plotting and we perhaps needed more communication, lessons to learn! This served to put the dampeners back on and we got round to the finish with no more drama, the car taking a rump of punishment down the whites once again although latter inspection showed the sump guard took most of the pain.

At breakfast the debrief started, over a cup of tea. It was a great rally (despite our de-motivation) and the clues were well laid out and possible for even the novice navigator (which is the same as the John Robson and the Kick Energy). It occurred to both of us that we'd lost as much time in navigation errors as we had car issues, sadly only one can be fixed with a call to Mr Bilstein. Arguably my pencil lines will be straighter for that particular upgrade though.

Thanks to all the marshals who had great banter all night on what was another cold shift (is there any other on a road rally?) and the roads were terrific once again in Derbyshire. We'll just make sure the car is up to it next time we venture south, the navigator will be ready with lessons, hopefully, learned.





# CETUS STAGES

10th May 2015



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After a couple of last minute entries a total of forty eight cars entered the Cetus Stages with just one none arrival. The weather forecast for the day was heavy cloud but dry with a maximum temperature of about sixteen degrees, at least that would keep all the officials and marshals happy.

The Cetus Stages was a round of six regional Championships, ANWCC, SD34MSG & 6R4.com Three Sisters Rally Challenge. Car one was due to start the rally at 10:00 hours and Howard Potter & Martin Haggett in their 6R4.com Three Sisters Rally Championship 2014 winning Sunbeam started the rally on time. Consecutive stages were tried on the Cetus Stages for the first time following the same format as the Adgespeed Stages in October last year.

They set times of 2:16 & 2:13 for the first two stages; at car two was the Ford Focus of Rob Hughes & Kevin Butler who set times of 2:17 & 2:14, followed by car three, the Darrian of Brandon Smith & Sion Cuniff, their times were 2:17 & 2:13.

This was set to be another epic battle for the top places all day, a similar fight for third and fourth places was going on between car 3, Brandon Smith & Sion Cuniff in the Darrian and car 5, Kevin Jones & Jacqueline Jones in the Escort MK11.

After a total of twelve stages just one second separated first and second with Rob Hughes/Kevin Butler taking top spot with a combined time of 28:32 in second place was Howard Potter/Martin Haggett.

The fight for third and fourth places was won by car three, Brandon Smith/Sion Cuniff in the Darrian with a time of 29:08 from car 5, Kevin Jones/Jacqueline Jones in their Escort again just one second behind, 29:09.

I fifth place was car 20 Barrie Thomson & Jerry Hettrick in their Citreon C2 with a combined time of 29:12.

## The class winners were:-

Class B.	Car 48 Alwyn Frazer/Alwena frazer Citreon C2.	18 <sup>th</sup> O/A	30:34.
Class C.	Car 20 Barrie Thomson/Jerry Hettrick Citreon C2.	5 <sup>th</sup> O/A	29:12.
Class D.	Car 5 Kevin Jones/Jacqueline Jones Escort MK11.	4 <sup>th</sup> O/A	29:09.
Class E.	Car 14 Dale Carter/Mark Carter Subaru Impreza.	6 <sup>th</sup> O/A	29:20.

The Cetus Stages was the second round of The 6R4.com Three Sisters Rally Challenge 2015.

The final round is The Adgespeed Stages on Sunday 11-10-2015.



Photo : Top Left

Courtesy of Phil James : Pro-Rally.co.uk

Photos Above

Courtesy of Brian Taylor  
b.taylor60@aol .co.uk



# Memories are made of this . . .

Photos : Neil Johnson : Lancashire Telegraph

Mark Higgins / Dave Barritt Scottish Rally



Chris Day : Witchway Rally 2003



Richard Casey : Oulton Park 2005



Mick Sharples : Devils



Terry Martin / Gerry Hettrick  
G&PMC Memorial Rally 2003



Andrew Potts : 2003 NWS



Wayne Thomas / Paul Upton : 2003 NWS



Nigel Worswick / Clive Molyneux : 2003 NWS





## The Dale Stages

After a long break, Tommi Meadows made a return to the Junior 1000 rally championship for round three. The Dale Stages in Haverfordwest consisted of around 40 stage miles and 8 special stages which made for a challenging rally for all crews.

Meadows, who has recently started the build of a new car, was feeling confident going into this event after having been very quick at the twisty venue last year before clutch problems halted any progress.

Unfortunately, the conditions were against the 15-year-old from the very start of the day.

'The weather was very warm and bone dry,' said Tommi, 'I prefer it when the surface is wet and slippery because it acts as a sort of power balancer and narrows the gap between my car and the faster Citroens.'

Nevertheless, the enthusiastic teenager and one-off codriver for the event Jamie Foster set some promising pace, helped by a new TAROX brake set up to sit 5th overall and mid table after the first loop of stages. However Oxfordshire driver Tom Williams was only 1 second behind in his professionally built Micra, meaning that a heated battle would ensue throughout the afternoon.

With stages 5 and 6 cancelled due to an accident, this left only two stages between Meadows and what would be a pleasing top 5 finish given the conditions which did not suit the driver or car. However, the car running ahead of the road of the pair on the road overshot a corner, getting stuck in a ditch. Meadows and Foster were forced to crawl past to be as safe as possible, whilst the previous rejoined the stage before any other cars came past, meaning only Tommi's time was affected.

'We only dropped 2 or 3 seconds maybe but when you're fighting for positions little things like this are frustrating - it's all part of the game!' said Meadows, who went into the final stage 2 seconds behind Williams.

A big push on stage 8 would be in vein for the pair, as they could only manage to pull back one second from Tom Williams, therefore finishing sixth overall and one second back from the top 5.

'It has been a hard day, and although the results may not show it I think that this has been one of my best driver performances. It's just a shame that there was no rain to give us a bit of a hand, we couldn't get anywhere near the Citroens with their extra power!'

Tommi thanks A-Frame Engineering, TAROX Brakes, Cybox Exhausts, Fuchs Lubricants and Proflex Shock Absorbers for their help

**Tommi Meadows : Clitheroe & DMC**

Taking a wee break from the golf course, golf pro Rory McIlroy drives his new Mercedes into an Irish gas station.

An attendant greets him in a typical Irish manner, unaware who the golf pro is... "Top o' the mornin to ya" As Rory gets out of the car, two tees fall out of his pocket. "What are those things, laddie?" asks the attendant.

"They're called tees," replies Rory.

"And what would ya be usin 'em for, now?" inquires the Irishman.

"Well, they're for resting my balls on when I drive," replies Rory.

"Aw, Jaysus, Maryan' Joseph!" exclaims the Irish attendant. "Those fellas at Mercedes think of every-thing..."

## Junior Marshal Gets a Passenger Ride !

Accrington Motor Sport Club member, Alexander Baron, got his first experience of marshalling at the CSMA autotest and autosolo at Lymm Services on 17 May.

Alexander helped with a number of duties, including time-keeping and marshalling wrong tests and penalties.

As a reward for all his hard work, Alexander was given a passenger ride by competitor Andy Williams in the Nissan Micra.

You can see the in car footage on YouTube :

CSMA Autosolo 17-5-15 Alex Gets A Passenger Ride



# Wales, Whites and Walls

The road rallying year had started quite quietly, it was April and all I had done so far was less than 2 miles of the **Bruce Robinson** with Stan after a broken drive shaft on the opening special test had us heading home early. Luckily things picked up in April with three events in as many weekends, just the way I like it. First up was a trip to Wales with Bevan Blacker for the **Winter Challenge**. Starting just outside Betws Y Coed the event had an unusually low entry of just under 40, due mainly to clashing with a Welsh Championship event I suspect, and we were away at car 14. After an early signing on and ample plotting time we headed off for the first section not really knowing what to expect. As is the norm in Wales there was to be a lot of manned controls and pointless not as maps but with RC's, PC's and SC's with three different bits of paper to write them on the biggest problem over the opening few sections was working out where to write each board. The roads were fantastically tight and suitably demanding but with so much stopping early on neither of us seemed to be able to find a rhythm. A stupid wrong slot by me on the third section cost us the best part of 2 minutes but generally as we got further into the first half the controls were further apart, I was able to deduce where each board needed to go and we began to really motor. At petrol we were a pleasing 8th but with a gearbox that was making increasingly loud noises we would have to play the second half a bit clever. The opening selective ended with a nice long section round a farm complex that would have been even better if I'd had a map but all we could do was follow the arrows. It also became apparent the e-marked Colway tyres Bevan had borrowed from Nial Frost weren't up to much on the loose but we still set a respectable time. This turned out to be the only proper dropper in the second half, good news for us with an ailing gearbox and I was able to tell Bevan to take it easy on most sections and hope to reach the finish. The final section started on a yellow that became a white before ending on a yellow. Things were going well and we were set to clean it until we reached a gated road, I told Bevan we must have to slot right through the open gate only to find a BMW turning round. We ended up as one of 6 or 8 cars hunting for any tiny slot we could have missed but to no avail. We turned round and headed back to the last bit I could be sure was right, a tight railway underpass. As we headed back down rally route we worked out the only way must be through the closed gate. As we arrived a Nova crew were just opening it and sure enough it was correct and we were into the final control. It turned out an annoyed local had nicked two boards and shut the gate, causing the last section to be scrubbed. All in all it had been a brilliant night with Bevan putting the underpowered 106 up amongst some stern opposition. We ended the night a pleasing 12th overall although the drive back with a seriously noisy gearbox was less welcome.

A week later it was down to **Derbyshire for the Kick Energy** rally back alongside Stan Featherstone. The event was back to its traditional date with new organisers, a longer route and plot and bash navigation, although no-one was really sure just what this would entail.

The night started with the traditional run round Chez Perez then onto the first few sections that were plotted on the run out. It was all traditional Derbyshire stuff, tight lanes with rough whites that as usual Stan took virtually flat out. The first three back to back sections ended with a blast around Bakewell show ground that was very entertaining although the Police car in attendance was a little disconcerting and by this point we were 7th overall. As we headed west across map 119 it was more of the same with some proper plot and bash which made a pleasant change although most sections I had on the map before we started. The only drama to report was an altercation on a 90L on a white when the back came round and the front got buried into a drystone wall, but in true rally fashion Stan slotted reverse, backed up and carried on unabated. At the next neutral we inspected the damage, a broken N/S headlight and spot light and a bent front wing, all cosmetic and nothing to slow us down. At petrol we were 6th overall as I plotted the majority of the second half. Sadly things went down hill from here as I struggled to concentrate and several stupid wrong slots cost us dearly. Most irritatingly this was on pre plot sections as I had no issue with the plot and bash. The result saw us drop to a lowly 12th and after being 30s up on Ade Green at half way to see him finish 3rd was even more annoying. It did however give me the determination to do better a week later on the **Primrose Trophy**. Stan had been busy in the week and the car was fighting fit by Saturday night as we headed west to Kendal services for another alleged plot and bash event. Any notion of this was soon put to bed when we were given an hour to plot the whole first half bar one section which I knew would be down the Prison white above Lancaster. The first section started badly with a local woman seemingly unable to reverse down a narrow lane but we cleaned the section with ease, as we did most of the first half which was lucky as a couple of stupid wrong slots early on could have cost us. There was an excellent selective around a small forest complex, where Stan really showed his prowess on the loose, but sadly it was fruitless as nearly everyone cleaned it. The final section before petrol was the white I suspected and despite having been down it before I missed the entrance and despite Stan's best efforts we dropped 38s. At petrol the top 8 crews were clean and talk soon started of what the organisers were going to do. Luckily the second half was a little tighter as we tackled some legendary Lancashire lanes such as Lythe Fell, the Trough of Bowland and Haylotts white. The only trouble with the first two is they are completely not as map so Stan had to battle the locals with no help from me, we were however still able to hold our own. The last quarter of the event saw us setting off on the same minute as Richard Hemingway for most sections and so began a serious battle with no let up being given by either crew. At one point the pace became too hot for some as after taking two minutes out of Danny Cowell he left the road on a deceptive right hander. It was a stunning display of controlled aggression and easily the quickest I have ever been on a road rally and we ended the event a very pleasing 5th overall and second in class behind Richard. My thanks as ever go to Stan for persevering with me and with a few events together things seem to be coming together. Next up is the **GP Memorial** in June where we will once again have to see how we fare against the locals.

**Sam Spencer : Malton & DMC**

# Berwick Classic

May 2<sup>nd</sup>/3<sup>rd</sup> May 2015

A few weeks beforehand, Tot Dixon contacted me and asked if I fancied doing the Berwick with him in his Mini Cooper S - didn't take long to say 'yes', although we were lucky to receive an entry as there were only 3 places left. Final Instructions were sent out by email in the week leading up to the event and all the test venue's and the non-competitive route was placed onto my maps. Saturday morning saw wife Hazel and myself setting off for Berwick-upon-Tweed to meet up with Tot and his wife Maureen. The girls were down to marshal once on Saturday evening, at the end of the 2<sup>nd</sup> regularity and on three tests on Sunday, although one test was run twice.

After booking into our accommodation we scrutinized, signed on, did the measured mile and set about plotting the two regularities. At 5:28pm we were off and once across the other side of Berwick we were into the first regularity. Disaster at the second junction!! I forgot to reset the watch, for the speed change. I knew as we were about on time at the change, so I just told Tot to slow down to 22mph and I'll try and work it out whilst on the move. I didn't get chance, as 0.3 of a mile down the road, we saw the first regularity control. Looked at speedo and we appeared to be doing nearly 30, so told him to slow down even more. This worked, as we were only 3 seconds early at the control. Now it was 30mph to the end of the regularity. Now, Tot's not all that keen on regularities and religiously keeping to strict speeds, so I had to 'reel' him back a few times; "slow down, we're 15 seconds early!!". This worked again as we arrived on time at the regularity finish.

Next came the first test of the event at Sunwick Farm. We both knew the basic layout of the venue and we set the third fastest time, with Ross Butterworth/Ali Proctor (Mk1 Mexico) on 45, John 'Bertie' Bertram/Andrew Fish (Mk 1 Mexico) 47 and ourselves on 48. Afterwards we handed the first time card in and then went into the second regularity, starting in the car park of Norham Castle. We dropped 9 seconds over 3 controls, but Dave Marsden/Mike Garstang (Mk1 Escort 2.0) and Dave Short/Roy Heath (Mk2 Escort 2.0) only lost 2 seconds. Shoreswood Farm 1 came immediately, with Ross/Ali, Dave/Roy, and father/son crew Dave 'Darkie' Lewis/Daniel Lewis (E36 BMW 318is - Targa Rally) all dropping 1:43 with Mike Dent/Mark Gilmour (Hillman Imp) on 1:44. Trevor Barnes/Andrew Shelley (Rover 2000) blotted their copy book when they hit the edge of a wall, one cone from the end. Trevor now had to climb out of the navigator's door when exiting/entering the car!! Across the road for Shoreswood 2 and Bertie/Andy together with Ross/Ali put up 42 seconds with William Thompson/Richard Simmonds (Avenger Tiger) and Ernest Calvert/Bryan Smith (MGB) 1 second in arrears. Mike/Mark together with Dave Agnew/Alan Jackson (Porsche 911) managed to miss the hidden 'slot in front of the building' and nearly hit the Solar Panel's, whilst Tot over reacted to the steering as we went between two buildings, nearly hitting the RHS one. All that remained was a run back to Norham Village Hall to hand the second time card in and have a natter with the rest of the competitors whilst waiting for the girls to turn up. Top 3 after Saturday's run: Ross/Ali 3:21, Bertie/Andy 3:29, Tot/Bob 3:34. In the Targa Rally, another father and son team were leading, Nick/Andrew Pullan (Suzuki Alto) 3:41, with Ron Roughead/Ian Canavan (BMW Mini) some 34 seconds behind. An exceptional result for Nick/Andy as they had no Brantz trip meter and were working off the speedo.



**Continued on Page 33**



## Berwick Classic Rally

### Continued from page 32

Sunday morning came and it was persistently raining!!! We all met at the re-start which was on the Quayside in Berwick and at 09:31 the first car set off with a 15 mile run up the A1 to the first test of the day at Tower Farm. This test was stopped about ¾ of the way through as there was a parked car in the way. Four crews took 40 seconds and a further 2 dropped 41 with us on 42. Round the corner and into test 5 at Drysdale's Haulage. We didn't get into the rhythm at all on this one and took 47 seconds, with Dave/Alan (911) fastest on 43. Ross/Ali had a 'mare' of a test and managed 51 secs. The concrete base had loads of grip and the best times were put up by just driving round. A short run along the old A1 took us via a Code Board and then onto Test 6 and our usual run at Torness Power Station, around the Visitors Centre's car park. Here it was absolutely throwing it down and the start/finish marshals need a medal for their endurance. Fastest time went Ross/Ali again on 51 secs, but the Targa Rally crew of Lee Moulden/Anthony Varley (Mazda MX5) equalled them. We managed a 52 together with Bertie/Andy. I even managed a wave to the girls as they marshalled a cone in the bottom corner, sat in the warmth of the car. Test 7 was another autotest type test at Howden's Yard, Dunbar. We hesitated a couple of times here and dropped 8 seconds to fastest, Mike/Mark (Imp) on 37. Ross/Ali managed 38 and Darell Staniforth/Henry Carr (Mini Cooper S) together with Bertie/Andy took 39 secs. Funnily enough there were 11 crews who gained a wrong test here.

Now we crossed to the other side of the A1 and took in a short loop to gain access to the start of Test 8. This is one of the longer tests that the Berwick is famous for. It set off on tarmac then turned right into a gravel area before coming out and continuing up the tarmac road, 360 degrees around a cone, through a 3 cone slalom, stop for a CB, another 3 cone slalom, a stop astride (for safety of the finish marshal) and then stop astride at the finish 20 yards further on. Unsurprisingly Ross/Ali took fastest again on 1:20, Mike/Mark's Imp on 1:22 and ourselves on 1:28. The next three tests were a re-run of Tests 5 – 7. Ross/Ali got their act together at Drysdale's 2, beating their first run by 9 seconds, taking 42. Torness saw Tot/I fastest on 51 together with the MX5 of Lee/Anthony. Back along the old A1 to collect another CB in the same place as before – yes, they had changed it!!! At Howden's Yard 2 Lee/Anthony, Mike/Mark took 37 secs with Bertie/Andy and ourselves on 38.

Parked up at the end of the test was the Triumph TR3 of Jim Hendry/Graham Couser, sat there with a broken half shaft. 6 crews gained a wrong test here, two of them got it wrong the first time as well. Now it was onto the third and final regularity with the final section on private land. We set off at 30mph, changed to 25 at Newbyth Stables, changed again at the 2<sup>nd</sup> regularity control to 30 and finally to 25 at the 3<sup>rd</sup> control and then onto the end of the regularity. Our run to the 1<sup>st</sup> control went OK, but as we came around the corner at the 2<sup>nd</sup> there was a Lancia Fulvia sat in the middle of the road trying to re-start after going through a flood. After a few seconds the marshal realised as we were there and came over to us, then he realised as he didn't have the clock and went back for it. When he finally arrived at us, 15 seconds had gone, a penalty we couldn't get back. We then had to negotiate the stricken Lancia and try and pull time back which was virtually impossible. The concrete road was extremely slippery and we were spinning wheels in 4<sup>th</sup> as were many of the other competitor's. Finally we were off for lunch in the village hall at Athelstaneford. The top 3 in both the Historic event and the Targa Rally hadn't changed through the morning, apart from the gaps became larger!!

After lunch and there were 7 more tests, all of them over a minute long and on some very muddy tracks. Test 12 was a loop around Crauchie Wood. Ross/Ali were fastest again on 1:25, Bertie/Andy 1:28 and Ben Blanchard/Andy Beaumont (Avenger GT) 1:30. Test 13, Cockielaw was the longest test of the whole event, which included 3 CB's to collect. Ross/Ali blitzed everyone here with a time of 2:00. Bertie/Andy took 2:05 with Dave/Roy (Mk2 Escort) 2:08 and Mike/Mark (Imp) on 2:10. South Belton Farm was the venue for Test 14 which took us through and around the farm buildings. Ross/Ali were at it again on 1:13 with ourselves, second equal with Mike/Mark and Dave/Roy on 1:17.



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## Berwick Classic Rally

### Continued from Page 33

Next came a new test at an old venue. The first 2/3rds were around two very wet grass fields, with the final third along a muddy track and finally onto concrete. I had to sign an amendment to say as the test maximum time had been increased from 4 minutes to 5 minutes. We set off and collected a CB at the top of a brow, then took it gently down the slope to turn 90L and along the bottom as we were on road tyres. On the right was a deep ditch which would take the whole car, not just a wheel. We saw a set of tyre marks at the 90L, turned out to be Dave Marsden/Mike Garstang, who's Mk1 Escort which had gone straight on and got stuck on a rock. Luckily Mike had got out and managed to push it off just as the next competitor came along. Only 7 of the 53 cars managed to beat the maximum time of 5 minutes with Ross/Ali and Mike/Mark's rear engined Imp taking 4:28, Colin Rose/Bob Shearer (MG Midget) were next on 4:47. Test 16, Balgone Farm was a gravel test around the farm buildings finishing with a run down the concrete drive. Ross/Ali 1:09, Dave/Roy 1:10 and we achieved 1:11. Dave/Alan's 911 snapped a half shaft here and unfortunately they we out.

The penultimate test was a reverse run over the muddy track and slippery concrete at the end of the 3<sup>rd</sup> regularity, using the private roads around the Scoughall Farm complex. Bertie/Andy took this one on 56 seconds with Ross/Ali and Dave/Roy 2 seconds in arrears. Continuing on the Scoughall complex we came to the final test at Lockhouses Farm. Originally we had set the fastest time, at 54 secs, but a slightly exuberant stop astride at the finish line left us with a penalty for sliding over, so this left Bertie/Andy fastest on 56 with Dave/Roy and Darell/Henry's Cooper S next on 58. A short run back to the finish took us to the end of the day and a welcome roast dinner at the Whitekirk Golf Club where the awards were presented.

### Results as follows:

Ross Butterworth/Ali Proctor	
Ford Escort Mexico	24:23
John Bertram/Andrew Fish	
Ford Escort Mexico	25:37
Mike Dent/Mark Gilmour	
Hillman Imp	26:30
Tot Dixon/Bob Hargreaves	
Austin Mini Cooper S	26:51
Darell Staniforth/Henry Carr	
Austin Mini Cooper S	25:58
William Thompson/Richard Simmonds	
Hillman Avenger	26:59
David Ruddock/Les McGuffog	
Vauxhall Viva 2.3	27:14

### Targa Rally

Nick Pullan/Andy Pullan	
Suzuki Alto	27:39
Ron Roughead/Ian Canavan	
BMW Mini	30:47
David Lewis/Daniel Lewis	
BMW 318is(E36)	30:56

**Bob Hargreaves**

# Leukaemia Rally

## Steve Entwistle claims second overall in HRCR Clubmans Championship



MINI man Steve Entwistle has consolidated his lead in the HRCR Clubmans Championship after claiming another top-three finish. The Rishton-based driver out-powered his rivals on the Leukaemia Rally to finish a brilliant second overall in the Orangebox Mini, less than two minutes behind the Porsche 911 of reigning champion Howard Warren.

The result was enough for Entwistle, who had Matt Fowle on the maps for the first time, to win his class by six minutes and finish top Mini – for the second event running.

“It was just the result we were looking for to maintain our momentum,” said Entwistle.

“We cannot afford any slip-ups if we want to challenge for the title.”

Home Counties-based Fowle didn't get off to the best of starts. Multiple accidents closed both the M25 and M4, delaying his arrival in South Wales until 2am, less than four hours before the start. But lack of sleep didn't deter the highly-rated Fowle – or his driver.

Despite giving away almost 100bhp to their rivals, the pair were second quickest – by one second – to Warren's Porsche on the opening test at Chepstow Racecourse and joint fastest on the next.

From then on, Entwistle and Fowle held down second place throughout the one-day event, which comprised 15 tests and 8 regularities.

With only the best six scores to count from the nine rounds Entwistle will not enter next month's Hughes Rally.

Entwistle will be back in action on the East Anglian Classic on June 20 with his fourth navigator of the year, Andy Ballantyne. The Devon-based mapman is a DJ on Heart Radio in the South West.

“If he's as good on the maps as he is on the decks, we'll be OK,” joked Entwistle.

\*Steve Entwistle is sponsored by Mini Sport of Padiham and Bowker MINI of Preston

**Lancashire Telegraph**



# HRCR Mintex 'Old Stager' Championship 2015 incorporating the Mini Sport Mini Challenge and The HRCR Imp Cup

Thomas takes maiden championship victory on first ever '**Dixies Historic Challenge**' The second round of the 'Old Stager' Championship,

The Dixies Historic Challenge sponsored by Pontypridd Accident Repair Centre took place on the infamous Epynt Military Ranges. A new event in the calendar organised by South Wales AC and Griffin Motor Club, primarily aimed at historic cars and having a one day format offering 43 stage miles over ten stages.

Thirteen 'Old Stager' championship crews started, and with the prevailing rain and fog providing challenging road conditions, the crews were kept busy from the off.

In Category one Shane Gamble & Jonny 'tad' Evans took the class win in their hired Austin Mini Cooper with a two minute and fifty four second lead over John Brooks & Craig Dolman in their Mini cooper. Brooks explained that an engine mis-fire was why he was down on stage times also there where oil pressure issues on the two final stages. Less fortunate were Peter Horsburgh & Graham Carter who retired their mini with a broken driveshaft on stage two. Eifion Thomas & Peter Evans in their Escort RS2000 took a hard fought Category Two victory, top 'Old Stager' and ninth overall on their first championship event of the year.

Their winning margin was just thirty seconds over another new championship crew Jonathan Ford & Peter Thomas also in an Escort. Leading contenders David Stokes & Guy Weaver unfortunately crashed out of the event on stage four after hitting a patch of oil left by another car. David commenting that with no grip on the road and despite his best efforts they were just passengers in the accident. Fortunately no serious damage was sustained but a check over the cars suspension will be needed before the next round.

Adding interest in the category was Simon Malins & Colin Tombs in the Martin Group replica Vauxhall Firenza they were pleased to finish the event after a scare on stage four when the car failed on the start line.

Category three saw father and son crew Stuart & Jack Anderson in the Chevettes taking the honours finishing seven minutes ahead of rivals Lee Sellars & Peter Alldread in the big Triumph 2.5PI. The Anderson's Chevette HS had an exciting time spinning and sliding around in the tricky conditions caused by the spilt oil on wet tarmac.

## The Mini Sport Mini Cup

In the Mini Sport Mini Cup Challenge, six Mini's entered the rally with Clive King extending his lead by coming first mini home, first in class and twentieth overall with a respectable time of forty five minutes and twenty two seconds to complete all 10 stages.

Clive reported that the stages were trying but he would do the event again. Andrew O'Hanlon was second and commented that he had "Thoroughly enjoyed the event as it is one of my favourite places, despite being the place where I had the worst accident."

Eric Davis & Russell Joseph in their Mini Clubman, sporting a five port engine after the usual eight port had been terminally damaged last time out, swapped times throughout the day with Andrew with them keeping a close eye on Shane Gamble & Jonny Evans at the end with Shane taking faster times than Eric on the last two stages by a few seconds.





# Lancashire A.C. The Fellsman Tour

9<sup>th</sup> May 2015



Low cloud, rain, wind, flooded roads, debris on the roads, well that's what greeted the entrants to this navigational challenge. However, a bacon butty and coffee at Mitton Hall before the start helped to concentrate the mind, and the first car was away at 9.31am with the others following at minute intervals. Twenty six cars in all battled their way on the route, some spot on, others never seen again! Lost in the 'Mist Over Pendle' - who knows. Using Ordnance Survey Maps 102, 103 & 104 for the whole day navigators had first to plot the route to the lunch halt at The Plough at Wiggleworth, easy? Not on your life, the route there was about seventy five miles long, testing the skills of the navigator and the driver, and the durability of the car on the twisting country lanes that we are blessed with in the North West.

Following lunch at the Plough, navigators had to apply themselves for the afternoon session, of a similar length to the morning, but with much improved weather, ultimately concluding at Mitton Hall, where it all began. Out of the twenty seven cars, seven crews found all 20 morning boards, and 23 afternoon boards, a very creditable effort.





# Chateau Impney and very generous giveaways.

Imagine if you can someone leaves you in their will a multi million pound 1960 Ferrari 250GT Short Wheel-base, not only that but the same person also leaves you another immense value 1967 Ferrari GTB/4. It's almost impossible to believe but this is perfectly true. The cars haven't been left to me I'm afraid but they have been left to the Royal National Lifeboat Institution by the late Richard Colton a renowned, serious V12 Ferrari enthusiast and collector.

These cars together with Blower Bentley No5, a Jaguar XJ220 and other vehicles will be auctioned off later in the year at the H&H Classics sale on 14<sup>th</sup> October and the proceeds will be used to build a new lifeboat for the RNLI which will be named after Richard Colton and his late wife.

What a generous gesture indeed.

These very beautiful cars are regarded by many as the very best cars in the world and prior to their sale will be on display at the equally beautiful Chateau Impney in Worcestershire at the Revival weekend.

This may be your only chance to see them as it's very likely they will be sold to an overseas collector unless of course you have the necessary means to buy the pair of them and keep them here for us all to enjoy.

Don't forget the organisers of Chateau Impney Revival Hillclimb kindly agreed to give away a pair of free tickets worth £50 per pair to readers of our June and July magazines. These tickets are up for grabs and details of how to win them can be found in this magazine. (Below)

Tickets are valid for Sunday 12<sup>th</sup> July at Chateau Impney near Droitwich just off the motorway in Worcestershire which is just a few miles south of Birmingham. It's a two day event with practise on Saturday and actual competition on Sunday.

The event not only has the speed hillclimb with many of the world's best historic cars fighting for FTD but there will be a fabulous selection of cars on display plus many other attractions, lots of exhibitors and trade stands these will make it a real family day out.

You could be there for free, see details of how to win a pair of tickets and don't forget, send in your entry someone will win the tickets it could easily be you.

For further details visit Chateau Impney Hillclimb website or H&H classics website



*Keith Thomas*

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## COMPETITION

**Win 2 Tickets for Chateau Impney Hill Climb For Sunday 12 July.**

**I now have just 2 sets of 2 Tickets to Give away**

**Q. What was the name of the generous benefactor who left a couple of Ferraris to RNLI ?**

**Email : [sd34news@gmail.com](mailto:sd34news@gmail.com) with your answer**

**Winner of the first pair of Tickets was Rod Brereton from Pendle & DMC**

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Argentina are due to play Scotland, Messi walks into the dressing room and sees all his team-mates looking glum.

"What's the matter lads?" "To be honest Lionel we're finding it hard to motivate ourselves, it's pissing down with rain and Scotland are so c\*\*p that we're just not feeling it"

Messi thinks for a second then says "You know what lads, I reckon I can beat Scotland by myself, you all head down to the pub and I'll meet you after." So all the players head down the pub and Messi heads out to the pitch. 10 minutes into the game and the players check the score and see the score Scotland - 0, Argentina - 1 (Messi, 8 minutes)

The players go mad "I can't believe he's winning!". They quickly start getting drinks in and forget about the match.

Later they realise that the match must be finished so check the scores. Scotland - 1 (McAndrews, 89 minutes), Argentina - 1 (Messi, 8 minutes) "Unbelievable, he's got a draw all by himself!"

They all head back to the changing rooms to celebrate and see Messi looking sad with his head in his hands.

'Cheers up, you've just got a draw all by yourself! " "I'm sorry lads I let you all down"

"Don't be silly, how?"

"I got sent off after 12 minutes"

# Wanted

**Those of you who are hoarders and buyers of old tools and parts at autojumbles and similar places have a look amongst your items and see if you have any of the following please,**

The tools that are required to replace the bushes in a Ford E93A front axle, these tools comprise of an anvil as shown in picture with tools to suit for inserting and broaching kingpin bushes into axle of Ford E93A and similar vehicles ie "Sit up and beg" type Ford cars. Part numbers are A/CY 3109 AB for Ford E93A Anglia and Prefect and 5cwt van kingpins. -

**I would like to purchase these tools but if someone has them but does not wish to sell them I would be happy to hire the tools in order to refurbish my Buckler front axle**

**I also require the following parts,**

A really good set of 100E Ford conrods suitable for shell bearings not the type that need to be white metalled.

I would also be interested even in a late type 100e engine block probably from a car from the period around 1959 if fitted with these type con rods. It doesn't matter if the bores are worn providing the rods are in excellent condition or a set of competition rods if anyone has a set..

A Ford E93A steering box, either a new one that has been an old stock item or one in very good condition that has virtually no wear in the worm and pin assembly.

**Contact Keith Thomas on 01900 603073 or [kandca.thomas@branthwaitemill.com](mailto:kandca.thomas@branthwaitemill.com).**

An Irishman was terribly overweight, so his doctor put him on a diet.

'I want you to eat regularly for 2 days, then skip a day, and repeat this procedure for 2 weeks. The next time I see you, you should have lost at least 5 pounds.

When the Irishman returned, he shocked the doctor by having lost nearly 60lbs!

'Why, that's amazing!' the doctor said, 'Did you follow my instructions?'

The Irishman nodded...'I'll tell you though, by jaesuz, I t'aut I were going to drop dead on dat 3rd day.'

'From the hunger, you mean?' asked the doctor.

'No, from the skipping!'

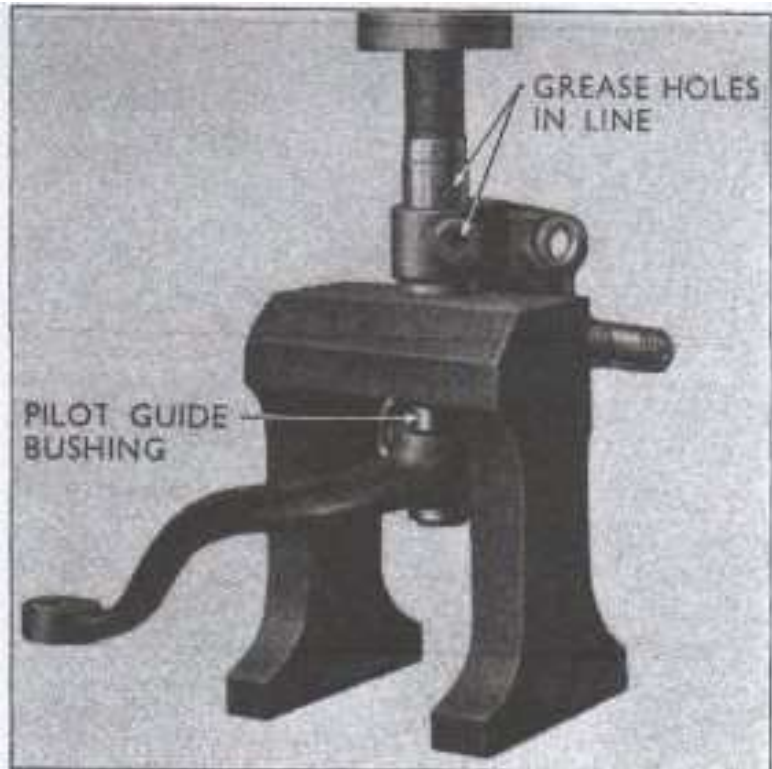


Fig. 140  
Replacing Spindle Pin Bushes

Three dead bodies turn up at a Leeds mortuary ALL with big smiles on their faces.

The coroner calls the police to ask them what happened. The first body was a Pierre Dubois, a Frenchman died while making love to his mistress, hence the enormous smile.

Second body was Hamish Campbell, Scotsman who had recently won £50,000 on the lottery and spent it all on whiskey, died of alcohol poisoning, but a very happy man. The third body, "Ah", says the police inspector, most unusual, John Smithey from Yorkshire struck by lightning ", "but why is he smiling then" inquires the coroner.

"Well", says the inspector, "He thought he was having his picture taken".

## Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit [www.msauk.org/regulations](http://www.msauk.org/regulations)



And now for something a little different.

# Volvo PV544S Build

With historic rallying being one of the most popular aspects of the current rally scene and with retirement depending on me personally I had a choice of what to do and how to get back into my favourite sport. Many years ago Steve Higgins and I used to campaign on a very modest level either road cars or in the latter days a couple of designated rally cars in local club events, mainly navigational night rallies but also a little bit in special stages. It was the day's of the Mark I and Mark II Escorts, with a smattering of Cortinas, Hillman Imps and the odd Lotus Sunbeam

So when Steve and I started to use my daytime Volvo 122 S. Rudd speed (commonly known as the Amazon) we were sitting in something a little different from the norm. This car was great fun but whatever we did at weekends the car needed to be roadworthy for Monday morning and the trip to work. The next move was into Steve's old Hillman Imp California to which we did lots of work including the front radiator con version, full roll cage and the other famous works rear exhaust silencer (from an Aston Martin) this was a great little car in which we had loads of fun and actually managed to get some sponsorship from a local garage. The days of the Hillman Imp were limited and our attention switched to building our own car from the shell of a four-door mark one Cortina, the first job was to weld the rear doors permanently in the closed position, one less thing to worry about and a way of strengthening the shell. Before we could get this project finished someone asked if they could buy it so off she went to a new home.

As Stephen I moved with our work to different parts of the country rallying had to take a rest until one day I decided to have a go again, this time with an ex-works group 2, Viva 2.3 L so after many hours of rebuilding this car and finding a 2.3 engine for it Steve and I set off for our first event which was organised by the Aylesbury motor club (of which I was a member at the time) this was to be a navigational event with some very interesting and fast special stages. A good event to take part in and thankfully a number of our friends from Yorkshire came down to Marshall on the Finmere special stage. The events of this special stage have for a small group of De Lacy members become folklore and all we need to say is that we did not benefit from the sweet smell of success indeed a broken clutch mechanism forced us out of the event.

Sadly the Viva was lent to a colleague one day for him to use to go shopping, it came back on a low loader having had a head on smash and 110 mile an hour. And so we saw the end of another rallying phase.

Now many years have passed and as I contemplated retirement from work I needed something to do as a project. In addition to returning to Yorkshire and taking on the roll as an MSA scrutineer I thought what better than to go and do a little bit of historic rallying. As in the past I wanted to be driving something a bit different and as always had a passion and a great trust in Volvos. So with hours of research on the Internet, looking at the sporting history of Volvos and the fact that it was a Volvo which became European rally champion in 1964, won the RAC Rally and went on to win the East African Safari Rally it is perhaps no surprise that the unique and quite rare Volvo PV544S should be my chosen project.

*Continued on Page 40*





## Volvo PV544S Build

### *Continued from Page 39*

Now these particular cars were never sold in the UK but were specifically for the European, American and Canadian markets so all of them are left-hand drive and many of the early models are in very short supply and have limited part availability. But delving a little deeper I discovered that the last few years of production revealed cars which shared many components with both the Amazon (122S) and the early 144S. They all shared the famous Volvo B18 engine and gearbox which is a masterpiece of precision engineering but a simple and incredibly reliable engine to use, in fact my first Volvo had covered over a quarter of a million miles before it even needed a rebuilt.

Again it was to be the internet that provided a link to the appropriate car, a 1965 which was the last year of production for the PV 544S, and it was being sold by a chap high up in the Dales between Skipton and Lancaster. So a snowy day in late January 2010 saw Jackie and I taking a trip into the Dales having had numerous conversations with the vendor before the day and making it clear that if I was interested in the car I'd be buying it there and then and expecting to drive it home. We don't need to go into the details of the negotiations or the venue of our transaction but all I will say is that I had great fun test driving the PV all the way back to York.

The car was fully roadworthy, taxed and MOT until November 2010 and was in reasonable condition body wise and mechanically was very sound albeit with the wrong engine up front. This car had been fitted with a later Volvo B20 engine which would not suit for historic rallying but was a great engine to mess around in the car with before I decided to take it off the road and start the restoration. I ran the car all way through the winter until late April, which actually gave me time to build carport under which I would be able to strip the car down and work on the shell, the garage being fully occupied with tools benches and equipment. So the stripped down started and as with all old vehicles surprises are always just behind the next part you unbolt. But by this time in early May I had already identified two of three key suppliers of components for the car and the decision had been taken to go to town and make sure that the shell was in tiptop condition before rebuilding all the mechanicals, now to put down on paper the jobs that were done seems very quick and easy but as anyone who was restored classic car knows that time patients and the expense of restorations should never be underestimated.

In addition to stripping down car I also needed to ensure that I could work on it throughout its restoration so with welding torch in hand and a few key pieces of steel box section a set of dollies were made on to which the shell would be bolted and enable me to manoeuvre the body, provide easy access to the underneath and reduce the back bending task of welding in floor sections and chassis legs.

***Stuart Taylor : Malton & DMC***



Nicola Sturgeon was touring Perthshire in the First Minister's chauffeur driven car. Suddenly a cow jumped out into the road. They hit it full on and the car comes to a stop. Nicola in her usual jaunty manner, says to the chauffeur, "You get out and check - you were driving." The chauffeur gets out, checks and reports that the animal is dead. "You were driving, go and tell the farmer," says Nicola, "I can't afford to be blamed for anything." The chauffeur walks up the drive to the farmhouse and returns five hours later totally plastered, his hair ruffled and with a big grin on his face. "My goodness, what happened to you?" asks Nicola. The chauffeur replies : "When I got there, the farmer opened his best bottle of single malt whisky, the wife gave me a slap-up meal and the daughter made love to me." "What on earth did you say to them?" asks Nicola. "I knocked on the door and when it was answered, I said, 'I'm Nicola Sturgeon's chauffeur and I've just killed the cow'"





With the permission of the Editor, I would like to take this space in Spotlight to send out a huge expression of gratitude to the many members of the Northern motorsport community who were kind enough and sympathetic enough to send me many messages of condolence and support following the recent tragic and untimely death of my partner of 29 years and the love of my life, **Ruth Davidson**.

Those messages and most particularly the total support of my many friends at Garstang and Preston Motor Club were a great comfort in the darkest time of my life. Considering that I spent much of those 29 precious years rocketing around the lanes and fells of the north and Wales – with varying degrees of success and failure - howling through the sandstorms and sweltering temperatures of the middle east, following the seemingly never ending rutted roads of Asia or bouncing off the rockier parts of Europe, I often thought – in my many dark moments – that it should have been me and not Ruth being prematurely laid to rest. But life, it seems, is neither fair nor logical, so I am trying to do what Ruth would have wanted me to do, namely: 'get my head up and get on with it.'

I was recently in the USA on business and, checking into yet another hotel, I found a gift from the management: a copy of a new publication called The Navigator. Sadly, it turned out to not be a learned discourse on the subject of Pacenoting, not even a guide to 'Maps of the World' (that would have been unnecessary, as we all know that the works of the Ordnance Survey by far outpace any other competitor product) but just an invitation to visit even more far flung branches of the Renaissance Hotel chain. Still, it provided a diversion of sorts, for an hour or two, from the horrors of jetlag.

Then, returning home, I saw a television news story about some (literally) misguided idiot who had managed to need rescue from a flooded river after unswervingly following the direction of that particular instrument of the devil, the satellite navigation, in his car. You would have thought that going off tarmac onto a muddy field sloping precariously downward might have given him a clue. But no, our hero presses on regardless (where have I hear that before?) and, hearing the command 'keep straight on' entered a visibly flooded river crossing, in the vain hope of emerging out the other side. Gravity and the force of the river's flood took over and 'our hero' was then forced to dial 999 *before he succumbed to a watery grave.*

**Continued on Page 42**



## The Oracle Speaks : Continued from Page 41

That story, and many others like it (including the middle aged lady who drove an Austin Maestro over a 30 foot cliff – which was probably the best that it deserved – and lived to tell the tale) led me to look at the dire warnings concerning SatNav that were recently issued by no less an august body than The Royal Institute of Navigation. This worthy group, formed in 1947, granted Royal recognition in 1972, and incorporated by Royal Charter in 2006, noted in a press release titled 'SatNavs make Bad Drivers': 'Researchers at Lancaster University and Royal Holloway, University of London, carried out a series of experiments where volunteers were set tasks by computer which mimicked instructions given by a typical satnav.

Results showed that when people were following complicated satnav instructions, they tended to drive faster, with more steering variations - as well as being less likely to notice pedestrians.

Lancaster's Dr Pragya Agarwal explains that the results have implications for the way such systems can be designed to be more effective and user-friendly.

Dr Polly Dalton, from Royal Holloway, adds that people were able to follow one simple instruction without any significant impact on their driving - but as soon as they had to remember a compound instruction consisting of two sequential directions, we began to notice a difference in their driving ability.'

So an instruction comprising two sequential directions, for example, 'slight left into caution immediate square right' is too much for a driver to understand and react to adequately. Sounds like a few of the merry fellows that I have sat beside over the years!

I can only tell you that, personally, I regard SatNav as the creation of the Devil and, since I have no desire to be instructed to drive over a 30 foot cliff or into a flooded river, I'll stick with maps, thanks very much.

After my unsuccessful reintroduction to the dark art of road rally navigation on the Preston Regardless I was much surprised to be invited back for a second go on the GPMC Memorial. Assuming I do it (and that is still uncertain) I recognise that I have a couple of issues to deal with. First: vision, or to be more accurate, the lack of it. In my advancing years I need reading glasses. That raises the issue of looking through a Don Barrow Light. Should it be glasses on, or glasses off? The latter is important since it is obviously important to be able to look up at the road ahead and judge distances between instructions. Trying to do that, as I found on the Preston, brought on a form of motion sickness with the glasses on (reading glasses aren't designed for distance work) and a lack of clarity through the magnifier with glasses off. The two potential cures, therefore, are bi-focal glasses or an increased strength glass in the magnifier. I must call Don Barrow, stalwart of the *Ecurie Cod Fillet* and former multiple MN Championship winning navigator, to see if he has a solution. One other potentially troubling thing about road rallies of today: Code Boards or, to be more precise, the siting of same. A Code Board effectively constitutes a Control (face it, the penalty for missing one is the same as for a manned control) so should it not be advance warned by a Control board? It seems that it is common practice to site Code Boards just after a blind crest. That would seem to have a danger of a crew howling past the board and needing to rapidly back up to obtain its detailing. So what happens if the next car is close behind and cannot see the brake lights over the crest? There is an obvious danger of the first crew being shunted up the chuff by the second ... and that ain't good in anybody's language. I know it would mean more work in setting out the route and carrying extra boards around to do so but, what price safety? The Code Board is the device of choice in reducing average speed and thus making events more competitive but organisers surely have a duty of care in regard to the crews that are attracted to their event: putting out a few extra Control Boards would seem to me to be a small additional task in the interests of safety. If you see a solitary figure with a white stick and a labrador around the Memorial start venue: it will probably be me!

## THE NAVIGATOR

AT RENAISSANCE HOTELS WELCOME YOU TO A WORLD OF DISCOVERY ISSUE #101



CITY INSIDER	SPIN DOCTOR	GOLDEN WOMEN	FREE TO YOUR AGENTS																
How to make the most of your holiday in Paris by Jo Belling, Santiago, Kenya, and Wally Derriman Page 10	121 Comedy on television: tonight's best looks, and how to get the party started Page 15	Uncovering the fun spirit in Detroit, the pioneer comic star in comedy, more laughs Page 22	<table><tr><td>\$82</td><td>\$10.00</td><td>\$95</td><td>\$10.00</td></tr><tr><td>\$88</td><td>\$10.00</td><td>\$95</td><td>\$10.00</td></tr><tr><td>\$88</td><td>\$10.00</td><td>\$95</td><td>\$10.00</td></tr><tr><td>\$88</td><td>\$10.00</td><td>\$95</td><td>\$10.00</td></tr></table>	\$82	\$10.00	\$95	\$10.00	\$88	\$10.00	\$95	\$10.00	\$88	\$10.00	\$95	\$10.00	\$88	\$10.00	\$95	\$10.00
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### The Subaru GL Coupe. Like a spirited woman who yearns to be tamed.

Perhaps you're a man who gets life by the cuff. You live life your way. And it shows... in the clothes you wear... in the women you love... and in the car you drive.

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Front Drive  
**Subaru**



### If your husband ever finds out you're not "store-testing" for fresher coffee...

...if he discovers you're still taking chances on getting fast, stale coffee...



Dave Orrick : Garstang & Preston MC

# NORTH WEST RACERS

With Dave Williams  
& Rachel Bourne

## NORTH WEST FORMULA FORD 1600 TAKES A HOLIDAY

Drivers in the Avon Tyres Northern Formula Ford 1600 Championship had their annual holiday to the Midlands with two rounds of their series being held at the Donington Park GP Circuit where they joined the National contenders.

In the Pre90 Class Jamie Jardine's mechanic, Dave Hart, was relieved to report he had finally got the Reynard 84FF chassis that he built up for the 2014 multi-championship winner over the Winter working the way he wanted it to. This was proven when Jardine qualified on pole for the opening encounter of the weekend.

Jaap Blijleven was only a couple of tenths away from setting the fastest time but was thwarted on his best lap when he encountered traffic at the Fogarty Esses. His UCLAN Racing team mate, Andrew Thomas, would start race 1 from third on the grid.

When the red lights went out, Jardine had problems with his gearchange and had fallen to sixth by the time the field reached the first corner. He was soon up to third and gaining on the leaders, Blijleven and Thomas, who were having a ding-dong battle between themselves.

Matters came to a head at the Melbourne Hairpin on the second lap. Having demoted Thomas, Jardine took Blijleven here. The Dutchman swept wide looking for the cutback on the run up to Goddards but Thomas thought he saw a gap... and the UCLAN cars collided. Jardine instantly found himself with an unassailable advantage as mayhem broke out behind. Matthew Cowley was the first to get through the log-jam that developed as Blijleven and Thomas untangled themselves but a spin later in the race handed the runner-up spot to the veteran Class E car of Colin Williams. Cowley recovered to take third after a thrilling last lap duel with Ben Tinkler.

Blijleven's car was so badly damaged that he immediately retired to the pit-lane but Thomas continued with deranged bodywork which became completely detached a few laps before the finish. He retired to the pits only to find he had been excluded from the results.

With the grid for race 2 decided by the finishing positions of the first contest, the UCLAN duo had to start from the back. Even though a mid-race Safety Car period allowed Blijleven and Thomas to get within range of Jardine, the Frodsham driver had too much pace and pulled away a few meters each lap to take his second win of the weekend. While Josh Fisher kept the McArthur brothers, David and Tom, on their toes at the opening two rounds of the Northern Post89 Championship in April, he is focussing solely on the Champion of Oulton and so was absent from Donington Park.

Things got off to a bad start for the McArthur boys as heavy traffic delayed their arrival for the test session on Friday evening. Worse was to follow when David crashed heavily at the Craner Curves on only his third lap of the night. This caused some engine damage and put him on the back foot all weekend. Against a top class field that were competing for points in the National Championship and Triple Crown, he recorded a tenth placed finish in race 1 followed by a retirement when his power unit finally let go in race 2. Tom fared better with a fifth and a sixth in each race. The latter result was upgraded to second when the first four cars were penalised for track limit infringements. National contender, Chris Middlehurst, was declared the winner. The St Helens driver started from the rear of the grid after a plug lead problem interrupted his first race which was won by Canadian, Patrick Dussault.

*Continued on Page 44*



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



## **NORTH WEST RACERS**

### **Dave Williams & Rachel Bourne**

#### **Continued from Page 43**

### **STEVE POOLE BOUNCES BACK**

As the three XR Challenge races at Anglesey on 9/10<sup>th</sup> May were cancelled due to matters unrelated to the series, the Ford Hot-Hatch drivers were raring to go at Oulton Park when the venue staged 2 rounds of their championship on 23<sup>rd</sup> May. Guests from the Scottish Fiesta series raced alongside them.

The Caledonian visitors meant there was no less than 31 cars on the International Circuit during qualifying. Of the XR Challenge contenders, it was Steve Poole who was fastest, three tenths ahead of Ralph Fernihough who in turn was a whisker ahead of Craig Brookfield. It was Brookfield who had the pace in the early stages of race 1 and he was able to take the lead from Poole at Old Hall as lap 2 got underway. Poole was demoted further by Fernihough a couple of circuits later but then Fernihough ran wide at Lodge and inadvertently tagged Poole as he tried to bring things back under control. During the chaos, the latter's driveshaft was pulled out of its housing causing a small fire to develop when oil poured onto the hot exhaust system. Following a brief Safety Car period to enable the marshals to attend to this problem, Brookfield went on to win from Mark Buxton and Michael Heath. Fernihough continued after the excitement at Lodge to be classified sixth.

With these results deciding the grid for race 2, Poole started at the back of the XR Challenge runners. He stormed up the order and was into third after just 3 laps. At the start, Brookfield had been able to make a break when Fernihough and Buxton had a coming together at the first corner. Fernihough was able to move into second place as Buxton spun onto the grass. Once into third, it took Poole a few laps to reel in Fernihough. When this had been accomplished, he took a wide line into Cascades looking to sling-shot down the Lakeside Straight but his rival had the move covered. Poole tried the same manoeuvre the next time through and, as Fernihough ran a little wide on the exit of the corner, he was able to get ahead when the duo reached Island. By this time, however, Brookfield was out of reach.

All the front-runners were in the XR2 class. Lee Bowron held off Adam Burgess to take the XR3i spoils in the first encounter but Burgess took maximum points later in the day when Bowron spun off at Cascades when a hose became detached from his radiator and covered his wheels with coolant. Mark Noble was the only Si runner but still had a thrilling time, especially when he gyrated at the first corner of the opening encounter.

**Dave Williams**



### **Former Grand Prix star Martin Brundle believes that Formula 1 – and all major single-seater championships – must seriously consider switching to 18-inch wheels.**

Brundle drove the larger rims and tyres at Monaco in a demo run in the GP2 test car at Monaco on Friday, and believes this is the direction for open-wheel racing to take. "I think single-seater racing has to go this way," said Brundle. "Everybody wants smart wheels.

"I'd never driven a GP2 car before, so it was quite a challenge in that respect, but I like the look of the wheels.

Think of modern road cars, or look at the renderings of Ferrari's futuristic car, and Adrian Newey has done the same thing, they've all got big wheels.

"It seems odd to have 13-inch wheels at the pinnacle of the sport."

#### **Good to be back**

It was Brundle's first drive in a racing car in Monte Carlo since the 1996 Monaco Grand Prix, and he enjoyed the experience. He last drove a Pirelli-shod car at Monaco in 1991 in a Brabham-Yamaha.

"The car felt great," he said. "Once I had good temperature in the tyres, and apparently the car does the same lap times on both types of tyre. I expected it to be really stiff – there's less compliance in the sidewall of the tyre – that wasn't a problem.

"The biggest problem I had was being able to see the barriers and kerbs, because the tyre is taller. It was quite a shock on the first lap, especially at Mirabeau and Portier. It's a bit like a sportscar or a DTM in that respect, you learn to take a photograph in your mind of the barrier and the apex kerb. Drivers will have to change.

"The second lap I was able to push it a bit. But it was a tall order actually to drive one of the most challenging circuits in the world!

#### **Weight concern**

One of the drawbacks of the larger wheel and tyre is extra weight, which Brundle believes is a big hurdle that needs to be overcome.

"My concerns are that they are much heavier, so another 15 kilos on an F1 car would be completely unacceptable, so they'll need to find another way," he said.

"And with the 420mm tyres [suggested by the recent F1 Strategy Group meeting] that they're talking about, I wonder if that's going to make it harder to overtake because the cars are going to be two-metres wide."

**motorsport.com**

**Photos Courtesy of Rachel Bourne**

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

## EATING IN THE UK IN THE FIFTIES consider that:

- Pasta had not been invented.
- Curry was a surname.
- A takeaway was a mathematical problem.
- A pizza was something to do with a leaning tower.
- Bananas and oranges only appeared at Christmas time.
- All crisps were plain; the only choice we had was whether to put the salt on or not.
- A Chinese chippy was a foreign carpenter.
- Rice was a milk pudding, and never, ever part of our dinner.
- A Big Mac was what we wore when it was raining.
- Brown bread was something only poor people ate.
- Oil was for lubricating, fat was for cooking
- Tea was made in a teapot using tea leaves and never green.
- Coffee was Camp – and came in a bottle.
- Cubed sugar was regarded as posh.
- Only Heinz made beans.
- Fish didn't have fingers in those days.
- Eating raw fish was called poverty, not sushi.
- None of us had ever heard of yoghurt.
- Healthy food consisted of anything edible.
- People who didn't peel potatoes were regarded as lazy.
- Indian restaurants were only found in India .
- Cooking outside was called camping.
- Seaweed was not a recognised food.
- "Kebab" was not even a word – never mind a food.
- Sugar enjoyed a good press in those days and was regarded as being white gold.
- Prunes were medicinal.
- Surprisingly muesli was readily available. It was called cattle feed.
- Pineapples came in chunks in a tin; we had only ever seen a picture of a real one.
- Water came out of the tap. If someone had suggested bottling it and charging more than petrol for it they would have become a laughing stock.
- The one thing that we never ever had on our table in the fifties .. was elbows



## Adam Morgan's joy at British Touring Car Championship win

ADAM Morgan was the toast of Thruxton after scoring his first victory of the 2015 British Touring Car Championship.

The Whalley-based driver was in scintillating form at the Hampshire track scoring a podium in the opening 16-lap race of the weekend.

But he saved the best until last with a brilliant lights-to-flag victory in the final race of the day.

"It's an incredible feeling to see the chequered flag," said a delighted Morgan as he celebrated in the pitlane with his Ciceley Motorsport team.

"I won a BTCC race last year but that was inherited. This one feels very, very different, it feels amazing."

Reverse grid seeding saw Morgan's distinctive yellow WIX-Mercedes on pole position.

From the green light Morgan made the most of his track position to carve out a narrow lead.

But the combination of his super-smooth but forceful driving style saw him pull out a three-second lead over his rivals, before trouble struck when the safety car came out.

That wiped out Morgan's hard-fought advantage but when the safety car pulled in and the lights turned to green with seven laps to go he pulled out a 1.5-second lead, which he held until the end.

"I had a plan for the race, which was to build up a gap," said Morgan.

"When the safety car came out I knew that the lead would be destroyed. But while we were circulating behind it I worked out the best way to keep ahead in my head - and it worked perfectly. All credit to the team and all our sponsors, it's only due to their hard work that we are here.

"We are only a small team and we are still developing but three podiums in three races isn't bad is it?"

Morgan's performance at Thruxton has signalled his elevation into one of the championship's front runners.

He is now sixth in the driver standings, but there is little to separate the top six. The next race weekend is at Oulton Park on June 6 and 7.

*Lancashire Telegraph*

Police arrested two kids yesterday, one was drinking battery acid, the other was eating fireworks. They charged one and let the other one off.

I told my girlfriend I had a job in a bowling alley. She said "Tenpin?" I said, "No, it's a permanent job."

# Gemini

## Communications Team

### MOTORSPORT MANAGEMENT SAFETY SYSTEMS

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**Bill Wilmer**

**07973-830705**

**or [w.wilmer@btinternet.com](mailto:w.wilmer@btinternet.com)**



So I've actually got something to write about this month and thought it was about time I put something together as the Old Goat has been pestering me like mad !! It's been a hectic few weeks that all started with the Primrose Trophy. I'd like to take this opportunity to thank all the crews who took part, the marshals who stood out on what was an extremely cold night, everyone at CDMC who helped with the event and our sponsors, DSG Garages and Bodyworx direct for their help and assistance. Also moving forward to next year's Primrose Trophy, I'm pleased to announce that we have a new member of the organising team, Matthew Broadbent has offered his services and will be joining the team getting involved from the route planning stage. I'm not going to harp on about the Primrose as I'm sure there are other reports in this month that will tell you all about the route etc etc, needless to say the event was well received once again and we look forward to seeing you all next year.....

After the Primrose I was asked over to the Isle of Man to help out with the Manx National Rally. I was meant to be over there last year however illness stopped me going, so when the invite came in this year I jumped at the chance. I'd been over to the rock in January for the Chris Kelly but the National was a completely different kettle of fish with over 100 crews competing and some real machinery out on the stages. I was asked to help out with the service park, this really did open my eyes to another side of organising a big event, the amount of work that the Manx autosport team puts into things is amazing. Being stuck in service didn't give me much time to see the stages, however it was great catching up with the drivers when they returned to the service park after each leg. It was particularly amusing on the Friday night after the Cringle stage, I think pretty much every other car in the top 30 had damage somewhere or other and there were some wide eyed drivers and funny smells coming from inside the cars..... Saturday saw some better weather and the action resumed, I think all the marshals were glad of some sunshine after the drenching we received on Friday ! One highlight was watching the Peel stage on the live streaming from Special Stage, so if you were at the grandstand and struggling to get on the internet.... Yeah that would have been my fault!

Final bit of rally action was the McRae Stages at Knockhill, a late decision was made to blast up to Scotland for the event and it certainly was worth it! What a great privilege to see all of Colin's old cars together on the circuit and doing donuts !! Also meeting the original Stig and seeing him and Hannu Mikkola out driving their old Quattro S1 and S2 cars was just beyond good !! Well done to Arron Newby and Paula Swinscoe on a well deserved 2<sup>nd</sup> place finish on the event just behind Allister McRae.

Next outing is down to Welsh Wales for the Mini Epynt Stages on 31<sup>st</sup> so hopefully I'll finally manage to get some pictures of a rally car fully airborne !!



# Sensitive Venues

If you or your club has negotiated long and hard to use a particular venue and you think there is a risk that the venue might be lost to motorsport if another event organiser tries to negotiate access for themselves, please tell your regional association so that it can be added to the list of Sensitive Venues.

Equally, if you wish to enquire about using a venue that isn't in common use, then check with your regional association first to see if it's on the Sensitive list.

Both the ANCC and the ANWCC maintain details of Sensitive Venues. Checking only takes a phone call or email and could prevent the loss of a venue to motorsport.

Of course, out of courtesy, you should always talk to the club or clubs that are already using the venue to make sure that you aren't likely to compromise their existing agreement with the owner.

## Motorsport Training (Thanks to BMSTT)

Accrington MSC with Under 17 Motor Club (NW)  
On behalf on ANWCC

## Friday 14th August 2015 Fire Training

Where? : **Accrington Cricket Club**  
**Thorneyholme Road**  
**Accrington, Lancashire, BB5 5BD**  
01254 233495

**Who? All marshals**  
**and motor club members welcome**

(under 18 bring Mum or Dad!)

It will be 1st come, 1st served & limited numbers.

**For any more information**  
**please contact Tracey Smith 07768904914**

18:15 Sign-On in Club House  
18:30-19:00 Practical only (for those wishing a refresher),  
(20 places)  
18:30-19:30 Theory then Practical, (20 places)  
19:15 Sign-On in Club House  
19:30-20:30 Theory then Practical. (20 places)  
19:30-20:00 Practical only (for those wishing a refresher),  
(20 places)

Food available (pie & pea supper or vegetarian) from 20:30.  
**LIMITED TO 80 PLACES**

**Book your place online at**

**[www.jotforme.com/janb/fire](http://www.jotforme.com/janb/fire)**

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

## Grumpy Old Git



I have been laid up recently with a bad back (following the off on the Primrose Trophy Rally) and whilst not actually forced to watch daytime TV there has been little else to do. I found that I couldn't sit at my computer for more than half an hour at a time without it causing me extreme discomfort and therefore couldn't do a lot towards knocking this missive together so I have been watching Daytime TV. It is terrible and I fail to understand why anyone can go on the Jeremy Kyle show and tell the world how they are such a complete waste of space. If I watch much more of this tripe I think I might just lose the will to live. Thanks for all the 'Get well soon' messages.

Harping back to the Primrose Trophy Rally : I was very pleased that every control was manned and we even had enough marshals so that route checks became manned passage controls. Thanks to all those volunteers who turned out on the night so that the event was a success.

Every month I visit the websites of all the member clubs of SD34MSG to try and get information as to what each club is up to (clubnights, events, whats happened or what they have got planned for the future etc) for inclusion in these pages. The information that most clubs put on their websites is pathetic (and I think that is being kind). If I was not already involved in motorsport and wanted to know more about it then these websites would not encourage me to get involved.

We live in a digital age and people get so much of their information online. Surely if we want to get more people involved in our sport we should at least give them information that is attractive and easy to obtain. So many of the sites I visit are poor to navigate, contain little to no information and are woefully out of date (one site has not been updated since 2009 and another has only posted a copy of this rag from 2012 nothing after that).

We all lead busy lives but how much time does it really take to keep a website looking good? An hour once a week would improve all the sites beyond belief.

Websites are our shop window and all we seem to want to put in that window are 'out of date' products, and then moan that 'you cant get them interested these day'. I wonder why that is?

I have the same problem when at every SD34MSG Meeting and in each issue of this newsletter I ask for reports on club events. Some clubs are very forthcoming and others cant be arsed. Guess which clubs are thriving and which struggle



# Out & About with Gemini

***Gemini***  
*Communications Team*

## Event Dates for the Calendar

**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

**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 6 ROUNDS: -

The Jack Neil, Lee Holland, SMC stages, John Overend, Plains & Manchester - Liverpool Bike Ride:

### Current Scores

G 39	Alan and Les	30 points
G 25	Chris Woodcock	30 points
G 48	Peter Langtree	20 points
G 07	Tony & Avril Lee	20 points
G 11	Mark Wilkinson	15 points
G 13	Stuart Dickenson	25 points
G 21	Derek Bedson	20 points
G 31	Duncan Stock	10 points
G 03	Les Fragle	15 points

G 23	Ian Davies	40 points
G 37	Lee Skilling	35 points
G 56	Tony Jones	25 points
G 09	Keith Lamb	25 points
G 12	Chris Jarvis	35 points
G 14	Adrian Lloyd	25 points
G 24	Paul Henry	10 points
G 33	John Ellis	30 points
G 59	Maurice Ellison	5 points

G 02	Graham Cookson	10 points
G 04	Ian Winterburn`	10 points
G 17	Robin Mortiboys	10 points
G 06	Dave Crosby	15 points
G 55	Steve Broadbent	10 points
G 62	Colin Evans	10 points
G 18	Eve & Graham	5 points
G 50	Michael Dodd	5 points

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

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

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

# A Bit More Gemini

## The New Extra MSA

### Radio Frequency:

It's now about one month since I sent out to the Gemini Team the below details of the new extra MSA Safety frequency we have been allocated. The response has been really good thank you to all who have taken up this mostly free offer by the MSA. I can tell you that 43 of the Gemini radio's have now been reprogrammed and serviced or are away in the process of being done. However in order to receive the money from the MSA we have to submit a claim to them for the money we have all laid out to get the work done, therefore I will be applying a cut off date for my offer to receive and sort your radio with TES of Leyland and then let you sort out your radio by yourself. Can I remind you that any radios not been reprogrammed and serviced the MSA will not be fully re-licensing these sets for the year 2015/16 and on the 2016/17 they will be completely banned from use on a motor sport event. For those of you who have had your sets done by others please advise me so that I can then fully license with the MSA for the coming year starting on the 01 June 2015.

## Ormskirk Motorfest

### 30 August 2015

Just an update following the meeting in Ormskirk with the organisers.

I have now viewed the route and it looks really good - the town where the routes runs is very picturesque with lots of old buildings.

The job requires you to be on course for 2 pm till about 4:30 when the roads will be closed for 5 or 6 convoys of about 60 cars from historic, racing, classic's in each which will do two laps of the 1 mile course. Our job is to marshal and keep the 'could be' 25 to 40,000 spectators off the course. It will be a fun packed day with Stalls, a fun fair, Concours D'elegance, Electric Model Cars and a full Auto solo organised by Steve Johnson on the pool car park nearby. The main Charities involved is for the North West Air Ambulance, so if you don't like or want to help please come along and join the fun.

The radio list is already full but I still have lots of room for more marshals, everyone will get an event named tabard, plus food. Let me know if interest

**Bill Wilmer**

## Pedal problem ends Barritt and Evans' Rally de Portugal



IT WAS a weekend to forget for WRC front-runners Daniel Barritt and Elfyn Evans, after the pair left Portugal empty-handed. Having made a consistent start to his World Rally Championship campaign, the Welshman looked on course to impress in the new Fiesta RS.

The pair were quick off the blocks too, three seconds clear of reigning champion Sebastien Ogier midway through Friday's opening speed test.

But it was not to be, as a fault with the throttle pedal fly-by-wire – a tried and tested part carried over from the previous homologation – put paid to their bid three kilometres shy of the stage end.

An uncharacteristic mistake by Evans then robbed him of an opportunity to experience Saturday's stages when he then damaged the suspension on SS8.

Barrowford's Barritt and Evans now turn their attentions to next month's Rally d'Italia where they will be keen to prove their own potential at the wheel of M-Sport's new car.

"Looking at the weekend I've had it's definitely not the way we wanted to debut the new car, but overall the feeling in the team is really good," said Evans. "It's clear that we have made a step forward and we've also been able to identify a few places where we can improve the car further.

"It might have been a nightmare event for me with very little mileage and the disadvantage of running first on the road today, but we have to look at the positives.

"The boys in the workshop put in an unbelievable number of hours to ensure we had the cars ready in time, and I'm really sorry for them that I couldn't help prove how much their hard work paid off. But we look forward to Sardinia where I hope I can repay their efforts with a strong result."

**Lancashire Telegraph**



A cement mixer has just collided with a prison van. People are warned to be on the lookout for 15 hardened criminals!

I once dated a girl with a lazy eye, but it didn't work out.. She was seeing someone else on the side.



# May Radio Mutterings....Gemini 23.

As per MSA directives my radios have recently been serviced, re-tuned and new certificates of conformity issued to allow use of the new MSA safety channels. Thanks to Roger at Tower Communications (<http://www.towercomms.co.uk> great new look website by the way) who provided a first class, swift and efficient service turning around my sets in 48 hours. Unfortunately our team leader Bill Wilmer now has the unenviable task of collating the paperwork for 50+ sets and then claiming the financial support from the MSA (why we couldn't just individually claim I don't know, the process seems overly bureaucratic and time consuming). I do wonder how many radios we might lose as part of this necessary exercise and it will be interesting to hear from the MSA the eventual number of sets retuned and re-licensed compared to the previous year.

The first of two events for me this month sees me travel over to the flatlands of Lincolnshire for the John Overend Memorial Stages Rally on the 10<sup>th</sup> May at the former Melbourne Airfield. The day doesn't start well for me with first the M60 approaching Manchester closed for road works and then the road closures near Selby, thank god for sat nav. I arrive and sign on about 07:30 and for once the venue is dry, not like the biblical rains of the previous year. 33 starters makes for a very small field and the MSA impose one minute starts for 'safety reasons', although it's a mystery to most of us as to how this makes the event any safer as you still have multiple cars on the stage at the same time. More worrying is that the event can only run such starts within the venue timing with such a small and financially very challenging field or alternatively reduce the event mileage and run the risk of even fewer entries, catch 22.

SS1 starts on time at 09:00 and Car 1 Andy Taylor and Marl Swallow in their unusual Subaru Forrester estate complete the 7.5 mile stage in a very respectable 8 mins 5 seconds. It's nice to hear and see the evocative 6R4 of John Sanders and a very nice Mk1 Escort running at Car 37. 31 crews manage to finish stage one although we lose Car 15 with "engine issues" after the water splash and Car 35 with similar mechanical maladies. SS2 a re-run sees the field reduce even further as we lose another coupe of cars including sadly the rather fine 6R4 that expires in a huge cloud of no doubt expensive white smoke.

Next the stage layout is changed for SS3 and we add a mile or so to the stage distance. The competition continues and Car 5 falls foul of something hard and limps into the finish after only one lap and Car 11 also retires. The attrition rate seems high for what are fine conditions and we are now down to 28 runners. The second run offers some entertaining action as crews seem to have warmed up and the action at my chicane becomes 'lively' to say the least with some rather late braking into the bales. 26 cars survive the stage but Car 25 loses a half shaft at Junction 9.

It's now time for the big change around as we reverse stage direction and we have that almost unheard of event for a stage rally a 'lunch break', something our softer skinned circuit marshal cousins are more used to. With cars and people refuelled stages 5 & 6 are the shorter 6.5 mile route around the site. Unusually the stage is then what I can only described as 'strafed' by a bright yellow bi-plane G-TAFF who dives in low across the rally stage, spectacular. The pair of stages accounts for another couple of cars and we end with 24 runners still up and mobile. I must pay thanks to Tiger Recovery for one of the quickest snatch recoveries I have seen when Car 24 stops in a dangerous position and has to be moved between the stages; he's on the rope and in the pits almost before Tony in control reports the last car into the finish.



*Continued on Page 51*

*Photos Courtesy of John Gorton*



# May Radio Mutterings....Gemini 23

*Continued from Page 50*

We end the day with the longest stage of the day at a challenging 9.8 miles and SS 7 & 8 provide once again some real action as crews vie for final places and class wins. At the end 22 cars only finish one of the lowest numbers of finishers I've seen in a long time. Well done however to the organisers North Humberside MC for going ahead with the event and putting on a fine show despite the very small field.

One week on and its all change for the annual pilgrimage into the Welsh forests for the Plains Rally run by Knutsford MC on the 16<sup>th</sup> May. Following the tragic events on last year's Jim Clark Rally a large multi venue stage rally such as this has quite rightly to pay additional attention to spectator safety and the new MSA rules. My duties this time around are on the Penllyn Stage 4 and I find myself heading for the ultra fast downhill hairpin at Junction 3. The entry for this event is huge with cars listed up to 175 on the entry list.

The weather for once is fine although quite chilly and once signed on I make my way the short couple of miles into the stage and park up at a deserted junction and try and make sense of the miles and miles of tangled red and white tape fluttering in the breeze across the wide junction. It's like some mad game as I try and follow the numerous lines of tape to try and reassemble the junction; eventually I give up and just cut the tape and pull it across the junction, simple but effective and begin the long wait for the first car due at 12:25.

Poor radio reception at my location means hearing Chris Woodcock in Gemini Penllyn Control is a challenge although oddly I can hear all points on the 'B system' positive monitoring channels. Following the MSA recommendations the stage has a minimum number of marshals specified and in turn each stage commander has to account for these over the radio to Rally HQ. Unfortunately Car 0 doesn't make it to our stage, funny how many course cars suffer this fate ? and we make do with the Spec Safety Disco to declare the stage finally ready for Car 1 at 12:35. As an aside I must pay tribute to the radio controllers on the event as with multiple controls and stages all running and overlapping on the original single MSA frequency, whilst we wait for everyone to retune their sets, they ensure that radio traffic is controlled and safety messages heard and acted upon.

With the new rules meaning cars are seeded in order of speed the fast cars in theory enter the stage first and the dust really flies as they hurtle down the hill and into my hairpin. Parked a safe distance from the stage I am just about spared from the choking dust clouds. The 9.8 mile stage is 'fast' and Car 1 manages to complete the stage in what looks like a very creditable 8 mins 46 seconds. Fortunately over the next three and a bit hours of pretty much continuous action we only loose four cars in stage, with no injuries to man although the cars aren't quite so lucky. 149 cars finish the stage.

The use of the positive reporting 'B system' channel works well and any potentially missing cars out of sequence are quickly identified and searches narrowed down on the stage. Despite the technology we do have to rely upon the 'Mark One' eyeball of several marshal 'runners' and a couple of competitors to spot cars lost in stage between radio points. All in all a very enjoyable stage that was well set out and run.

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



*Photos Courtesy of John Gorton*



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

## **The Pre-Registration “Curse”**

I’ve talked about the pre-registration of unsold new cars and vans before. At the end of the month or quarter manufacturers who aren’t reaching their sales targets encourage dealers (by giving them big discounts) to register unsold cars. Alternatively dealers do that themselves in order to reach the sales targets the manufacturers have set them and earn the vital financial bonuses that go with that. This has been going on for a very long time, but now has reached epidemic proportions. Glass’s Guide Research recently stated that the number of cars under 12 months old sold in the UK was 91% higher in March than last October, and that their view was that the “vast majority are pre-registrations”.

Dealers hate the practice. If they were forced for one reason or another to register a lot of cars or vans at the end of March the cars officially have to be kept for 90 days before being sold (vans can be sold immediately, “tax & turn” is the slang). I say the cars have to be kept officially, often they’re not and manufacturers turn the proverbial blind eye. In any case these unsold registered cars take up space and a great deal of money (dealers have to pay for them the day they tax them, and fund them until they are sold). Predictably the manufacturers who may have insisted on the pre-registration in the first place care little once this is done as they have the registration and the car has been “sold”, by them to the dealer.

For the dealer a vicious circle now starts. They registered lots of unsold cars at the end of March to reach Quarter 1 target. They now have to sell these in Quarter 2. However each one sold is normally sold to a customer who would have bought a brand new unregistered car. Which makes it all the more difficult for the dealer to reach his Quarter 2 target. So at the end of June he has to register even more unsold cars, and so it goes on.

Dealers are now offering pre-registered cars at EXTREMELY competitive prices to move them out of the way before end June. This is good news for the customer, but there’s bad news as well. Sales of cars between 12 and 24 months old have reduced because the pre-reg models are so cheap. Which makes the customer’s current car worth less, so it’s hardly a win win situation.

The rental industry is suffering because of this also. Typically they sell their cars at between 6 and 12 months old. Now pre-reg are so common and such value this is becoming very difficult for them. And if they keep their cars longer they buy less new ones, meaning the manufacturers have to move those cars somewhere else, perhaps by pre-registering them?

The volumes involved are scary. One large Ford dealer I know registered 1000 unsold Focuses on March 31<sup>st</sup>, another smaller operator with a total of 6 sites reckons he had to register 400 unsold cars on the same day. The other day I walked past a small Suzuki garage. They only had about 2 dozen used cars on show. Almost HALF were 15 plate pre-registered cars!

Yesterday I was talking to a friend who’s a senior buyer for one of the largest used car supermarket companies. They only sell cars from 6 to 24 months old. On average they sell 1200 a month, currently they are down to 500. He’s been put on “gardening leave” until further notice because they are simply not buying any cars until they have stocks down in line with current sales levels. The reason is simply people buying pre-registered cars instead of the slightly older ones they offer. Auctions report sales of cars between 12 and 24 months old are “weakening by the day”.

In spite of all the negatives I see no possibility of pre-registration going away. In fact next month we’re launching a new product in our company specifically to market pre-registered cars – the dealers I’ve spoken to about this already are DESPERATE for some help to do this. Always happy to help.....

## **The Commentator’s Curse**

All curses this month it seems? Last month in my piece about the Bugatti Veyron I mentioned that VW Group Chairman Ferdinand Piech was to retire in 2 years time when he reached the age of 80, and hoped to launch the new Veyron before then. I had read rumours of rumblings in the VW boardroom, but like most others I was very surprised when Dr. Piech lost the power struggle and resigned. His number 2 was his Chief Executive Martin Winterkorn, for many years seen as his closest ally, but in recent years relations between the two had become strained, in particular about how VW should tackle the North American market. Piech openly criticised Winterkorn in a newspaper interview with a major German news magazine without cking his remarks with other board members. He obviously thought his position secure because he and other members of the Porsche family control 51% of VW shares. However it appears that not all family members agreed with him and were eager to see Mr. Winterkorn take over now rather than have him depart instead.

So the second largest car maker has, effectively, a new boss after many years. How that changes things remains to be seen.

***Continued on Page 53***

## **Unhappy Customer Costs Watford Audi Dear**

A lady recently purchased a used A3 Convertible from Watford Audi for £20000. Unfortunately before the car could even be moved off the forecourt it was damaged, so delivery was delayed whilst repairs were completed. The lady was understandably upset and was without a car. The dealer supplied a courtesy car and as a gesture of apology offered to pay for a dinner for two. The lady took her mother to a 5 star restaurant in London's West End. They enjoyed very good food, cocktails, champagne, and fine wines.

The bill, which she later presented to Watford Audi, came to £714.61, which she thought was entirely reasonable and, perhaps not surprisingly, they didn't. The dispute continues, they have offered to pay half, she has said that if they had a limit in mind they should have said so. Local publicity has resulted, one observer commented on social media "How dare an Audi garage call a bill excessive, have you seen what they charge for a service?"

## **Massive Airbag Recall**

A Worldwide total of 5 million Toyotas and 1.5 million Nissans are being recalled because they are fitted with potentially unsafe airbags. It is rumoured that Honda will soon announce that they too are recalling a large number of cars for the same reason. The problem is apparently not that the airbags fail to go off in an accident, but that they sometimes go off during normal driving. It is rumoured injuries and even fatalities have already occurred.

I remember when many years ago airbags were first introduced arguments raged about whether they were a good idea or not. One engineer who opposed them asked "Do you really want to spend some, or many, hours a week sitting 2 feet behind an unexploded bomb?" Seems he may have had a point?

## **Dirty Diesel Debate**

Since I mentioned this last month the debate has become noisier. Yesterday (as I write, yes working on a Bank Holiday for WMC!) the Sunday Times launched a "Clean Air Campaign" which specifically targets diesel vehicles. I've mentioned often how unfit for purpose the official tests that measure fuel consumption and emissions are, and the Sunday Times specifically targets these and demands they be replaced urgently with more accurate procedures. With which I fully agree.

### **Diesel cars have become more popular over the last 20 years because:**

- The technology has improved resulting in more powerful and quieter engines.
- Diesel cars offer better mpg so lower fuel costs, a big attraction to high mileage fleets in particular.
- Diesels produce less CO2 so were seen as the better choice for the environment.

Now it is being said that because diesels produce more Nitrous Dioxide they are definitely a BAD choice for the environment. However it seems to be a question of which expert you believe currently. There are some enormous potential consequences here, and there is an old saying that you can't believe everything you read in the newspapers. However there is no doubt they have power, and to me it is vital that our masters in Westminster get to the truth of this as quickly and accurately as humanly possible.

## **Ford Miss Targets, Daimler Beat Theirs**

Ford, where Mark Fields last year took over the Chief exec's chair from the retiring Alan Mulally, has missed its first quarter financial targets. Worldwide profits were still a pretty impressive \$924M but that was down from \$989M last year and analysts were expecting about \$1050M. The company are blaming delays in getting new products to market and the strength of the dollar, and promising they will more than make up the shortfall by the end of the year. Europe continues to be an unhappy place for Ford with losses there of \$185M in the quarter. The only bright spot is that this is slightly less than the same period last year, and a lot less than GM lose in Europe.

Meanwhile Mercedes continue to make the progress I've been forecasting for a while now. Their global vehicle sales rose by 13% in the first quarter compared to the same period last year, within this car sales (as opposed to commercial vehicles) were 16% up. This brought profits of over 2 Billion Euros, almost double last year's result. Comforting that they can clearly afford to pay Lewis Hamilton all that money.

*Paul Gilligan*

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## Spectator safety drive yields new rally 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 a further 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. We are pleased to have had positive feedback from a number of event organisers following their recent publication; some have requested clarification of certain details but are already close to full compliance and willing to adapt as necessary."

"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.

It is inevitable that there will be cost implications for organising clubs committing to the new safety requirements. Lord Rooker, Chairman of the British Motor Sports Training Trust (BMSTT), has asked the MSA to remind clubsthat the BMSTT was established to provide grant aid funding for safety and training initiatives. Any MSA club wishing to consider making an application for grant aid support should contact Allan Dean-Lewis at Motor Sports House on [allan.dean-lewis@msauk.org](mailto:allan.dean-lewis@msauk.org). Similarly Dean-Lewis is the point of contact for applications to the MSA Club Development Fund, which may also be of assistance.

## Technical / Sporting Regulations

### HANS® homologation

In July last year a production problem for a specific model of Schroth HANS® device came to light. The MSA Technical Department advises that there may still be a number of these faulty units in circulation. The previously published advice, provided by the FIA, is as follows:

During the quality control process of the products certified to the FIA 8858-2010 standard, Schroth found that a small number of HANS® devices named SPORT II HANS (Medium and Large) had the tether carriers (the orange parts on the back of the HANS® device) fitted without the attachment screws which hold these parts firmly in place.



The lack of the screws can compromise the efficiency of the HANS® device, so only the HANS PERFORMANCE PRODUCTS SPORT II HANS (Medium and Large) with the homologation numbers FHR.034.11-A and FHR.035.11.A with tether carriers fixed with screws (see figure 2) can be accepted. If you are worried your device may be affected, please contact your Schroth stockist.



### Engineering practice

Standard engineering practice for nut and bolt assembly is that the nut should engage with at least 1½ times the diameter of the bolt. This principle applies similarly to any screwed fixing engaging with a thread.

The image shows where a spherical rod end bearing has been screwed into a tubular suspension member. Engagement has only been made with 2 or perhaps 3 threads at most, and certainly not with 1½ times the diameter. Therefore it is not surprising that it has pulled out.

Quite often in these situations the reason is that the joint at one end of the member is wound right in and the opposite end wound right out. If they are configured equally so that they both protrude a similar amount then – providing that the link is not simply too short – the chances are both joints will have adequate engagement.



# Lewis Hamilton beaten by Nico Rosberg in Spanish GP

**Nico Rosberg took a dominant win in the Spanish Grand Prix as Mercedes team-mate Lewis Hamilton fought back from a slow start to take second.**

Hamilton was initially stuck behind Ferrari's Sebastian Vettel but switched to a different strategy to get ahead.

The German was third ahead of Williams' Valtteri Bottas and Kimi Raikkonen.

The result means Rosberg has reduced Hamilton's advantage in the championship to 20 points, while Vettel is 31 points adrift in third place. It was Mercedes' most dominant grand prix since the first race in Australia.

Ferrari had come to this weekend with a major upgrade package, with revisions to almost every aerodynamic surface of the car, but Mercedes were perhaps further ahead than they had been all season.

Rosberg converted his pole position into a lead at the first corner and simply cruised into the distance as Vettel held up Hamilton behind him. Mercedes urged Hamilton to try to pass the Ferrari, but he told the team it was impossible to get close enough to overtake on the pit straight even with the help of the DRS overtaking aid.

Mercedes decided their best option was to give Hamilton some clear track, and told him that they would switch to a three-stop strategy and try to pass Vettel at the end of the race. But Hamilton did not need to overtake the Ferrari on track. Stopping on lap 32 to fit the slower 'hard' tyre, Hamilton immediately set the fastest lap of the race and proceeded to take huge chunks out of Vettel's advantage.

Twenty seconds behind when he rejoined, Hamilton had cut Vettel's lead in half by the time the Ferrari driver made his second and final stop eight laps later. Vettel rejoined 13.5 seconds behind Hamilton, who continued to pull away until he was 23 seconds in front by the time of his final stop on lap 51, which was comfortably enough to allow him to rejoin in front of the Ferrari.

Now 17 seconds behind Rosberg, Hamilton fancied his chances of catching his team-mate for the win, but was told by his engineer Peter Bonnington that he had too much to do and to "consolidate" second place.

Hamilton pressed Bonnington, saying: "Is it impossible?" He was told: "Yes, it's impossible. He'll respond if we pick up the pace." "Perfect weekend," said Rosberg. "The car has been awesome - all weekend."

Hamilton said: "I got a bad start, had lots of wheelspin but it was a good race. Nico did a fantastic job and I was just grateful I could get back up to second. This was a difficult weekend for me and I'll take this."

Behind Vettel in the race, Bottas took fourth, fighting off a stern challenge from Ferrari's Raikkonen in the closing laps.

Ferrari inverted Raikkonen's tyre strategy, putting him on the 'hard' tyre for his middle stint rather than taking the conventional route of leaving it for the end of the race. That meant Raikkonen had a grip advantage over Bottas, who was on the 'hard' tyre in the final stint, but he was unable to make it pay.

The second Williams of Felipe Massa was sixth, from the Red Bull of Daniel Ricciardo and Lotus's Romain Grosjean.

Toro Rosso's Carlos Sainz passed Red Bull's Daniil Kvyat for ninth place at the first corner of the last lap. The stewards investigated the incident because Sainz went off track through Turn Two as he completed the move - gaining an advantage by leaving the track is forbidden - but they decided to take no further action.

Three laps earlier, Sainz cleanly passed team-mate Max Verstappen for 10th place.

The two Toro Rossos had started fifth and sixth and had always suspected it would be tough to beat Raikkonen, Massa and the Red Bulls, all of which had qualified behind them.

Sainz took advantage of being on the 'medium' tyres in the final stint while Verstappen was on the 'hard'. The Dutchman ran wide in the final twisty section of the track on lap 62 and Sainz was able to draft past on the straight.

Jenson Button finished 16th after a troubled race for McLaren.

Team-mate Fernando Alonso ran 12th in the first stint, climbed as high as seventh at one point thanks to a late first pit stop, but retired from 14th place with brake failure.





# Lewis Hamilton denied as Nico Rosberg takes late Monaco win

**Lewis Hamilton was denied victory in the Monaco Grand Prix because of a strategic error by his Mercedes team, handing Nico Rosberg the win.**

Hamilton controlled the race until Mercedes pitted him after a late safety car following Max Verstappen's crash. Team-mate Nico Rosberg and Ferrari's Sebastian Vettel did not stop and passed Hamilton before he rejoined. "We've lost this, haven't we?" Hamilton said to the team, correctly, before he was unable to regain the positions. After some outstanding tactical driving, Max Verstappen crashed heavily into the barrier. The result cuts Hamilton's advantage in the championship over Rosberg to 10 points, with Vettel a further 18 points adrift. After crossing the finish line, Hamilton slowed to a stop at the Portier corner - which faces out to the Mediterranean Sea - seemingly to gather his thoughts. He then completed the lap and drew up to the podium, where he knocked over his 'third place' parking board with the front of his Mercedes. It was a bitter blow to Hamilton, who had come to Monaco determined to take his first win here since 2008 and had dominated the weekend.

The race was restarted with eight laps to go, with Hamilton on fresh tyres, but Monaco lived up to its reputation as a track where overtaking is all but impossible. The closing laps were reminiscent of those in 1992, when McLaren's Ayrton Senna on old tyres managed to hold off the much faster Williams of Nigel Mansell after a late pit stop for the Englishman. Like Mansell, Hamilton had a huge pace advantage but, like Senna, Vettel positioned his car perfectly to hold him off. Amid an awkward atmosphere on the podium, Ferrari's Sebastian Vettel cheekily declared he was "very happy" with his second place. Red Bull's Daniel Ricciardo did pull off a pass, taking fifth from Ferrari's Kimi Raikkonen on lap 72 with a controversial move that involved contact from Ricciardo's front wheel on Raikkonen's rear, which effectively shoved the Ferrari out of the way.

Red Bull ordered the Australian's team-mate Daniil Kvyat to let Ricciardo by into fourth place straight afterwards so he could challenge Hamilton for a place on the podium.

But, just as Hamilton could not pass Vettel, so Ricciardo was stuck behind the Mercedes and he was ordered to give fourth place back to Kvyat on the last lap. The incident that led to the late-race drama was caused by a mistake by Verstappen as he tried to pass Lotus's Romain Grosjean for 10th place.

The 17-year-old Dutchman had impressed earlier in the race with some improvisational passing moves, including one on Williams's Valtteri Bottas which he pulled off by following Vettel through as he lapped the Finn. But he misjudged an overtaking manoeuvre on Grosjean, smashed into the rear of the Lotus and was launched head on into the barriers at Sainte Devote, without injury.

A frustrated Raikkonen took sixth, ahead of Force India's Sergio Perez and Jenson Button, who scored McLaren's first points of the year in eighth.

Team-mate Fernando Alonso was on course to follow Button home, despite a five-second penalty for a collision with Force India's Nico Hulkenberg on the opening lap, but retired with a gearbox failure on lap 42. The Spaniard's retirement promoted Sauber's Felipe Nasr to ninth ahead of Toro Rosso's Carlos Sainz.

As a butcher is shooing a dog from his shop, he sees £10 and a note in his mouth, reading: "10 lamb chops, please." Amazed, he takes the money, puts a bag of chops in the dog's mouth, and quickly closes the shop. He follows the dog and watches him wait for a green light, look both ways, and trot across the road to a bus-stop. The dog checks the timetable and sits on the bench.

When a bus arrives, he walks around to the front and looks at the number, then boards the bus. The butcher follows, dumbstruck. As the bus travels out into the suburbs, the dog takes in the scenery. After a while he stands on his back paws to push the "stop" bell, and then the butcher follows him off. The dog runs up to a house and drops his bag on the step. He barks repeatedly.

No answer. He goes back down the path, takes a big run, and throws himself -Whap!- against the door. He does this again & again. No answer.

So he jumps on a wall, walks around the garden, barks repeatedly at a window, jumps off, and waits at the front door. Eventually, a small guy opens it and starts cursing and shouting at the dog.

The butcher runs up screams at the guy: "What the hell are you doing? This dog's a genius!"

The owner responds, "Genius, my a\*se. It's the second time this week he's forgotten his key!"



## Jari-Matti Latvala ended a bleak sequence of results by holding off team-mate Sébastien Ogier to win Vodafone Rally de Portugal.

After failing to score in the previous three rounds, Latvala finished 8.2sec ahead of the FIA World Rally Championship leader in the four-day gravel event to claim his first victory since October last year.

Andreas Mikkelsen completed the podium a further 20.4sec behind to provide a clean sweep of the top three for Volkswagen Motorsport with its Polo R car. It was the 13th career win for the 30-year-old Finn, who benefited from a low start position and cleaner road conditions to take the lead on Friday afternoon and was never headed. Ogier was unable to reel-in his team-mate and finished 8.2sec adrift.

Despite overshooting a junction yesterday morning, he saw off challenges from firstly Kris Meeke and then Ogier to climb from ninth to fifth in the drivers' championship.

Tyre choice and management played a crucial role in the first WRC round in the north of the country since 2001. Sandy roads hampered the early starters and exposed rocks offered further difficulties during the second pass of stages.

Ogier endured the worst conditions for the opening two legs, sweeping loose gravel from roads. However, he roared up the leaderboard from sixth to second yesterday, reducing his deficit from almost 26sec to less than eight as he threatened to snatch an unlikely victory. Second was sufficient for Ogier to extend his championship lead to 42 points after round five of 13.

Mikkelsen led early on his debut in the 2015-specification Polo R and traded seconds with Kris Meeke in their battle for the final podium place. With the gap at 0.4sec, a broken anti-roll bar on Meeke's DS 3 in the penultimate stage decided the outcome. Meeke finished 20.1sec behind the Norwegian but the Northern Irishman, who claimed his maiden WRC win in Argentina last month, was the only man able to challenge Volkswagen's trio. Ott Tänak finished a confidence-boosting fifth on the debut of the new Ford Fiesta RS, ahead of Hyundai's Dani Sordo who came out on top of a three car battle for sixth involving team-mate Hayden Paddon and Mads Østberg. Østberg lost time with a turbo boost problem in his DS 3 and while he overhauled Paddon today, he fell just 4.3sec short of passing Sordo too. Robert Kubica and Martin Prokop completed the top 10.

Round six takes drivers to the Mediterranean for the all-gravel Rally Italia Sardegna (11 - 14 June).



A young lady in the maternity ward just prior to labour is asked by the midwife if she would like her husband to be present at the birth. "I'm afraid I don't have a husband" she replies. "O.K. Do you have a boyfriend?" asks the Midwife. "No, no boyfriend either." "Do you have a partner then?" "No, I'm not attached, I'll be having my baby on my own." After the birth the midwife again speaks to the young woman, "You have a healthy bouncing baby girl, but I must warn you before you see her that the baby is black." "Well," replies the girl, "I was very down on my luck, with no money and nowhere to live, and so I accepted a job in a porn film. The lead man was black." "Oh, I'm very sorry," says the midwife, "that's really none of my Business and I'm sorry that I have to ask you these awkward questions but I must also tell you that the baby has blonde hair." "Well yes," the girl again replies, "you see the co-star in the movie was this Swedish guy." "Oh, I'm sorry," the midwife repeats, "that's really none of my business either and I hate to pry further but your baby also has slanted eyes." "Yes," continues the girl, "there was a little Chinese man also in the movie, I really had no choice." At this, the midwife again apologises, collects the baby and presents her to the girl, who immediately proceeds to give the baby a Good slap on the butt. The baby starts crying and the mother exclaims, "Thank god for that!" "What do you mean?" says the midwife, shocked. "Well," says the girl extremely relieved, "I had this horrible feeling that she was going to bark."



# 2015 NESCR0 Classic Challenge

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

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

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

## 2015 NESCR0 Targa Challenge

As has been noticed over the last two years there is a fairly good interest in the Targa Rally events that are included in the Historic rallies that have run in the NESCR0 Challenge. Therefore in 2015 NESCR0 are introducing

The Targa Challenge for the more modern vehicle, basically all prepared to road-rally specification.

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



**14th June**

**Great Glen Rally**

**Highland Car Club**

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

Fort Augustus / Inverness

Dave Spence

[Dave.spence47@btinternet.com](mailto:Dave.spence47@btinternet.com)

**14th June**

**Shaw Trophy**

**Whickham & District MC**

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

Ronnie Roughead 0191 4886332.

[r.roughead@btinternet.com](mailto:r.roughead@btinternet.com)

**29th June**

**Lake District Classic**

**Wigton Motor Club Ltd**

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

Ron Palmer 01228 575153

[ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com)

David Agnew 01946 841455

[davidwagnew@aol.com](mailto:davidwagnew@aol.com)

**18th July**

**Summer Lanes Rally**

Queens University (Belfast) MC

[www.motor.club.qub.ac.uk](http://www.motor.club.qub.ac.uk)

Barnscourt, Northern Ireland

Clifford Auld 07713855692.

[hungryauld@btinternet.com](mailto:hungryauld@btinternet.com)

**9th August**

**St Wilfrid's Classic Rally**

**Ripon Motorsport Club**

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

Sam Wainright

[info@riponmotorsportclub.co.uk](mailto:info@riponmotorsportclub.co.uk)

**6th Sept**

**Durham Dales Classic**

**Durham Automobile Club**

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

Nissan, County Durham

Lindsay Burnip

[poshbirdincontrol@sky.com](mailto:poshbirdincontrol@sky.com)

**20th Sept**

**Doonhamer Classic Rally**

**South of Scotland CC**

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

Roland Proudlock 07824 847383

[rolandproudlock@annandalefinancial.co.uk](mailto:rolandproudlock@annandalefinancial.co.uk)

**4th October**

**Devils Own**

**Kirkby Lonsdale MC**

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

Kirkby Lonsdale, Cumbria

Mike Kirk 01539 728832

[MIKEKIRKRALLYING@aol.com](mailto:MIKEKIRKRALLYING@aol.com)

**18th October**

**Solway Classic Weekend**

**Wigton Motor Club Ltd**

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

Graeme Forrester 01900 825642

[graeme@gtforrester.freemove.co.uk](mailto:graeme@gtforrester.freemove.co.uk)

## TARGA CHALLENGE

**The Targa Challenge Rounds**

**Devils Own**

**Lake District Classic**

**Summer Lanes Rally**

**Durham Dales Classic**

**Doonhammer Classic Rally**

**Solway Classic Weekend**

### Classic Driver's Challenge

1	Darell Staniforth	241.8
2	Howard Warren	203.3
3	Ross Butterworth	197.1
4	Matt Warren	174.7
5	John Bertram	174.2
6	Roger Powley	172.4
7	John Dignan	166
8	Andrew Buzzard	160
9	Ian Dixon	158.9
10=	Roger Kilty	153.3
10=	Jim Deacon	153.3

### Classic Navigator's Challenge

1	Ali Proctor	294
2	Les McGuffog	228.8
3	Andrew Pullan	174.7
4	Leigh Powley	172.4
5	Peter Dignan	166
6	Nick Cooper	165
7	Richard Crozier	164.1
8	Robb Lyne	160
9	Maurice Millar	158.9
10	Roger Burkill	158.3

### Targa Driver's Challenge

1=	Stephen Hudson	102.3
1=	Nick Pullan	102.3
3	Sandy Horne Jnr	95.7
4=	Grainger Robertson	94.6
4=	Ron Roughead	94.6
6=	Ryan Hay	86.9
6=	David Lewis	86.9
8	Steven Brown	81.4
9=	Donald Wilson	79.2
9=	Joe Harwood	79.2
11=	James Morrison	71.5
11=	Liam Charlton	71.5

### Targa Navigators Challenge

1=	Richard Crozier	102.3
1=	Andy Pullan	102.3
3	Kirsty Horne	95.7
4=	David Robertson	94.6
4=	Ian Canavan	94.6
6=	Craig Wallace	86.9
6=	Daniel Lewis	86.9
8	Cameron Fair	81.4
9=	Harris Wilson	79.2
9=	David Lumsden	79.2
11=	Alan Gordon	71.5

**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 22<sup>nd</sup>/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](http://www.wigtonmc.co.uk)



**SD34MSG**

**2015**

**Prize Presentation Night**

**Friday**

**January the 22nd**

**2016**

**Guest Speaker**

**Simon Mauger**



***Probably the quickest Escort  
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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 !**





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Fax - 0161 777 9948

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Adge - [adge@adgespeed.co.uk](mailto:adge@adgespeed.co.uk)

Sales - [sales@adgespeed.co.uk](mailto:sales@adgespeed.co.uk)

## Morecambe Car Club

**25/26th July 2015,**

**The Morecambe Rally,**

contact Derek Shepherd

[dereksshepherd12@btinternet.com](mailto:dereksshepherd12@btinternet.com)

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



## 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](http://www.bssmc.club/bssmc/index-2.html)

### Warrington & District Motor Club JRT ENVILLE STAGES RALLY

Sponsored by: JRT Motor Services, Latchford, Warrington

**Sunday 21st June 2015**

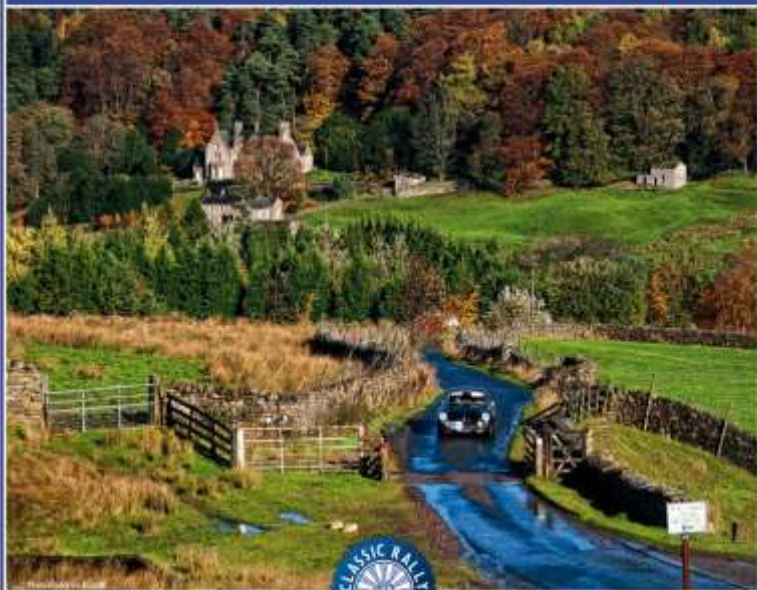
A qualifying round of:-  
ANWCC Stage Rally Championship  
Anglesey Rally Challenge  
SD34 Stage Rally Championship







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



NEWCASTLE

BLACKPOOL

## THE 14<sup>th</sup> RALLY OF THE TESTS

5<sup>th</sup> - 8<sup>th</sup> November 2015

[WWW.HEROEVENTS.CO.UK](http://WWW.HEROEVENTS.CO.UK)



Dave & Julie Harwood at



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## Gemini Communications

*Bill Wilmer 07973-830705*

[w.wilmer@btinternet.com](mailto:w.wilmer@btinternet.com)

Specialising in the Art of Communications

Join us at ...



## The P&R Benn Greystoke Stages

12<sup>th</sup> July 2015

West Cumbria Motorsport Club will again be running the popular Greystoke event in 2015.

We aim to run a competitor friendly, clubman's event at a very reasonable cost.

This rare format single venue forest rally will comprise approximately 38 stage miles with no road mileage.

Qualifying Rounds of the 2015

5 G Petch ANECCC, ANWCC, Motorscope Northern Historic,

ANCC & Five of Clubs Stage Rally Championships

*"What a great event, compact, great stages, really friendly, helpful officials and marshals, and great value for money"*

Entries available via the web site at [Greystokestages.co.uk](http://Greystokestages.co.uk)

Find us on Facebook





# Duncan Littler

2 Pendref, Dwyran,  
Anglesey,  
Gwynedd. LL61 6YL

Tel:01248 430015, Mob:07740 179619  
e-mail: [postmaster@dtlittler.f9.co.uk](mailto:postmaster@dtlittler.f9.co.uk)

## Barbon Hillclimb

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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Our engines compete regularly in all forms of motor-sport. So for your next simple rebuild or to a complete competition engine, dyno tested and checked, why not give us a call and see what us northern lads can do for your budget, you have nothing to lose, and maybe just everything to gain!

Email: [paulgardnerrs@btinternet.com](mailto:paulgardnerrs@btinternet.com)

## 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](http://www.gpmc.org.uk)

## MARSHALS WANTED

Contact : Ian Farnworth

07866950693 or email [ian-farni@hotmail.co.uk](mailto:ian-farni@hotmail.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

# Liverpool MC 2015 Sprints

Liverpool MC are now taking entries for our April, June & September 2015 Aintree Sprints.

You can enter on-line with our quick & secure booking service. It's now the same price to enter online or by post. You'll avoid the risk of postal loss or delays, you will receive immediate confirmation that we've received your entry, & you don't need a stamp or envelope! Why not join LMC too?

If you enter any three LMC events (sprints, hillclimbs or trackdays), your total discount almost pays for your membership. Enter a fourth event and you are in profit. And membership entitles you to join our popular Speed Championship that takes in up to 23 rounds at 9 of the most popular Sprint and Hillclimb venues in the North, North Wales, and Midlands.

So what are you waiting for? Join LMC today!

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

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

**Clitheroe  
& District  
Motor Club**



**Sunday 7th June**

**Myerscough College Open Day**

**AUTOTEST / PCA**

**Regs : [www.cdmconline.co.uk](http://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

**29<sup>th</sup> – 30 the August 2015**

From Otley Rugby Club

Navigational permit, open to most Cars.

120 + Miles of some of Yorkshires finest Lanes many of which have not been used for some time.

**Maps 98, 99 and 104**

90 % Pre-plot route Instructions.



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EMAIL: [phil@pro-rally.co.uk](mailto:phil@pro-rally.co.uk)

## 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](http://www.retro-speed.co.uk)

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# Acknowledgements

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

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

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

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Dave Cook	Keith Thomas
Tony Lynch	Tony King
Ian Mitchell	Tony Vart
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Tim Whiting	Mark Standen
Jack Hartley	Tommi Meadows
Bob Hargreaves	Tony North
Paul Edwards (RallyRev)	Stephen Berresford
Songasport	Ed Bookless
Mark & Dale Carter	Matt Broadbent
Sam Spencer	Stuart Taylor
Niall Frost	Sam Collis

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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 15th July

(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](http://www.ancc.co.uk)



## ANWCC

Association of North Western Car Clubs

### Monday August 10th 2015

**8.00pm**

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

[www.anwcc.org](http://www.anwcc.org)



07973-816965

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

The **intention is** to publish this EMag on the last day of each month. It will be emailed to SD34MSG Delegates for them to forward to their Club Members as they wish.

**Deadline for copy for the July edition is Friday the 26th June which is due out on Wednesday 1st of July**

**PLEASE Email Reports etc. to**

**Maurice Ellison at :  
[sd34news@gmail.com](mailto:sd34news@gmail.com)**

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

## Gemini Communications Team

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

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