

spotlight
spotlight spotlight
spotlight

July
2014

spotlight



www.sd34msg.org.uk

Volume 04 Issue 07 July 2014
Maurice Ellison



Motor Sport Group

Chairmans Chat

Time marches on and half the season is behind us but there are still plenty of events to get stuck into in all of our disciplines. There are particularly several stage rallies and let's hope some don't suffer from a lack of entries following another event (not in our championship) at Weeton being cancelled for this reason.

Congratulations to Clitheroe & District MC and Gemini Communications, and anyone else I have missed, for their involvement in the recent Myerscough Open Day by introducing thousands of the public to our wonderful sport. I hope the event will have inspired some to get involved by joining a club to either compete or organise as we will always welcome some much needed new blood.

Preparations are well under way for the 50th Anniversary Gymkhana event on Sunday 10th August so SD34 club members past and present get your entries in for a great, low cost, day of 'interesting' sport, see page 8.

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

Lookers Citroen in Preston



**Supporting SD34MSG
and motor sport
in the North West.**



274 Fylde Rd.

Ashton, Preston PR2 2NJ

Tel Mat Kiziuk : 01772-768222



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SD34MSG - Member Clubs & contact details



Accrington MSC

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Tel. : 01254-384127
Website : www.accrington-msc.org

Manx AS

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



Bolton-le-Moors MC

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



Motorsport (NW) Ltd

Contact : Mark Wilkinson
Email : secretary@nwstages.co.uk
Tel. : 07878-657580
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(Details of Member Clubs of Motorsport (NW) on pg 4)



Bury AC

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



CSMA (NW)

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



Mull CC

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

Pendle & DMC

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



Clitheroe & DMC

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Website : www.cdmconline.com



U17MC-NW

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Tel. : 07718 051 882
Website :

Garstang & Preston MC

Contact : Margaret Duckworth
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Tel. : 01772-700823
Website : www.gpmc.co.uk



Stockport061MC

Contact : Mark Wilkinson
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High Moor MC

Contact : Gary Heslop
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Wallasey MC

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Website : www.wallaseymc.com



Lancs & Cheshire CC

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Warrington & DMC

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



Lightning MSC

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

Wigan & DMC

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



Lancashire A.C.

Contact : Chris Lee
Email : info@lancsaclub.co.uk
Tel. : 0800 781 2167



2300 Club

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





Motor Sport Group

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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Motor Sport Club
www.fyldemotorsportclub.co.uk



Lancashire & Cheshire Car Club
www.lancashireandcheshirecarclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk
Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in the 'SPOTLIGHT'

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

Sent to all **20 member clubs** and then
forwarded to club members + another 5000+ on
the distribution list (20 X 100 + 5000 = 7000+ readers)
All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

Steve Johnson

07718 051 882 steve.johnson@csmaclub.org

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01995-672230 les.fragle@gmail.com

Maurice Ellison

07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

WALLASEY MC



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



"Quiz Championship"

Due to commitments only 4 teams took part, results are as follows...

1. Steve Noble & Tony King 38 points
2. Alan Smith & Karen Watson 28 points
3. Joe Burgess & Neill Cousins 27½ points
4. Neil Phipotts & Carl Bennett 22 points

Manx National Rally

(incorporating the Chris Kelly Memorial Rally)

WMC were well represented on the recent Manx Rally and several crews achieved good results. From 105 starters,

For the combined events:

Paul Evans / Lol Powell	42 overall	10 in class
Keith Douthwaite / Tony King	46	11
Mike Taylor	52	13
Cathy Sewart	59	14
Lee Farrer	60	1

Bolton-le-Moors MC

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



Neil Phipotts – Mitsubishi Lancer Turbo Build

For those of you that know Neil, you will also know he is a bit of a Mitsubishi Nut, not only does he have the highest power UK Starion, but he also does work on other race and rally cars.

Early last year, following a narrow body Starion build, he was asked to build a classic Lancer for rallying for a competitor on the island of Majorca!



WARRINGTON & DMC

Meet Every Monday

"The Antrobus Arms"

on the A559, 8-30pm

between Warrington & Northwich. CW9 6JD.



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



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

What's On at CDMC

Tuesday 1st July Golf Competition

Highfield 9 hole course
then to the Houghton Arms
For a little light refreshment
Contact Terry Martin
07816-184539

Tuesday 8th July Committee Night

The second Tuesday of each month is 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 15th July BBQ & Equipment Night

At Revidge Fold Garage
Revidge Road, Blackburn BB1 8DJ

Tuesday 22nd July Table Top Rally Map 103

Tuesday 29th July Grass Autotest

Tuesday 19th August CDMC Visit to M-SPORT



Max 18 people : Min 10 people :£20 per person
We must have confirmed names for security purposes prior to event



June 2014 Clubnights

Tuesday 3rd June : May Event Round up

May was certainly a busy month for CDMC crews

Dave Whitaker competed on the **Ilkley Jubilee** with his daughter **Harriett** sat in the hot seat in Daves RS2000. The event had the usual HCRC tricky navigation & regularity sections and 12 tests. Handbrake problems gave them a tough time on the tests.

They managed to get lost quite a bit and impressed people with the large amount of penalties gained! Thoroughly enjoyed it non the less.

Tony Vart was out on the **Severn Valley Stages** sat in with **David Hopkins** in the Sunbeam Ti. Lots of superb roads. The 1st stage went really well then disaster on the 2nd stage. The notes read 'Deceptive Left' and deceptive it was. They had an off, into a ditch damaging the near side then out of the ditch and over onto the off side. Marshals soon had it back on all four wheels and after a quick check round the car (& copious amounts of Duck Tape & cable ties) continued and were lucky to get a finish. See page for his report

Next outing for Tony is the **G&PMC Memorial Rally** sat in with **Dave Head** in the Suzuki Swift

Simon Boardman got 3rd O/A on the **Primrose Rally**. Managed to wrong slot on the way to TC2 but other than that had a faultless run

Paul Buckel entered the **061 Altratech Rally** with **Steve Butler** sat in with him. Came home early following a coming together with another competitor .

The pair also did the **Primrose Rally** with both of them enjoying using roads that they normally don't get to do because they are usually on the **Clitheronian** which they organise.

Georgia Shiels is contesting the **BRC** this year in an Abarth Fiat 500. She did the **Jim Clark Rally** and managed the night stages before putting the car on to its roof. Next event is the Scottish Rally where she is hoping to keep it on all 4 wheels

Heidi Woodcock was **Competitor Liaison Officer** on the **Manx National** and had a very busy couple of days sorting out questions, queries and resolving problems (knackered was the polite version of her quote)

Steve Butler sat in with **Steve Johnson** on both the **Manx National** and the **Llandeber Stages Rally**.

Steve Johnson thought it would be good idea to do Llandeber as a shake down the week before the Manx. It was Steve Johnsons 1st time on the island for 33 years and the team (Old Farts Rallying) was serviced by **Matt Worden, Michael Johnson and Dave Barratt**

Matt Kiziuk & Maurice Ellison organised the **Primrose Rally** and whilst it seemed to be well received by all the competitors, both of them were aware of ways that it could be improved in the future. The 2015 event is already in the planning stage and the improvements that were identified on the 2014 event will be incorporated.

Matt missed the Manx National because he was ill and Maurice took his place and with the help of Dion Wild and Bezzer marshalled 5 stages between them.

Matt will be Chief Marshal on the Clitheronian Rally in September

Steve Lewis was leading the **SD34MSG Non Race/Rally Championship** and the **All Rounders Championship** at the time of the meeting but has since fallen to 2nd & 3rd since the meeting

**More of what's happening at CDMC
and members reports on pages**

7, 8, 18, 19, 20, 21, 24, 25, 26, 35, 36, 49, 50, 51, 54

Garstang & Preston MC

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



Phone Box Treasure Hunt

A treasure Hunt with a difference where teams had to collect the numbers from all public telephone boxes in an range of grid squares. The tie decider if required would have been on least mileage covered but there was no need for this as Graham Chesters and Steve Kenyon were the only team to collect all numbers, with Jem Dale missing one by turning right one crossroads junction too early so missing one box and Loise Bains and Kris Coombes missing one box by not going to the extremes of one grid square.



The Club Meets at 8pm onwards

Every Thursday at **Rising Sun, Hazel Grove.**
The 4th Thurs of the month is an 'Away' event

July 10	– Go Karting,	7:30 pm
July 17	– Table Top	8:30 pm
July 24	– Committee Meeting	8:30 pm
September 11	– Committee Meeting	8:30 pm
October 9	– Committee Meeting	8:30 pm



MORE

Forthcoming Events

Tuesday 5th August

Dave & Steve Head

Tuesday 16th September

Dave Orrick

(read his G&PMC Memorial report on pages 21 & 22)

Lancashire & Cheshire CC



Meets at 8-30pm on the 2nd Thursday
of each Month at the **Roebuck Pub** M41 6HD

July	11 th	Down Route 66
	14 th	Treasure Hunt (Sunday)
September	12 th	Indoor Autotest
October	10 th	Transters Teasers (Quiz)
November	14 th	Guest Speaker (TBA)
December	12 th	AGM & Social

Lancashire A.C. Diary Dates



July	Sat 12th - The 22nd Annual Coast to Coast Classic Tour (Morecambe to Scarborough).
August	Sun 3rd - Three Sisters National B Sprint (Three Sisters Circuit, Wigan)
September	13th to 16th - Wales Rally GB (Cardiff and South Wales). Fri 19th to Sun 21st - The Highland 3-Day Classic Tour (The Majestic Scottish Highlands!)
December	Date to be confirmed - Christmas Supper and Get Together.

Lancashire Automobile Club 2013 Speed Championship Results



The 2013 Lancashire Automobile Club Speed Championship included rounds at the 3 Sisters venue near Wigan, Aintree and at the Anglesey Circuit. This gave a total of 15 rounds.

To enable competitors to choose events only the scores from six championship rounds counted towards the awards. All speed events at 3 Sisters were included, including our own highly successful two lap sprint co-promoted with Chester MC.

The season saw some close competition amongst the usual suspects. Foremost amongst the 'old guard' was again former champion John Moxham. Challenging for the first time was Phil Perks in his Formula Ford 1600. As usual John scored consistently throughout the season but some vastly improved times from both Eve and Barry Whitehead in the much improved RBS put them into contention.

Eve missed several rounds early in the year and by half time John was well out in front aided by a maximum score at Anglesey. Phil scored well but in the end he failed to complete 6 rounds. With a creditable score we hope to see him back in 2014. Eve came back in the second half though putting in storming performances at both Anglesey and Aintree scoring not one but three maximum scores and taking a first in class.

Many thanks to all who took part.

Chris Lee

Championship Compiler



Myerscough College
Providing opportunities for all



SD34 Motor Sport Group 50th Anniversary Gymkhana Sunday 10th August

This year, 2014, is the 50th anniversary of the formation of the SD34 Motor Sport Group and as part of the celebrations we have decided that rather than organise an event of one of our usual disciplines we will run an event with the emphasis on a fun day hence a gymkhana is to be run around East Lancashire.

The event will be open to all members of the SD34 MSG member clubs as well as their family. We have tried to keep the entry fee small as we appreciate how expensive motorsport is these days but there will be numerous 'tests' in one form or another. The event will start in Accrington and move through several venues before finishing in Samlesbury. Discounted food will be available to purchase at one of the lunchtime venues and it is hoped that many crews will avail themselves of food and drink at the final venue.

For the event, a crew must consist of a minimum of 2 people, as some tests will necessitate the need for an extra pair of legs, arms or eyes ! however additional crew members are welcome, the more the merrier as the intention is for the whole family to have a fun day. There will be no necessity to have one dedicated driver, changes can be made during the day.

Acknowledgements

We would not be able to hold this event without the support of the owners of the venues to be used so our thanks go to;

Tesco Accrington
Gaskills Motor Bodies
Chris Woodcock
M65 Services
Run Amok Haslingden
Canberra Club BAE Systems



We hope you enjoy the event.

Regards

The organising team

**Regs & Entry form on
Pages 9 & 10**



1st O/A Phil Clegg



Ayrton Harrison



Andrew Robinson



Mat Kiziuk



Tony Harrison



Steve Lewis/ Daniel Barker

Clitheroe & DMC PCA

Myerscough College Open Day

Sunday 8th June

Clitheroe & DMC ran the PCA at the Open Day at Myerscough College even though the show clashed with the G&PMC Memorial Rally. 10 Competitors took part. 1st O/A was Phil Clegg, 2nd Ayrton Harrison & third Tony Harrison. Phil took away the £50 First Prize Money. Once again the event was bathed in glorious sunshine and attracted over 15,000 visitors with a whole load of attractions and shows for only £15 entry for a car full.

Clitheroe & DMC offered passenger rides in the competing cars and 120 people took up the offer.

Three people opted to drive the MGZR that was provided by Lookers of Preston for that very purpose.

Such was the success of this format that it will run in the much the same manner in 2015 (with the odd tweek or two)

Hope to see you all there

JUNE 7th 2015



Matt & Bryan Gibson

SD34 Motor Sport Group

50th Anniversary Gymkhana Sunday 10th August 2014

SUPPLEMENTARY REGULATIONS

1. Clitheroe and District Motor Club Limited will promote a Gymkhana on Sunday 10th August 2014 in East Lancashire.
2. The meeting will be held under the General Regulations of The Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the promoting club may issue for the event.
3. An MSA Certificate of Exemption has been applied for.
4. The event is open to all members of the SD34 MSG member clubs and all their family.
5. The programme of the meeting will be: -
Scrutineering will open at 09.00 hrs and close at 09.45 hrs.
Signing on opens at 09.00 hrs and closes at 09.55 hrs.
First test starts at 10.00 hrs.
6. The club Child Protection Officer is TBA
7. The event is open to all road legal cars. The organisers reserve the right to prevent any car or crew member from starting or continuing if it/him/her is considered unsafe, unsuitable or to be making too much noise.
8. The entry list opens on publication of these SRs and closes finally at 09.45 hrs on 10th August 2014. All entries must be made on the official entry form. Entry fee is £10 per entry.
9. The Entries Secretary is: Gary Heslop 33 Acresfield Road, Middleton, Manchester M24 2WT.
Tel: 0161-6430151
e-mail: gary.heslop@btinternet.com
10. The Clerk of the Course is: Bill Wilmer
11. The other senior officials are:
Secretary: Gary Heslop
Club Steward: Les Fragle
Chief Timekeeper: Steve Butler
Chief Marshal: TBA
Scrutineer: Chris Woodcock
Results: Steve Butler
12. Details of tests (including description of test penalties) will be available at signing on.
13. Results will be calculated by the organisers in a manner appropriate to the status of the event
14. Crews will be identified by numbers that will be provided by the organisers. It will be the drivers' responsibility to show the correct numbers on BOTH sides of the vehicle during the test. Failure to do so will result in severe finger wagging by the organisers.
15. All marshals and Timekeepers are Judges of Fact and their decision will be final.
16. This is fun family event, not to be taken too seriously. Protests, arguments or general stropyness are not considered to be in the spirit of the event.

ENTRY FORM

SD34 Motor Sport Group 50th Anniversary Gymkhana Sunday 10th August 2014

Indemnity

I wish to enter the Gymkhana and declare that I have been given the opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of competition and the potential risk inherent with motor sport and agree to accept that risk. Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.

Driver's Signature _____ Age (if under 18 yrs) _____

Passenger's Signature _____ Age (if under 18 yrs) _____

Date _____

Person to contact in case of a serious accident;

Name _____ Tel No _____

Address _____

If the entrant or driver is under 18 years of age this form must be countersigned by the appropriate Parent/Guardian/Guarantor.

I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for the event and the General Regulations of the MSA.

As the Parent/Guardian/Guarantor 'I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto), and I hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further I agree to pay as liquidated damages any fines imposed upon me to the maxima set out in Part 3 Appendix 3.'

Note: Where the Parent/Guardian/Guarantor is not present there must be a representative who must produce a written and signed authorisation to so act from the Parent/Guardian/Guarantor as appropriate.

Full Name _____ Relationship to entrant/driver _____

Address _____

_____ Post Code _____

Tel No _____ Signature _____ Date _____

SD34MSG 2014 Calendar

Date	Type	League	Club	Title	Venue - Notes
5-Jul	Road Rally	No	Matlock MC	Kick Enery Rally	Derbyshire
19th-Jul	Stage Rally		Manx AS	Dave Corris Forest Stages	I.O.M.
20-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
20-Jul	Autotest	Yes	CSMA NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
20-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
3-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
17-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
31-Aug	Autosolo	Yes	AMSC	Summer Autosolo	Blackburn Services, M65 Jt 4
31-Aug	Autotest	Yes	AMSC	Summer Autotest	Blackburn Services, M65 Jt 4
31-Aug	PCA	Yes	AMSC	Summer PCA	Blackburn Services, M65 Jt 4
6-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
6-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
7-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
14-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Makro Manchester
14-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Makro Manchester
14-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Makro Manchester
27-Sep	Road Rally	Yes	Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
28-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool ?
10-12-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
12-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
12-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Makro Manchester
12-Oct	Autotest	Yes	Bolton-le-Moors CC	Bolton October Autotest	Makro Manchester
12-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Makro Manchester
25-Oct	Road Rally	No	Hexham & Dist MC	John Robson rally	Northumberland
15-Nov	Road Rally	No	Matlock MC	Dansport Rally	Derbyshire
29-Nov	Road Rally	Yes	G & P MC	Preston Regardless Rally	Lancashire
07+08-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
8-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
22-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec	PCA	Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4
7-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
7-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

SD34MSG



2014 Championship Rounds at a Glance

SD34MSG

Non Race/Non Rally

Date	Event	Club
------	-------	------

July

20th	July AS, A/T, PCA	U17MC
------	-------------------	-------

August

3rd	3 Sisters Sprint	Lancashire AC
17th	Scammonden Hillclimb	Pendle &DMC
31st	Summer AS, A/T, PCA	AMSC

September

6/7th	Ty Croes Sprint Weekend	Lancs & Chesh CC
14th	September AS, A/T, PCA	Bolton-le-Moors CC
28th	Chairmans Challenge	Lancs & Chesh CC

October

12th	October AS, A/T, PCA	Bolton-le-Moors CC
------	----------------------	--------------------

December

7th	Winter AS, A/T, PCA	AMSC/CSMA
-----	---------------------	-----------

SD34MSG

Marshals Championship

**All SD34MSG Member Club Events
See SD34MSG Calendar for Dates
(Page 11)**

SD34MSG

Road Rally Championship

Date	Event	Club
------	-------	------

July

5/6th	Kick Energy	Matlock MC
19/20th	Beaver Rally	Beverley & DMC

September

27/28	Clitheronian	Clitheroe & DMC
-------	--------------	-----------------

October

25/26th	John Robson	Hexham & DMC
---------	-------------	--------------

November

15/16th	Dansport	Matlock MC
7th/ 8th	Preston Regardless	G&PMC

SD34MSG

Stage Rally Championship

Date	Event	Club
------	-------	------

September

6th	Promenade Stages	Wallasey MC
28th	Heroe Stages	GPMC & PDMC

October

10/12th	Mull	Mull CC
12th	Adgespeed Stages	Wigan & DMC

November

7/8th	Poker Stars	Manx ASC
8th	Neil Howard Memorial	Bolton-le-Moors CC
22nd	Hall Trophy	Clitheroe & DMC



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Office Tel No : 0161 643 0151

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2014 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2014 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

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

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list **with clubs entered under** to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 2014 Events occurring, and results notified to the compiler, before the end of February 2014 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

2014 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.

Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Andrew Williams	42.43	U17MC
2.	Steve Lewis	39.42	CDMC
3.	Steve Price	30.14	BLMCC
4.	Steve Johnson	30.08	U17MC
5.	Roger Barfield	29.49	U17MC
6.	Daniel Barker	26.83	CDMC
7.	David Robinson	20.93	U17MC
8.	Stephen Kennel	20.63	CDMC
9.	Simon Robinson	19.80	U17MC
10.	Hazel Johnson	10.00	U17MC
11.	David Barratt	10.00	AMSC
12.	Steven Butler	9.64	CDMC

Last Updated : 28th May 2014

U18 Championship

O/A	Competitor	pts	Club
1.	Scott MacMahon	38.06	U17MC
2.	James Williams	33.47	U17MC
3.	Ben Wild	19.80	U17MC
4.	Alexander Tait	19.39	U17MC

Last Updated : 28th May 2014

Individual Championship

O/A	Competitor	Q	pts	Club
1.	Steve Price	Y	58	BLMCC
2.	Steve Lewis	Y	52	CDMC
3.	Steve Johnson	Y	49	U17MC
4.	Steve Butler	Y	47	CDMC
= 5.	Mathew Jakeman	Y	29	HMMC
= 5.	Gary Jakeman	Y	29	HMMC
= 7.	David Barratt	Y	15	AMSC
= 7.	Maurice Ellison	Y	15	CDMC
9.	Andrew Williams	N	57	U17MC
10.	Scott MacMahon	N	45	U17MC
11.	Roger Barfield	N	39	U17MC
12.	Daniel Barker	N	38	AMSC
13.	Stephen Kennel	N	36	CDMC
14.	James Williams	N	30	U17MC
= 15.	Neil Harrison	N	28	CDMC
= 15.	Pete Tyson	N	28	CDMC
= 17.	Ben Wild	N	27	U17MC
= 17.	Paul Taylor	N	27	CDMC
19	Alexander Tait	N	26	U17MC
=20	Antony Dixon	N	19	PDMC
=20.	Ryan Moyler	N	19	CDMC
22.	Tony Harrison	N	18	CDMC
23	Dave Whittaker	N	16	CDMC
24.	Simon Boardman	N	15	CDMC
25.	Richard Crozier	N	14	GPMC
26.	Simon Robinson	N	13	U17MC

Last Updated : 25th June 2014

SD34MSG

2014 Championships

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

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Garry Jakeman		80	B	HMMC
2	Stephen Johnson		79	A	U17MC
3	Antony Dixon	Y	54	C	PDMC
4	Mark Booth		29	C	SO61MC
5	John Richardson		28	C	BLMCC
= 6	Steve Lewis		27	C	CDMC
= 6	Jack Darbyshire		27	D	GPMC
= 8	Steve Hudson		26	B	CDMC
= 8	Hazel Johnson		26	A	U17MC

O/A	Co-Driver	Q	pts	Class	Club
= 1	Mathew Jakeman		79	B	HMMC
= 1	Steve Butler		79	A	CDMC
3	David Barratt		53	A	AMSC
4	Ryan Moyler	Y	52	C	PDMC
5	Eric Wilcockson		29	C	BLMCC
6	Matthew Kendall		28	C	GPMC
= 7	Ian Raynor		27		CDMC
= 7	Steve Coombes		27		GPMC

Last Updated : 5th June (after Cetus Stages)

Road Rally Championship

O/A	Driver	pts	Class	Club	Final
1	Pete Tyson	37	E	CDMC	
= 2	Tony Harrison	26	E	CDMC	
= 2	Dave Whittaker	26	S/E	CDMC	
4	Paul Buckel	23	E	CDMC	
5	Pete Jagger	22	S/E	BLMCC	
6	James Taylor	17	S/E	CDMC	
= 7	Ian Bruce	15	S/E	BLMCC	
= 7	Simon Boardman	15	E	CDMC	
9	Derek Long	14	S/E	BLMCC	
10	Mark Standen	11	E	G&PMC	
11	Richard Hunter	10	E	AMSC	
12	Steve Mitchell	8	E	CDMC	

O/A	Navigator	pts	Class	Club	Final
1	Neil Harrison	38	E	CDMC	
2	Paul Taylor	36	E	CDMC	
= 3	Richard Crozier	26	E	G&PMC	
= 3	Steve Butler	26	E	CDMC	
5	Andy Long	25	E	BLMCC	
= 6	Sasha Herriott	16	E	AMSC	
= 6	Ian Rayner	16	E	CDMC	
7	Ian Mitchell	11	E	CDMC	
9	Ian Farnworth	11	N	G&PMC	
10	Maurice Ellison	5	E	CDMC	

Last Updated : 12th June 2014 (After G&PMC Memorial)



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Marshals Championship Table - See page 18

**Lookers Citroen
in Preston**

**Supporting SD34MSG and
motor sport in the North West.**



If there's anything we can do for you simply give us a call on 01772 768222 and ask for Matt or Steve and don't forget to mention that you've seen us in the SD34 magazine for a further discount against your next van or car.

Matt Kiziuk

2014 SD34MSG Inter Club League

2014 SD34MSG Inter Club League			
Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	474	1	1
Clitheroe & DMC	466	52	2
U17MC-NW	353	3	3
Warrington & DMC	232	4	4
Stockport 061 MC	153	5	6
Wallasey MC	101	6	9
Wigan & DMC	80	7	11
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	174	1	5
Lancs & Cheshire CC	128	2	7
Pendle & DMC	111	3	8
Accrington MSC	86	4	10
Manx AS	78	5	12
Lancashire A.C.	40	6	14
Mull CC	0	7	=17
Division C		Position	
Club	Points	Div	O/A
High Moor MC	41	1	13
CSMA (NW)	37	2	15
Bury AC	10	3	16
Lightning MSC	0	=4	=17
2300	0	=4	=17
Motorsport NW Ltd	0	=4	=17

Last Updated 27th June 2014

2014 SD34MSG

MARSHALS CHAMPIONSHIP

Last up dated 20th May 2014

Lancashire A.C.

David Bell	20	Alwyn Davies	20
Brian Haslam	20	Chris Lee	10
Martin Wylie	10		

Total Club Marshalling Points : 80

Accrington MSC

Tracey Smith 30

Total Club Marshalling Points : 30

Bolton-le-Moors MC

Chris Fletcher	20	Steve Price	20
James Swallow	20	Alex Brown	20
Rob Scott	10	Martin Beamish	10
Joanne Evers	10	Jack Mather	10
Steve Mather	10	James Sharples	10
Julie Sharples	10	Peter Sharples	10
Eric Wilcockson	10		

Total Club Marshalling Points : 170

Bury AC

Clitheroe & DMC

Jez Turner	50	Maurice Ellison	50
Steve Lewis	30	Dionne Wild	20
Chris Woodcock	10	Dave Barratt	10
Heidi Woodcock	10	Katie Woodcock	10
Steve Butler	10	Matt Kiziuk	10

Total Club Marshalling Points : 210

CSMA (NW)

Graham Bray	10	Eve Fisher	10
-------------	----	------------	----

Total Club Marshalling Points : 20

Garstang & Preston MC

Les Fragle	50	Graham Chesters	10
Steve Kenyon	10		

Total Club Marshalling Points : 70

High Moor MC

Lancs & Cheshire MC

Lightning MSC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Les Eltringham	40	Alan Shaw	30
Peter Wright	20	Chris Andrews	10
Rod Brereton	20	Steven Dixon	10
Mick Tomlinson	10	Steve Kenyon	10

Total Club Marshalling Points : 150

Stockport 061

U17Club NW

Hazel Johnson	10	Steve Johnson	10
Chris McMahon	10	Paul Wild	10

Total Club Marshalling Points : 40

Wallasey MC

Warrington & DMC

Alan Burns	20	Billy O'Brian	20
Denise Burns	20	Steve Prince	20
Joanne Mackman	20	Dave Read	20
Ann McCormack	20	Colin Burgess	10
Colin Cresewell	10	June Deeley	10
Stuart Deeley	10	Mark Spiers	10
Ian Harwood	10		

Total Club Marshalling Points : 200

Wigan MC

2300 MC

Garstang & Preston MC Memorial Rally

7/8th June



Dave Whitaker & Steve Butler, Car 19 The view from the passenger seat of a rally winning car.

Dave said he liked 19, it was his lucky number. To be honest I can't remember whether he said that before the event, or after, but I have to admit I was a tad disappointed with the seeding. We've both had top 5 finishes this year so I was expecting a decent result on roads we both knew – maybe top 10 – despite the fact that we'd never competed together before. Also despite the fact that it was a pretty strong field; this event always seems to bring out some of the best crews.

Who would have guessed what was to lie in store?

For me and my regular driver Paul Buckel, the year had started off reasonably well. Okay, not so brilliantly on the Ryemoor, which was one of those events where you know where you went wrong and there were one or two "if only's". But we'd had a brilliant 4th overall on the Primrose and were looking at a potential top 10 finish on the 061 until our event was cut short by forces beyond our control. The latter, shall we say "mishap", is the reason I found myself looking for a seat on the Memorial. Car-less, we were destined to be marshalling, but I remembered Ticker was looking for a nav so I replied to his post on the British Rally Forum and luckily he accepted my offer to guide him round for the night. Sorted. I felt a bit guilty leaving Paul to marshal on his tod, but I managed to talk Dave Barratt into sharing the duties with him.

I'd never even sat in the Type R before the evening of the event, so I quickly acclimatised myself to my new surroundings. Everything was as it should be; cage, seats, harnesses, clock, even a water bottle holder attached to the cage complete with water bottle. Positively luxurious. But what's that strange noise? I've never heard a noise like that in a rally car before. Listening more carefully, it turned out to be Radio 2! Yep, can't argue that this car isn't fairly standard. Well, okay, maybe not completely standard. I know absolutely sod-all about rally car preparation, but it didn't take many miles in the left hand seat for even someone as mechanically clueless as me to realise that this was a very well prepared car. (See Mr Whittaker for technical details). I knew the Type R was quick. It's a quick car in standard form, but this one is a little more special, it would seem. So special, in fact, that by the end of the event pretty much all of the brake linings and much of the rubber on the tyres had made a bid for freedom and returned to nature on the moors over North East Lancashire.

We didn't really know each other that well before the event. We'd obviously met and chatted at other events and CDMC club nights, but it's taken me and Paul years to hone our communication skills in the car, so I wondered how me and Dave would get on. As we sat listening to Radio 2, we discussed how I should call the road and Dave seemed happy with how I normally call it to Paul. "Drive on sight" mostly!

We had a quick look at the time cards, made a mental note of the "droppers" and spent a while trying to work out where the NAMS were. I think we guessed most of them.

In car communication sorted, 21:49 arrives and it's time to turn-off the Craig Charles Funk and Soul Show and get plotting.

Less than an hour later, plotting done and we're on our way to start of the first standard section. Timed to the minute; so in Dave's own words "no need to go mad on the non-droppers". Tighten the belts, turn off Sounds of the 80s, 5,4,3,2,1, Go!



Dave Whitaker / Steve Butler 1st O/A



Continued on Page 19

Garstang & Preston MC Memorial Rally

7/8th June



Continued from Page 18

Bloody Hell! I thought we were taking it easy! 0-60 in about as much time as it took me to pull myself together and splutter "slot left and under a bridge – if we get to a T-junction we've missed it – there it is". Then I found out why the brakes had worn out by breakfast. Okay, these bends and junctions are going to turn up faster than I'm used to. Better pull me tripe out!

It wasn't long before the first cock-up arrived. Steve (C of C) mentioned at the briefing that some passage checks would be manned. The first one wasn't. The second one was, but we didn't think so. After getting the board we saw a control board and some marshals further up the road so I said "stop at the board, we're 2 minutes early". Sitting there for a minute or so, car 20 comes charging past us and into the control. "Bugger – it's not a time control, it's for the board!" We just got to TC 3 within our minute. Phew! Not a good start.

We made our way North, along the often tight and slippy lanes on that Eastern side of the M6, tidily through Kit Brow ford and up towards Caton and beyond, cleaning sections as we went. Going okay so far. Must be time for another cock-up.

The final section before petrol was a familiar route through Gunnerthwaite farm. Now, when we looked at the time cards before the start, we concluded that there were no droppers on the first time card. We were wrong. This section was timed to the second, and I only realised at the end of it. 1:49 dropped. I don't think Dave was very happy. He still mentions it, although I'm not sure how much faster we would have been had he known. Off to petrol at Kirkby Lonsdale and time to wind down with a little Classic FM.

After petrol, we're on our way to map 98. At MTC 3, I presented the time card to a rather puzzled marshal.

"They're listening to the radio!"

"A little classical music to calm the spirit".

"15 seconds".

"You can turn the radio off now, Dave."

"Okay".

A couple of cleanable sections, quietly through Clapham Station and then begins the attack on Clapham Common and Gisburn Forest. We know this road and we know where the NAMS are. I think Dave means business. I can sense it. First NAM in the little loop off to the left at the top of the Common. Second NAM, on the left just after the second cattle grid. No board! Did we miss it? Was it after the first cattle grid? I'm starting to panic slightly, which distracted me from the job in hand. Got the other NAMS and went straight into the control. 4:35 dropped. "How much? No way!" says Dave. "We couldn't have done that any quicker". I agree. And so, I suspect, do all the other crews because we were the quickest on that section. Only by one second, but they all count.

It turns out there was no board in the second NAM, thankfully. A short section over to Slaidburn and then Lythe Fell. This a favourite road for many drivers and Dave seemed to know it very well. It's impossible to get lost, so my job boiled down to calling the NAMS and making sure we didn't book in early to any of the four controls before the drop down into Ivah. From TC14 to TC18 all cleaned, as did most of the other crews to be fair. Mission accomplished.

Continued on Page 20



Garstang & Preston MC Memorial Rally

7/8th June



Continued from Page 19

The next few sections took us from Ringstones, through Ivah, over White Moss and then a loop through a very slippery Cragg Hall and Birks Farm. We were warned by the marshal at the preceding control about how slippy it was. He wasn't wrong – even I noticed from my seat. This is when you realise you're wearing the right tyres. The loop through Cragg Hall was unfamiliar to Dave, although I've been through it (and PR'd it) a few times. The bit through Birks Farm at the end is a little disconcerting, since it looks like you're competing through somebody's back yard – which essentially, you are. After we arrived at TC 21 before the next Transport through Wennington and Wray, having cleaned the preceding sections, there was a certain amount of satisfaction in the car. "You enjoyed that, didn't you" I said. "I'm just getting warmed up and starting to get into this now", comes the reply.

Next was "Haylots", another section we both know well. Success here, from my perspective, means not missing the slot right through the gate on to the white and being efficient at the manned passage checks at each of the five gates en-route. Success from the other seat meant keep doing what you've been doing all night – driving bloody quickly! 1:31 dropped – only bettered by one other crew and by 23 seconds, although we had no way of knowing that at the time.

Out of Crossgill and back down on to map 102. Out of Quernmore and towards the Trough, via the NAM in the car park at the tower. Oddly, someone was parked in the NAM, almost obscuring the second board. Not sure what they were there for, but it wasn't a clever place to park. Perhaps they just enjoyed getting their car pebble-dashed with gravel from departing rally cars. Slot right before the Trough road and towards the NAM in GS 5552. We missed this one last year and went back for it, only to find that the board wasn't there after all. Not making that mistake again and remembering the chevrons on the exit, nailed it this time. Arrived at TC29, 20 seconds dropped. I thought it was 11 seconds, so we weren't getting any favouritism from Messrs Buckel and Barratt. While Dave was filling in the time card, Paul was busy noticing that our front brakes were a tad warm. Not just red hot, but glowing a bright orange! I suppose we must have been using them a bit!

The final couple of sections cleaned and it was off to the finish for breakfast, Dave now noting that we were pretty much out of brakes and that at least one of the disks was warped. We were also running on fumes and might have been lucky to reach the petrol station just before the finish at Samlesbury. First half results were up as we tucked into the very welcome bacon and sausage butties and we were lying 6th at that point. We're both quite pleased with that. The next time card goes up I'm happy to bear the good news that we were quickest over Gisburn. Could be looking at a top 5, maybe?

The provisional results go up and I wander over just as Steve is taping them to the wall. He looks at me and points to the bit that says "Car 19 – 1st Overall". "You're kidding!" says I, looking at nothing else and turning away in a daze to give the good news to Dave. Bumping into Terry Martin on the way back he asks "How'd you get on?" I actually struggled to answer, "erm... we won". By the time I got back to Dave, he already knew and was just as stunned as I was.

That half hour between the results being provisional and going final was probably one of the longest half hours of our lives. Were there any protests that would affect the result? Thankfully not and, unbelievably, we had won our first event.

If you've made it to the end of this story, I make no apologies for the lack of excitement and incident. It would seem that that's what it takes to win a road rally. Take one well-prepared, very quick car and drive it faultlessly and quickly all night. No offs, no moments, no indecision.

My thanks go to Dave (**See page 23**) for presenting me with my first rally win, a superb driving performance. Our thanks go to Steve, Terry and the rest of the team for putting on yet another first class Memorial Rally and to the marshals who were spot on all night, without exception.

This is definitely an event not to be missed.

Dave Whitaker/Steve Butler – Car 19

Photos of the G&PMC Memorial Rally

Courtesy of Duncan Littler

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

Tel: 01248 430015,

Mob: 07740 179619

e-mail: postmaster@dtlittler.f9.co.uk

A group of seniors were sitting around talking about all their ailments at Costa Coffee.

"My arms have got so weak I can hardly lift this cup of coffee," said one. "Yes, I know," said another. "My cataracts are so bad, I can't even see my coffee."

"I couldn't even mark an "X" at election time because my hands are so crippled," volunteered a third.

"What? Speak up! What? I can't hear you, said one elderly lady!"

"I can't turn my head because of the arthritis in my neck, said one, to which several nodded weakly in agreement.

"My blood pressure pills make me so dizzy!" exclaimed another.

"I forget where I am, and where I'm going," said another.

"I guess that's the price we pay for getting old," winced an old man as he slowly shook his head.

The others nodded in agreement.

"Well, count your Blessings," said a woman cheerfully....

"Thank God we can all still drive."

Garstang & Preston MC Memorial Rally

7/8th June



Go hard or go home

(we managed both of those statements)

Saturday night saw myself and Jason Crook enter the Garstang and Preston Memorial Rally starting from Myerscough College.

With my old car being off the road with building the new one I looked to hire a car and spent most of the previous months agreeing deals with people of rental first up was a Honda civic off the Brf. I then tried contacting them a few weeks before and no answer or return of calls a grade a time waster. Next up was a firm in Aberystwyth about a mk2 and just about the same amount of messing things weren't looking to good. Then out of the blue came a call from my good friend Myles Gleave saying that I could borrow his car if I wanted as I already had his navigator so I may as well make it a full house so the lads set about rebuilding his 205 after his little excursion on the Clywd. I was still at work so he boys at Newton Motorsport and Myles all put in late nights and early mornings to make sure we were doing thanks lads your dedication to the sport and also in getting me out is second to none as always. The only comment I got on leaving to collect Jason was if you don't win this rally tonight don't ever grace this workshop again I'm kind of hoping they where joking.

After a good bit of craic at the start venue we were handed the route and Jason set about plotting it soon having it down in around 40 mins.

This years route was pretty much the same as last year taking in lanes all local to me passing friends and family's farms, houses and pubs so I was hoping for a good result the only thing that concerned us was the seeding being placed at car 15 wasn't ideal especially when we had lead the event last year and finished in the top ten with a lad sat at the side of me whom had won the event on more than one occasion and in the same car. But hey oh they can be funny things car clubs especially when you leave one to join another.

On to the start just outside Home farm Ellel Kev Howarth was manning this control and with a 5,4,3,2,1 we where off and charging hard ninety left under the bridge miss left and ninety left up the hill to ninety right flat for 600 then ninety left then a flat out run to catch the first car in front of us just at the first control not bad going I'd say in less than a couple of miles.

Next up was a run down to kit brow passed the fisherys slotting left down passed the fleece and into the smith green lane and up to the next control just before slotting right to go down to kit brow still chasing our minute man from control to control. As we passed the farm at kit brow we saw our good friends Jem Dale and James parked up on top of the hedge waiving us on we pressed on down kit brow lane and through the ford sadly steaming all the windows up and having to crawl then down to Alex willan at the end of the lane to his secret check. Windows soon de misted we set about catching our man again and where soon on him by Steve Brocks control.

Taking our minute again we headed out down stocka bank to Caton then onto Halton park having a good fast run through there up until this point we where cleaning sections with at least a minute to spare and in some bits a lot more.

Now time for the dropper a run down locka lane and through gunnerthwaite a quick blast from Neil Bye and a slot left onto locka lane and down we went a good pace keeping it tidy but pressing on all the same last year myself and Terry Martin Set the quickest time down here and I intended doing the same the after all the slippy stuff we took a fast right into fast left and the car just shot left as of something had broken in the front end sending us into the banking up the wall and over into our side blocking the road and spilling petrol all over the end of our rally and our chances of bettering last years results. Its a law of averages that if you are gong to push on eventually you will have an off and I suppose my time was this years Gp luckily enough the car isn't too bad and after a bit of body work she will be back out on close inspection we have found the steering rack to be smashed and a flat tyre but these could of been done in the crash who knows.

Until next year !! I would like to take this opportunity to thank all that stopped to make sure we where both ok all the Marshall's that made the event a success. All the team at Garstang car club for putting on another top quality route. All the lads at Newton Motorsport, Myles Gleave and finally Jason Crook we will get that finish one day I'm sure just hope I haven't put you off with my flamboyant driving style lol.

The biggest well done goes out to my friends Ticker and Steve on the win a cracking result making ticker the fastest man in the northwest lol according to tyco anyhow.

Steve Hudson : Clitheroe & DMC

BATS IN THE 'EMPTY QUARTER'

Garstang and Preston MC's Memorial Road Rally.

Penned by the legendary Dave Orrick

There was something hugely ironic about the sign that hung over the entrance to the Officials and Signing-on venue for Garstang & Preston MC's Memorial Rally. It read: 'Careers and Course Advice'. Given the youthful appearance of the competitors (Maurice Ellison and a few others excepted!) it made me wonder if indeed this event (and others like it up and down the country) could indeed be the starting point for aspiring future rally professionals. Could these amateur wheel twirlers and devotees of the cartographical arts one day be striving for success at higher levels? It made me feel good just thinking about it ... and a lot more charitably disposed towards those whose youth had initially set me off being grouchy about my own rapidly advancing years!

I have greatly regretted that, for the past few years, business commitments have seen me 'on duty' at a major trade fair in Macau, Peoples' Republic of China, rather than out in the lanes of North Lancashire and Cumbria and on the G&PMC's Memorial Rally, even if only as a spectator. This year, however, the Chinese had revised the dates of their event and thus given me a choice between television's 'Britain's Got Talent' and England's final 2014 World Cup warm up match, or a night of satisfying my curiosity as to where road rallying currently fits into the motorsport pyramid. So that was an easy choice. Dust off some old maps, tank up the Audi and head off to the start.

Honestly, I never could - and still don't - really enjoy watching rallies. That comes from so many years of only having to spectate if either the driver or myself had screwed up or the car had gone bang and we were suddenly redundant from the proceedings. So I had no grand plan for the Memorial Rally. Just turn up, have a few reminiscent chats around the start area, go watch an early section then toddle off home to bed after paying my own homage to those past warriors of the club, Gordon Musgrave, Pete Duckworth and Paul Coombes. Yeah, right! I ended up being appointed by Chief Marshal Ian Farnworth to handle a time control that wasn't scheduled to open until 01.18 and closed at 03.03 ... plenty of time for an extended go-looksee!

I had an enjoyable catch-up with Dennis Quinn (still the fastest milkman in the west!) and wandered around doing some car spotting, where it was touching to see so many crews carrying stickers in memory of the late Paul Brereton of 'Barrow Taxi' fame. Dennis has, in recent years, become 'Mister Course car', particularly in Wales where it seems that there is the same kind of black market for that function as there is for speaker's names and phone numbers during awards presentation season. Out of an entry of 37 cars I had expected to see the majority being Escorts but, not so, there were just two starting (one Mk1 and a Mk2) but an amazing - to me, anyway - **nine** Protons plus a mixed bag of hot hatches. And nobody was wearing overalls (it would appear that's just not 'cool' these days), but defining something that protects its wearer from fire as 'not cool' seems more than just a little axiomatic.

Still, already vicariously feeling that *frisson* of excitement that is a feature of all pre-rally starts, I headed off to the route's exit from Kit Brow ford. Coffee seemed like a good idea so I snucked in the back door of Forton services and got some. Radio 5 Live was telling me that the England match in Miami had been halted for over an hour due to lightning strikes around the Sun Life Stadium that is more usually home to the NFL's Miami Dolphins. Parking off route was easy and, saying Hi to the marshals at the control (which turned out to be a secret check), I wandered down the lane to watch the first few cars.

In all honesty, I wasn't really expecting much. But I'm delighted to report that I was 100% wrong! First, distant spotlight beams stabbed the sky and were reflected back off the fast scudding clouds that threatened rain before too long. Next came the not so far away bark of a competition exhaust and the scrape of a sumpguard on tarmac. Those old Saturday night brain synapses were firing once again and, unpredictably, I'm back in the zone. Old habits die hard. As the first car comes past (a buzzing yellow Proton that looks, sounds and even smells just like it should) I'm clicking the split timer on my faithful Breitling B1 and car 2, another Proton, is 8 seconds up on car 1. The following cars' times gradually slip away (somebody seems to have got the seeding down pretty good) until car 8, a Ford Puma, shows up: well off the pace. It's audibly a left front puncture and visibly the tyre is threatening to part company with the rim. Something must have gone dramatically wrong with the wheel change because, as I wandered back to my car some 6 or 7 minutes later, the Puma was still on its jack, the wheel only just being changed, with at least a couple of minutes more going on the timecard before the Ford was able to drive off.

I made for petrol on what was, for me, another trip down memory lane. The memory concerned the late, but much missed, Peter Kirk: a hard man with a heart of gold and an uncompromising but hugely successful rally driver. God only knows how many nights I had sat on the Kirkby Motors forecourt, readying map folds for the next sections, checking timecards, comparing times or sometimes plotting re-routes. More happy memories, for sure.

It was time to head off and fulfil my unexpected duties as a marshal. I duly turned up, elegantly early, to TC19 at White Moss. This is an area that is North Lancashire's '*Rub 'al Khali*' in Arabic, or as translated to English, the 'Empty Quarter'. There might have been a Bedouin encampment somewhere nearby as I could hear the sheep bleating but I never found it. My only other company was a contingent of manic low flying bats and an owl hooting from the boughs of a tree. It almost made me wonder if there was any truth in all those Vampire television shows to which my other half is addicted.

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BATS IN THE 'EMPTY QUARTER'

Garstang and Preston MC's Memorial Road Rally.

Continued from Page 22

Parked up, I put the control board out. That wasn't, initially, as easy to do as it sounds. The stake on my board had been cut off square, rather than into a sharp point. Then I had an 'eureka' moment. My Audi's favourite trick is, over time, to bond its 18 inch alloy rims onto the hubs (I only found this out when I came back to Manchester Airport after a business trip and discovered a flat tyre – it was raining in monsoon proportions at the time!) and the recommended dealer treatment of copper-slipping the hub only works for a short period. So, in a Pound store, I found a medium sized rubber hammer and stuck that away in the spare wheel well. Turns out it works just fine on Control boards! Next, read the excellently clear paperwork supplied in my pack together with the thoughtful addition of a free Pirelli pen (although the compound of the ink used was not disclosed!) and make a reminder to self: 'When all else fails, RTFM: read the frig**ng manual!'. That's it – I'm ready.

Course car and zero car came through on schedule and made me consider the logistics of handling a torch, pen, clock and check sheet with one pair of hands. Solution? Tape the check sheet to the Audi's rear window and hope to be able to fill it in with the passage of each car. My (mid-point in the competitive section) control was easily on clean, meaning I had chance to talk to competitors and get a sense of how the rally was going. So, here's why I decided to sit down and write this in the first place. Everybody (those doing well, those doing not so well and those in between) were just so well, so 'nice'. And also polite: and some were even kind enough to remember an old-has been that last saw competitive action nigh on two decades ago. It was a joy to be out and involved once again. Then, the heavens decided to open! The cars had frightened the bats away and got the owl to stop its infernal hooting but the rain did nothing for my check sheet ... that ended up as unreadable paper mâché and I ended up with a soggy woollen hat and rising damp that went up as far as my a**e cheeks. The downpour ceased just as I received my final 'customer' of the night (er, 'morning') but the course closing car showed up on schedule, bringing news of the happenings of the event so far and being kind enough not to pass comment on the mess that was my check sheet. And that, for me at least, was that.

I journeyed home via Hornby and over the Redwell Road (scene of much debauchery and great music many years ago) with a happy heart. No matter that it took until Tuesday to discover that the event had been won by Car 19, Dave Whitaker/ Steve Butler in a Honda Civic (er, what did I say about the accuracy of the seeding?), I enjoyed myself immensely. What worries me somewhat is that even though I have mellowed – a bit – over the years I could sense that the old addiction is still there: I'd better book a meeting at RA (*Rallyholics Anonymous*) before I once again run the risk of falling prey to that old 'Saturday Night Fever'.

And, before I go, a quick plug. This year sees the 50th Anniversary of the original Garstang & District Motor Club (now G&PMC) and a BIG celebration is currently being planned. In keeping with the 'old lags' theme of 50 years going strong, my old mate Mal Graham and I are going to team up for a 'Night of Road and Stage'. Date and venue to be confirmed but currently pencilled in for Friday 17th October. More details to follow ... so put it in your diary and **Watch This Space**.



Dave Head / Tony Vart (see page 24)



Andy Smith / Terry Martin



Dave (Ticker) Whitaker wearing his 'Fathers Day' Prezzie



A Tale of Three Rallies

The end of May and into June was always going to be a busy period for the ageing co-driver as in the space of 5 weeks there were 2 RAC Historic rounds and the GPMC Memorial to fit in. The Memorial effectively marked 12 months since my return to rallying and I must say that I have really enjoyed it... less stressful generally than preparing and driving a car although it has had its moments!

The first event of this period was the **Severn Valley**, which formed round 4 of the series for oldies in old cars. The Sunbeam Ti had had a bit of fettling done since Hamsterley, mainly on the floor underside, the exhaust, plus new forest springs on the front, so Hopkins was hoping for great things upon the return to his favourite welsh tracks. The start/service venue was the Royal Welsh Showground, Builth Wells, which was the best of the year to date, and I noted the famous old rallying garage "North Road Garage" was virtually opposite the entrance. It is now a main Toyota dealership so they obviously run a Mk2 and not a period Celica- would be a great marketing exercise if a bit expensive!

After a lengthy run out the stages proved to be in great condition and we seemed to be going well until on the third stage when a deceptive call was made, possibly a touch too late, and the road went hairpin left as we went into the ditch on the right! Luckily the ditch didn't contain a solid centre so the car mounted the bank slightly which then turned us over into a slow roll onto the co-drivers side.....all went quiet and then Hopkins attempted to extract retribution by crushing me by undoing his belts whilst hanging directly above me.

Luckily this unusual romantic coupling didn't take place as the Welsh boyo's had descended upon the beached Sunbeam and quickly rolled the car right side up and then heaved and pushed for a couple of minutes to get us out – thanks guys and I believe you had a good routine going by the close of the day! A quick check of the steering as we slowly finished the stage confirmed that all seemed well mechanically and so we proceeded to service which where "Little Dave" (ex karter and now moto-crosser!) worked some magic with the tie-wraps and tank tape. Damage was superficially really, although most panels were rippled, but it was the brand new door mirror that was bugging Hopkins...they are extremely difficult to find nowadays! The second half was a slight variation of the first and passed without major incident although, apart from nearly going off in the same spot, a rough section wrecked the exhaust again and it was a very noisy Sunbeam that completed the final stage and limped to the finish whilst trying (successfully) to keep the decibels down. The key learning points for the co-driver was to think about the linking/flow of the notes a bit more and possible not try and give the driver too much at times. The exhaust was scrap so Hopkins vowed to have a special made up with a longer mid-section sleeve – historic rules don't allow the use of a tunnel to protect it so the solutions are limited somewhat, other than slowing down on the really rough bits! A pleasant drive home in the evening sun including seeing lots of the welsh road rally boys congregating in Newtown for The Eagle...was tempted to stop and have a look!

Thoughts now turned to the **GPMC Memorial** and a run out with Father Head in his trusty red Suzuki Swift. This had come about as I was wondering what to do as originally I was scheduled to have a run out in one of the Team Flynn Dingle Protons, but a birthday party to which they were due to attend en masse put paid to that! Steve Head (also of Proton fame) got in touch in response to a late driver wanted advert and hey presto Dave and myself formed the oldest pairing in the event... I must admit that before the event the CDMC regulars had told me some good tales about Dave and his cars.....and they were right! J I was picked up at Broughton before scrutineering and promptly got a very wet backside as the seat was soakingscrutineering was a breeze where I couldn't help notice the battle scarred Suzuki roof but Dave assured me he hadn't been over for a long while and the car had done 100+ rallies!! Plotting passed quickly and I was slightly unnerved by the lack of precise control locations but went with it and finished just we left for the competitive start.

DMACK
Tyres
Carlisle Stages Rally



Garstang & Preston MC
Memorial Rally
7/8th June



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Tale of 3 Rallies

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This was in the same place as last year which made me apprehensive as I had previously wrong slotted in a big way within 3 miles and guess what happened.....another missed slot within a mile of last years disaster, for a loop, cost this crew two fails so I was feeling somewhat deflated within 5 minutes. Father Head seemed to take it all in his stride however and so we built up a bit of continuity and continued to an early petrol without any further issues although I was surprised at just how far off the road (and terra firma) Jem Dale was (my driver 12 months previously) and how little water was in Kitt Brow ford.

The much longer second half passed quickly but we had problems in a couple of NAMs and missed another board or two. This meant we would finish very near the tail of the field but I learnt a lot on this event as Dave left everything to me and there is nothing like that for learning quickly. The biggest lesson concerned the timing and being able to manage lateness etc. but we finished with 2 minutes of lateness remaining before going OTL - but I now understand how it all works...I think! The funniest moment was when I began to notice a sound like a soggy horn blast every time we landed over a crest, or hit a ridge in the road, and so I asked Father Head "am I inadvertently hitting a co-drivers horn button with my foot Dave?".....in his broad accent he replied "th'a suspensions flooked!" I enjoyed it Dave and hope you did in what again proved to be a very well marshalled and organized event. Well done to GPMC and congratulations also to "Ticker" and Steve Butler from CDMC in the rapid Civic who had scored a fine victory on their first event together. Paul Buckel (Steve's regular pilot) was last seen at breakfast muttering about his newly acquired Proton and the required power increase!

The third rally came up rapidly after the Memorial and so we duly headed up to Longtown near Gretna for the **Carlisle Stages** which was organized by the RAC Rally Championship team themselves – and a great event it was all round. The rally used Kershope, Newcastleton and Ash Park, repeated twice in a very compact route, with a single short service halt between the loops. A swift scrutineering followed by a BBQ, including free beer, in the Friday evening sun put everyone in a good mood on Saturday morning as we headed out (with another new exhaust plus a £400 bodywork freshen up !), running ninth on the road, to commence the action. The first loop went well, on superb stages I must say, but as we arrived at service the instant results showed us to be fairly slow, particularly to our main Class D2 rivals , Team Kermit (Keith Davison/Henry Richardson) in the lovely green Avenger. After giving ourselves a serious talking to and changing tyres we set off for the second loop determined to up the pace a bit.....then one mile down the road there was a horrible noise and we watched in amazement as our nearside rear wheel sped past us on its way into a lorry park ! Much swearing and wondering who the hell hadn't torqued the wheel nuts up later ,we managed to get the car high enough to bolt the recovered wheel back on, borrowing nuts from the other wheels and so we set off again ! A lucky incident all round on a busy road.....The road timing was ok and there were some long straights so we managed to recover our rightful position behind Team Kermit for the fourth stage.....and that was virtually the last we saw of them ! Our second half performance was much better, even with a dodgy intercom at times, but we finished a minute down overall and Keith /Henry had totally deserved the D2 class win on the day. My thoughts at the end were that this was possibly the best event of the championship so far, in that the stages were smooth, had slow twisty bits plus some half-mile long straights and the terrain in the sun looked fantastic. The marshalls and on event paperwork were all spot on and the crews that didn't travel missed a real northern treat. The dust was everywhere mind you.....and I mean everywhere ! In terms of my co-driving performance I thought it was the most consistent of the season ,as I had no real loss of position and started much better than the previous rallies.....but I am practicing torquing up wheel nuts by order of Hopkins (who now needs some new nuts)!!! As is usual at my age I felt totally cream crackered at work on Monday after all three rallies.....thank goodness I push paper round all day!

Tony Vart - Clitheroe & DMC

The recent Rainworth Skoda Forest Rally on Saturday 7th June was the 55th consecutive running of the Dukeries Rally, but unfortunately it will be the last Dukeries Rally in its current multi venue forest format. After discussions with the Forestry Commission they have confirmed that due to increasing leisure and environmental pressures, rallying in the Sherwood Forest area will in future be restricted to the Autumn and Winter months.



The Dukeries Rally is different from many other stage rallies in that the forests it uses have many owners and are managed on long term lease agreements by the FC. This multi ownership combined with the involvement of an increasing number of other organisations and individuals unconnected with motor sport has made it progressively more difficult to organise a successful event.

Dukeries Motor Club is proud of the history of the Dukeries Rally and wishes to record its immense gratitude to the event organisers, officials and marshals who created, developed and maintained the event over so many years. The Dukeries Rally quickly developed to be a British Championship event within 10 years, but it is the association with the BTRDA Rally Championships which began in 1968 which has been the most enduring. Dukeries Motor Club would like to thank the BTRDA for their continued support throughout this time.

Finally thanks go to the many thousands of competitors who have supported the Dukeries Rally over the years and provided a justification for all the hard work and commitment from the organisers.

GEORGIA SHIELS WAS READY TO ROCK AND NOT ROLL ON THE SCOTTISH RALLY & THEN THIS CAME

UK Rally - End of a Chapter



The UK's Governing Body, the Motor Sports Association,

announced that they would be suspending the MSA British Rally Championship for 2015, and from 2016 the series would be run in house, with International Motorsport Services as the promoter.

Managing Director of UK Rally, Mark Taylor said; "Whilst obviously disappointed we are bemused as our proposal actually provided a vision to evolve the sport which included a new era partnership with the MSA and IMS; all-encompassing strategy for new sponsors, to retain the talent pool and development of young drivers, a gradual reinstating of four wheel drive and an eventual return to International status. Frankly, after all of the hard work and investment, this course of action is somewhat confusing, particularly as we offered to carry out a caretaker role during a period of review, irrespective of the new promoter."

"We are proud of our success in delivering the aims we presented to the MSA when we first started out nine years ago. Our strategy for the development of young drivers has created some of the best up and coming young talent around. Costs have been reduced, you can win today's BRC on an operating budget of about £60,000, a sharp fall from the £350,000 required in 2004. We were the first to introduce high street brands such as Tesco, JML and Dulux to motorsport. We implemented environmental initiatives', forging a campaign for reduced impact on forest roads and engaged in broadening the reach of stage rallying by exhibiting at non motorsport shows and exhibitions, whilst cutting the cost of competing and at the same time increasing the media profile both domestic and worldwide"

"Sustaining the Championship through the worst economic period on record created real commercial challenges, particularly with sponsorship, it has been a tough few years, but we applied creative and financial investments in new media platforms and sheer determination to position the Championship as a leading light on the International stage."

"I want to acknowledge our sponsors and manufacturer partners for supporting us over the past nine years, and pay tribute to the event organisers, volunteer officials, marshals and loyal fans, who trusted in us with a joint vision and passion. Last but far from least, my own staff who have been thoroughly professional, dedicated and incredibly supportive throughout - thank you."

"Whilst this one chapter closes for me, I can appreciate the achievements that were made, see the talent we have helped create and feel especially proud to have been a part of it, it's been just great".



Eighteen year old Clitheroe & DMC member **Georgia Shiels** from Preston, Lancashire was going to be competing on the RSAC Scottish Rally at the weekend, based in Dumfries, in the third round of the British Rally Championship.

After her accident on the Jim Clark Rally at the end of last month Georgia was looking forward to getting back out on the forest stages in her Abarth 500 which Merlin International have worked very hard on to get ready in time. "She's so brave" says her Mum, Vicky, "If anything, Georgia will be more fearless!!"

Having only briefly driven the Abarth on the loose stuff back in March, this event would have been a true test of the little car's (and driver's) ability. "It has huge potential," Georgia informed us, "for a car so small, it has a lot of power and brings a whole new dimension to the British Rally Championship alongside the Citroens, Fords and Renaults." "The Abarth is something different and something we haven't really seen before in the UK... it's awesome to be able to drive such an iconic car and prove its speed and competitiveness."

Georgia's aim was to finish the event, and hopefully with a podium! She would like to thank all of her supporters and please follow her progress on her Facebook rallying page: Georgia Shiels Rallying. The team also offer partnership opportunities if you would like millions of people worldwide to see your business name on Georgia's rally car. Unfortunately the Team have decided to pull the entry for the Scottish Rally as well as the BRC this season and focus on Tarmac events due to the news that it won't be running in 2015. They will still be competing on Ulster and hopefully the Isle of Man though!

2014 RSAC Scottish Rally

McKenna banishes the dust demons to take Scottish Rally victory

Pirelli Star Driver Daniel McKenna took a 'gritty' victory at the RSAC Scottish Rally and Citroën Racing Trophy this weekend in his Citroën DS3 after a long day in the hot seat, the young Irishman now leads the MSA British Rally Championship points table. With Arthur Kierans alongside, the duo overcame the dusty conditions both in and out the car to take the event win, maximum points for Citroën in the MSA British Constructors' Rally Championship and the newly formed BRC Gravel Cup with over two minutes in hand from the similar DS3 of Callum Black and Paul Wakeley.

It was clear from the off that McKenna meant business in Scotland, taking a two second lead over rival DS3 crew Osian Pryce & Dale Furniss after the first stage of the event, which took place on Friday night in front of the spectator packed Heathhall. Whilst the 0.7 mile blast may not of meant much to some, the overnight lead was certainly a mental advantage going into the second day and the 'real' stages of the event. Suffering from major dust ingress into the car during the Saturday mornings loop of stages, McKenna would soon lose his slender advantage to the chasing Pryce and was overhauled on the opener in Twiglees. From then on in, Pryce took hold of the rocky Scottish stages and didn't look back until a spurious stage time on stage 5 meant the results showed them shuffling back to second. But the damage was done and Pryce would play second best for the remainder of the event until his retirement came after stage 9 due to gearbox issues.

McKenna was left to cruise home over the final Ae East test, although he admitted "it felt like one of the longest stages in the world" as he crossed the finish podium in Dumfries on Saturday evening. "I have to say that was a tough victory" he explained. "Osian kept us on our toes all day and we were playing catch up most of the morning. The car was faultless and I have to thank the DGM team and Pirelli for all their hard work this weekend. It's given us a great confidence boost going into the Ulster Rally and the stages there are a lot more familiar, I'm looking forward to it." His win takes him into the lead of the Championship after entering the event tied on points with Pryce.

With Black taking a well-deserved second overall, the third step of the podium was occupied by **BRC RallyTwo** frontrunner Dean Raftery and Aileen Kelly in the Ford Fiesta R2. A superb drive from the Irish couple meant they not only took the final podium position, but took the **Ford FiestaSport Trophy** and **RAVENOL Oils Newcomers' Trophy** top score to boot.

Garry Pearson and Dave Robson had been fighting for the top three spot all day long in their potent Peugeot 208 R2 but couldn't quite make it stick in the tough rocky stages. Robson showed impeccable sportsmanship at the finish, alerting organisers to an incorrectly recorded time which dropped them to their final resting place of forth overall and second in BRC2. Rene Torcato and Jamie Edwards would round off the top three BRC2 crew in their Citroen C2R2MAX, thoroughly enjoying the super-quick Scottish stages.

Whilst the BRC3 class is often considered a newcomers marketplace, the pace certainly wasn't indicative of its tag. All contenders were swapping seconds throughout the event and it was Gus Greensmith and Melanie Holmes who emerged victorious in their Fiesta R1, taking the **MSA British Junior Rally Championship** honour for good measure. Just over a minute behind, Johnathan Jones and Chris Williams kept them honest all day and took a worthy second in their similar car.

In the **NGK Spark Plugs BRC Challenge Trophy**, Ross Hunter and Iain Robson took a well overdue overall and BRC4 victory in their potent Peugeot 205 whilst the Vauxhall Nova of Neil Matthews and Claire Williams did their best best to hunt down the 'Hunter' throughout the nine stages of the Challenge event. Seized suspension and a handling problem for Matthews would hamper his efforts to take on the leader and second was a very welcome result after "one of the toughest events I've ever done". It could have been a different story altogether if Citroen C2R2 crew Richard Sykes and Emma Morrison had completed the event, sadly crashing out on a tricky section in the final loop of stages after leading from the very first stage.

After a tough day, MSA British Rally Championship competitors will hope for something a little easier next time out. Some chance though as they head across the Irish Sea to the **Toddsleap Ulster Rally** for round four of the series which will see the surface change back to the asphalt closed public roads around the Enniskillen rally base in August.



Daniel McKenna and Arthur Kierans on their way to RSAC Scottish Rally victory



Ross Hunter and Iain Robson winning the Scottish round of the NGK Spark Plugs BRC Challenge

PEREZ ADDS TO HIS RECORD COLLECTION

Steve Perez' victory on the Rainworth Skoda Forest Rally (aka the Dukeries) sees him joining Andy Burton as a four-time winner of the event. In its 55-year history, Roger Clark and Brian Bell have both put their names on the trophy three times, but no driver can lay claim to any more than four. However.... Moving to the other side of the car for a moment, step forward Paul Spooner who had already established himself as a record-breaker, having taken his fourth win sitting alongside Charlie Payne last year. So, he now ranks as a five-times victor - and that will take some beating!

To the rally itself, and it was to be of those typical British summer days that are the butt of so many jokes - you knew it was going to rain at some point, the question was 'for how long and how deep were the puddles going to be?'.... Off the circus went from Southwell Racecourse and it was Perez/Spooner who set the benchmark through the short opener in Watchwood, one second ahead of Stephen Petch/Ian Windress who had chosen the RSFR to debut their new Fiesta R5+. They were runners-up last year in their Focus and all eyes were on the north-east crew for a comparison. Petch admitted to struggling to keep the car in a straight line (when it was supposed to be!) and, on the second stage, it lost power and had to be 'reset'. This performance cost 25 seconds and saw them drop to 23rd at that point. Undeterred, they set about putting matters right and, under the circumstances, came away with the best possible outcome.

Perez also set FTD on SS2, Thieves Wood, but this time the Subaru Impreza WRC of Dave Weston Jnr/Kirsty Riddick was his closest rival. Followers of the Dukeries may remember that, back in 2008, Dave Weston Snr won the event outright, while Jnr, then aged 18, came 9th and won Group N at the wheel of an Impreza. So, already with form on the event and coming soon after 2nd overall on the Plains, here was one to watch, even if it was in your rear-view mirror! Indeed, Weston was quickest through Sherwood Pines and, after Perez overshot a chicane at high speed in Clipstone very luckily escaping damage to the car [check out the dramatic video www.youtube.com/embed/nPR-fer0jZs?feature=player_detailpage], the Scotsman nipped into the lead. However, finding the going in Portland like driving on ice, Weston slid off the road briefly and lost half-a-minute to the Focus, allowing Perez to move ahead once again, which he wasn't going to let slip again.

Weston set FTD in Blidworth before succumbing to an overheating problem - courtesy of his earlier off? - and disappearing off the radar on the second run through Sherwood Pines, allowing Petch to move up into 2nd - and that's how it finished, the winning margin being just shy of half-a-minute.

It has been shown on numerous occasions in the past that the stages in the East Midlands suit Group N cars, and so it was this time that 3rd to 5th places were occupied by a trio of well-driven Lancer EVO9s, the three of them separated by just 44s at the end. Jamie Anderson, making his first BTRDA Series appearance of the season, took the final podium spot, with Pat Naylor/Ian Lawrence and Russ Thompson/Andy Murphy in close attendance.

Despite his absence - he hadn't been in the Lancer for eight months - Anderson was delighted that he could still show his rivals a clean pair of heels and, much to the chagrin of those 'rivals', has vowed to be back for more!



Steve Perez



Stephen Petch



Jamie Anderson



Matthew Robinson

Continued From Page 28

As the REIS BTRDA Rally Series® reaches the halfway stage (only just into June, but RSFR was Round 5 out of 9!), having finished all five, Thompson and Murphy will be opening supermarkets and kissing babies on the basis that they not only lead the Production Cup, but the Gold Star table overall!... Stephen Petch Jamie Anderson having come second best to Callum Black in Somerset and then Euan Roberts on the Plains, Matthew Robinson and Sam Collis were looking to re-establish their position as the Silver Star front runners. As is his wont, Robinson did it with his customary flare and style, taking fastest time on each of the nine stages. Such was his speed he even clocked fourth fastest over the 5.2 miles of Clipstone South 1 - no mean feat in a historic spec Escort.

Service was taken after Stage 5 and it was former Silver Star Champions Allan McDowall and Gavin Hesletine who, in another historic spec Escort, were Robinson's nearest challengers, albeit 1m 7 seconds adrift. Theirs had been a steady run through the morning stages, keeping Nick Dobson and Steve Pugh in the leading Class B11 Escort at bay, and gradually easing out a lead of 16 seconds until Portland 1 where McDowall more than doubled his advantage to 34 seconds over the 7.2 miles. In Class H2 David Dobson was looking to take full advantage of the absence of Rex Ireland and as the sole runner was looking to bag maximum points to add to his second place haul on the Plains.

Having completed the first two stages in tenth, James Hutchings in the Nova had upped his pace considerably and arrived at Service in fifth and leading a very competitive Class B10.

Unfortunately for Sean Edwards all his good work through the morning was compromised when he was booked in early at TC5 incurring a minute road penalty which dropped him from equal fourth with Tony Williams, to eighth. Ironically, Tony Williams hit trouble too, in SS5, which dropped him to sixth, and subsequent retirement at Service with a gear box full of neutrals. Sandwiched between the two were Tony Simpson and Ian Bevan in the N3 Fiesta. Unfortunately for poor Kit and Tim Leigh it was yet another early finish, mechanical gremlins claiming the Fiesta R200 in Stage 3 and their fourth retirement in four events. Consistency, it is said, is the key to success. Not if it's consistent retirements it isn't! One day it will surely all come right. Another crew not to make Service were Mike Harris and Steven Davey in the Puma, their engine crying enough in Stage 4.

With Stage 6 Cancelled Robinson swept through the remaining four stages to take his third maximum score of the season. Allan McDowall kept everything together to follow him home albeit 2m 44 seconds adrift. Nick Dobson had maintained his pursuit of third and had kept McDowall on his toes, the gap to second during the afternoon increasing by only a further five seconds. Maximum points in B11 was a fitting reward. To his credit Sean Edwards had put the disappointment of the road penalty behind him and during the afternoon had hauled himself up from 8th to 4th, deposing James Hutchings down to fifth by just one second and grabbing that all important extra championship point. No doubt his co-driver Gavin Haycock will be relieved that the minute road penalty made no difference to the final result...

Despite being shunted down a place overall, it was maximum B10 points for Hutchings, which was a good reward for an excellent performance.

Maximum points following a steady drive in the N3 class were picked up by Tony Simpson and Ian Bevan in the Fiesta ST. For David Dobson and Phil Sandham in the H2 Class Escort it was a disappointing afternoon, a problem in stage 9 dropping them from 4th to 8th but a good drive through the last stage saw them climb ahead of Philip Clarke and Ian Jones to take 7th by 12 seconds.

In the Championship, Matthew Robinson extended his lead over Jon Ballinger, who elected to miss this event. The gap is now a healthy 47 points, but with 120 still on offer it's far from over. A healthy haul of points for Nick Dobson sees him take over third slot from Sacha Kakad who, like JB, missed the event. Despite missing the Somerset, Steve Deeley took advantage of the absences of Jody Bowcott and Rex Ireland and is now up to fifth. The Nicky Grist Stages will be upon us soon and will no doubt see a bigger Silver Star field, so there are still plenty of opportunities for positions to change.



Allan McDowall



Nick Dobson



Tony Simpson



James Hutchings



Steve Deeley



Report by Andrew Haill : BTRDA
Photos Courtesy of Ralliphotos Wales



STUNNING START FOR TONY LYNCH ON BTRDA RETURN.

Wigan & District Motor Club racer Tony Lynch, enjoyed a stunning return to the BTRDA Rallycross Championship with a pair of top five finishes in the second and third rounds of the season at Pembrey.

Having been forced to curtail his programme in the MSA British Rallycross Championship following a late regulation change that ruled his car ineligible, Westhoughton based Tony and his Lucas Oil Team Geriatric outfit instead elected to take up the challenge of the BTRDA's Supermodified class, running an upgraded version of the MINI Cooper he took to championship success in 2013.

With the late change in programme having forced him to miss the season's opener as work on the MINI was not completed, Tony made the trip to the Welsh circuit unsure on what to expect, with his car down on power to his many of his rivals at the start of its development programme.

That mattered little in the opening heat of Round Two, when damp conditions that levelled the playing field somewhat allowed Tony to go second quickest, and he added a further brace of top ten finishes in the remaining heats to put him straight into the A Final.

A battling drive there saw Tony rewarded with a fine fifth place finish, leaving confidence high heading into Round Three the following day.

Although unable to replicate the top three result from the earlier round, Tony brought the MINI home to the finish inside the top ten in two of the three heats, although a tough run in heat two when he was forced off track meant he had to settle for a place in the B Final.

Staying out of trouble, Tony was able to cross the line in second place to earn a place in the A Final, where another strong drive was again rewarded with a fifth place finish.

Just as impressively, Tony was second amongst the over two litre cars as he had been the previous day.

Despite missing the opening round, Tony sits sixth in the Supermodified Class standings before dropped scores are taken into account.

"What a weekend," Tony admitted afterwards. "We genuinely didn't know what to expect from our first run in the Supermodified Class, and to come away from Pembrey with a pair of fifth place finishes is more than we could have hoped for.

"However, the most exciting thing about the weekend isn't our results; it's more that we know there is so much we can do to make the car even better than it was. We can get more power from the engine for a start, can probably get the weight down a bit more and can also work on the handling, even though the new parts we had from AVO Shocks meant the handling was better than it's ever been.

"The boys worked so hard on the car during the winter and it was good to see all of their work rewarded. We'll now look at the improvements we can make to the car so that when we head back to Pembrey for the next round in August, we can push for a stronger

A man wakes up one morning with the filthiest hangover and no recollection of the night before. Slowly opening his eyes, he sees a bottle of aspirin and a glass of water on the bedside table. He looks around the room to find his clothes are on the dresser, neatly folded, with a clean shirt on top. The bedroom is immaculate. On the bedside table is a note, which says, "Darling, your breakfast is in the kitchen. I love you."

Downstairs, he finds his favourite cereal, croissants, fresh orange juice and freshly brewed coffee laid out waiting for him, along with the morning paper - and his 15-year-old son, who is finishing his own breakfast. "Tell me, son," he asks, "what happened last night?"

"Well," says the boy, "you came home so blind drunk you didn't even know your own name. You nearly broke the door down, then you were sick in the hallway, then you knocked the furniture over and when Mum tried to calm you down, you thought she was the police, so you gave her a black eye."

"Christ!" says the man. "Then how come my clothes are all folded, the house is tidy and my breakfast is ready?"

"When Mum dragged you into the bedroom and tried to get your trousers off to put you into bed, you shouted at her, 'Get your filthy hands off me, you whore, I'm a married man

A 90-year-old man goes for a medical. All of his tests come back with normal results. The doctor says, "Bob, everything looks great. How are you doing mentally and emotionally? Are you at peace with God?" Bob replies, "God and I are tight. He knows I have poor eyesight, so He's fixed it so when I get up in the middle of the night to go to the bathroom, poof! The light goes on. When I'm done, poof! The light goes off."

"Wow, that's incredible," the doctor says. A little later in the day, the doctor calls Bob's wife. "Bonnie," he says, "Bob is doing fine! But I had to call you because I'm in awe of his relationship with God. Is it true that he gets up during the night, and poof, the light goes on in the bathroom, and when he's done, poof, the light goes off?" "Oh sweet Jesus", exclaims Bonnie. "He's peeing in the refrigerator again!"

When the wife was six months pregnant with our third child, my three year old came into the room when she was just getting ready to get into the shower.

She said, 'Mummy, you are getting fat!' She replied, 'Yes, honey, remember Mummy has a baby growing in her tummy.' 'I know,' she replied, but what's growing in your bum?'

NORTH WESTERN RACERS GO EAST

The racers in the North West's Championships ventured far and wide in the past month, all the way to Cadwell Park on the East coast in some cases.

AVON TYRES FORMULA FORD 1600

The Formula Fordsters were the one group of drivers to visit their home circuit of Oulton Park when they competed at the Tarporley track on 31st May. This was a standalone meeting for the Northern Championship and so, with many of the National contenders staying away, this was a chance for the local drivers to shine.

However, any plans the Post89 contenders had to score maximum points were scuppered by the arrival of 17 year old Ciaran Haggerty in a Ray GR14. The young Scot, who is supported by none other than retired Indycar champion Dario Franchitti, was competing in his first race meeting other than at Knockhill and quickly got to grips with the challenging Cheshire circuit during Friday's test day. Thus, he surprised no one when he took pole by 0.4 secs. At the start of the single race that counted for points this weekend, David McArthur knew it was key to get ahead of Haggerty at the start and attempted to go around the outside of the polesitter at the first corner. It all went wrong when a large dose of oversteer sent him on to the grass and down the order.

Despite a Safety Car period midway through the race, Haggerty was able to win by 8.6 secs as McArthur fought back to take the runner-up spot from his brother, Tom, in the closing stages – both siblings drove Van Diemen LA10s.

In the Pre90 class, some chassis tuning by students from Myerscough College provided Chris Hodgen with a greatly improved Van Diemen RF89. He dominated both qualifying and the race despite suffering a scare in the latter when he was almost thrown off the track when he hit a rabbit.

On 14th June the Avon Tyres National FF1600 Championship headed south to Brands Hatch. Two fantastic races often saw 5 cars fighting it out for the lead. Wins were taken by Luke Williams and James Raven. This also marked the beginning of the prestigious Triple Crown which will be decided over forthcoming weekends at Donington Park and Silverstone.

CNC HEADS NW SPORTS/SALOONS

While the Formula Fords were at Oulton, the NW Sports/Saloons saw action at Donington Park where they had a qualifying session and a race on both Saturday and Sunday.

Paul Rose revelled in the handling of his Sakar around the flowing Derbyshire track.

The low centre of gravity provided by its flat four engine in addition to the small amount of

downforce generated by the sportscar's bodywork gave Rose the speed to take pole position on both days.

In the first race Rose was uncatchable. Garry Watson may have been able to provide a challenge but an electrical problem with his Westfield prevented him from taking part in qualifying. He took all the wiring apart and, as is usually the case, the fault was in the final connection he tested. His mandatory three qualification laps were completed out of session behind a Safety Car enabling him to take his place at the rear of the 30+ car field.

Due to the difference in speed between Watson's car and those at the back of the pack, the start was great fun and frightening in equal measure. Having been in a similar scenario at Croft in the past, Garry decided proceeding down to Redgate with two wheels on the grass was the best option! He completed a frantic open lap in eleventh having overtaken 20 cars and went on to finish third behind Rose and Robert Spencer.

Spencer steered his Locosaki to victory in race 2 after Rose retired to the pits when a pipe became detached from his turbo. Watson had started from second on the grid and finished in that position despite 2 spins.



NORTH WESTERN RACERS GO EAST

Continued from page 31



© Bourne Photographic

Mark leads Simon Robinson

DEMON TWEEDS/SPARCO XR CHALLENGE

The XR cars competed at Cadwell Park on 14/15th June where they had rain and drizzle to contend with.

In the damp qualifying session, Mark Robinson thought he had done enough to secure pole for the first race and pitted with 5 minutes to go. This proved to be a mistake as his brother Simon and Craig Readyhough (who was being run by Robinson Motorsport this weekend) pushed him down to third on the grid in the closing stages. Thanks to set up changes, Readyhough had found 2 seconds a lap since his last visit to the circuit.

The track was drier for the rest of the weekend but was still damp off line. M. Robinson beat Readyhough to the first corner and was immediately challenging his polesitting sibling. There had been an agreement between the first trio to take things steady and break away from everyone else in the early stages but this was forgotten about as soon as the red lights went out and the adrenalin kicked in!

Repeatedly, the two leaders slip-streamed each other down Park Straight. Simon was ahead and vulnerable to being drafted when the Last Lap board came out but, with some defensive driving at Park Corner, he had just managed to keep Mark at bay.

The finishing order of race 1 determined the second grid of the weekend. The Robinson boys elected to run damp settings but the track was much drier than they anticipated which meant the cars were a handful on their soft suspension.

After even more lead changes than last time, Simon was again ahead at the start of the final tour but carried too much speed into Mansfield which sent him wide at the exit. Although he kept his right foot on the gas, Mark had enough momentum to nose ahead before they reached the bottom of the Mountain and held on to win despite a wildly sideways moment at the final corner.

All the front runners drove Fiesta XR2s, the first XR3i home was that of Lee Bowron in seventh.

North West Racing Report by Dave Williams

Photos Copyright Rachel Bourne

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&

photo of Paul Rose is by Danny Walton of

www.dwmotorsportphotography.com/

The organisers of the ARR Craib MSA Scottish Rally Championship have announced an end to eligibility restrictions on WRC cars for the 2015 season.

The current regulation came into force three years ago, and since then has been reviewed periodically by the Championship Management Committee.

From next season, all vehicles which comply with MSA technical regulations will be eligible to score points in the series.

Dave Robson, Chairman of the ARR Craib MSA Scottish Rally Championship commented;

"For a number of reasons we feel that the time is now right to remove the restriction on eligible vehicles. We are conscious that those WRC cars currently permitted are now over 10 years old. Some are more likely to be owned by collectors rather than competitors and others are becoming hard to find parts for. In addition, later generation WRC's are potentially within reach of more competitors than the latest R5 specification cars, whilst offering a similar level of performance". He added: "We understand that this decision may not be universally popular but we must ensure that the championship remains relevant, to help promote healthy competition throughout the field".

"As ever, we will continue to monitor the impact of this change on the championship, and the Management Committee remains committed to providing sport at the highest level for all its registered competitors."

Hospital regulations require a wheel chair for patients being discharged.

However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he! Didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let me wheel him to the elevator. On the way down I asked him if his wife was meeting him.

"I don't know," he said. "She's still upstairs in the bathroom changing out of her hospital gown."

TEACHER: John, why are you doing your math multiplication on the floor?

JOHN: You told me to do it without using tables.

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Creative Imaging

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Laffey wins Rally of The Midlands 2014

Saturday 21st June 2014 saw the twelfth successful running of the Rally of The Midlands, based at the Mallory Park racing circuit in Leicestershire. An impressive entry assembled for the fourteen special stage event offering competitive mileage at Mallory itself (6 Stages) Mira testing ground (4 Stages) and the stately home ground's of Merevale Hall (4 Stages) reminiscent of the RAC Rallies of days gone by. This year the Rally formed qualifying rounds for The Kingsway

Insurance Heart Of England Rally Championship and the ANCC Stage Rally Championship sponsored by Thresfield Garage, Ravenoil and Midgley Motor Cars.

Action kicked off with two runs around Mallory and it was the new wonderfully sounding machine of David and Alice Tinn (Proton Satria) who charged into a 11 second lead over Paul Evans/ Lol Powell (Ford Escort), Alex Laffey / Jack Morton's Ford Fiesta R5+ third with Damian Cole / Dale Bowen (Ford Escort Mk2) and Mark Welch / Keith Hounslow (Ford Escort Cosworth) fourth and fifth respectively. As the cars left for the two monster 14 mile Mira tests it was Tinn still dominating and pulled out a 23 second gap over Laffey second and the hard charging Cole now into the top three a further 19 seconds adrift, Welch fourth and Martin Hodgson / Mark Swallow fifth after Evan's dropped out of contention with a Four Minute time penalty. The picturesque Merevale served up 2 runs after which shook up the leaderboard with Tinn and

Hodgson's retirements both ironically due to running out of fuel.

Laffey seized the advantage and moved 24 seconds clear from second placed Cole, Welch now into the top three, Andrew Barker / Steve Mort's pocket rocket Citroen C2R now fourth with Steve Retchless / Richard

hage's Ford Escort Mk2 rounding out the top 5 a further 30 seconds adrift of fourth.

Glorious condition's greeted the number of spectators within Mallory Park who this year were treated to the sights and sounds of rallying's past with a number of demonstration run's from iconic rally cars from the Rallying with Group B trust, who are europe's premier organisation

supplying authentic rally cars of that period. Eye catching machinery ran ahead of the main rally field on all stages which included Audi Quattro's and Renault 5 Maxi Turbo's, special demonstration run's at Mallory only including a Lancia Fulvia, Lancia Stratos replica, Austin Rover Vitesse and a Ford Sierra Cosworth to name a few as well as a static display for the paying public to peruse at their leisure. The Rallying with Group B demo's were a fantastic addition to this years event and hopefully become a permanent fixture in the future.

Eight stages remained over the re-run of the mornings loop of activities including an extra two final stages to finish at Mallory and it was Laffey who continued to pull away and set the pace with fastest times in the following seven stages only to be equalled on SS12 Merevale 4 by Mark Welch. The top 3 held positions and Laffey took a well deserved and earned victory by a margin of 46 seconds which would have been greater if not for a heart stopping last stage front puncture costing him time, Cole eased home second with Welch taking the final podium position 1 minute 52 seconds back from the winner. James Sharrock / Stuart Faulds' Ford Escort Mk 2 got quicker and quicker throughout the afternoon eventually catapulting the pair to a fine

fouth, overhalling Barker who finished a creditable fifth overall.

Results:

1. Alex Laffey Jack Morton Ford Fiesta R5+ 1:20:30sec
2. Damian Cole Dale Bowen Ford Escort Mk2 +46sec
3. Mark Welch Keith Hounslow Ford Escort Cosworth +1:52sec
4. James Sharrock Stuart Faulds Ford Escort Mk2 +4:44sec
5. Andrew Barker Steve Mort Citroen C2R +5:11sec





CHOLMONDELEY
PAGEANT OF POWER

13TH, 14TH & 15TH JUNE 2014

Power Chords & Power Slides

The seventh Pageant of Power in the stunning grounds of Cholmondeley Castle offered a unique combination of speed and power across the land, water and air which gave the public unrivalled access to some of the most iconic vehicles and motorcycles that the world has ever seen.

This year's event celebrated the 100 years of production of Maserati at the core of an Italian themed tribute.

Track activities on the 1.3 mile sprint course played host to Formula One cars of yesteryear to state of the art supercars of today. An impressive line up of machinery slipped and skidded around the tiny 3.5 metre wide track in seven different categories which included a Packard- Bentley and Lagonda Rapier in the Classic Pre War section, a wonderful selection of Maserati's in their own class, a Ferrari 308 GTB and Lancia Delta's in S4 and Integrale guises in the Rally Car section, a brand new McLaren 650s in the Supercar category, a Chevrolet Malibu and Lap record holder Robbie Kerr's Radical SR8RX in classes Pre 66 & Post 66 Sports, Racing and Touring Cars section respectively. A rare chance to see Allan Rennie's 1966 Lotus 35 Martin F1 car and the like blasted their way down the track in the category for Historic F1 & Single Seaters.

Motorcycle enthusiasts were treated to stunning bike control from the Supermoto riders and sights, sounds & smells from a 1926 Coventry Eagle- Flying 8 upto track racing & road bikes of today, while the ever present classic scrambler's raced around their own purpose built track.

On the water this year taking place on "the mere", a short distance from the Autocar Paddock area and Sprint course was the 3rd round of the JSRA Jet Ski Racing Championships, Freestyle Jet Ski and Flyboard demonstrations as well as the ever popular Rib rides, offering the paying public the chance to experience the high speed thrills of offshore Ribs powered by V6 250HP Suzuki outboard engines.

An integral part of the Pageant of Power are the aircraft displays and this year saw The Old Buckers Display, Search & Rescue demonstrations by RAF Shawbury, a BAC Strikemaster and the colourful Hunter Miss Demeaner.

A dramatic new addition to this year's Pageant was the introduction of a new Friday night music concert with legendary Rocker's Status Quo headlining with support from ex World Superbike Champion James Toseland's "Toseland Band", the RPJ Band and upcoming alternative rock band The Fifty Four plates. Music continued on the Saturday evening with "the last night of the proms" style fireworks concert presenting classical music hosted by Aled Jones plus special performances by Laura Wright, Only Men Aloud and Celeste. As the smoke cleared from the stunning pyrotechnic display the large screen's turned their attention

to what appeared to be a major football game between England & Italy. Unfortunately a repeat of the Noise off results from earlier in the Pageant featuring car's from the two nations wasn't repeated and not many people were taking about the late night action on the Sunday....

The Cholmondeley Pageant of Power is certainly an action packed weekend with something for all the family to enjoy. It's an event not to be missed and we look forward to seeing what's in store for next year's event. You can keep upto date on whats going to be taking place via their website www.cpop.co.uk

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So after a month of being laid up, I've started to feel a bit better and have been out to a couple of events recently. Firstly was Paul Brereton's funeral in Barrow. Not the best way to start the month but certainly great to see a massive turnout from the rally world there to pay their last respects to Paul.

After Paul's untimely departure, Maurice, Pete Jagger and myself had some stickers made up to commemorate Paul. These have now been sold raising £275. This money will be used to purchase a trophy which will be presented to the 1st novice crews as both the Clitheronian and Primrose Rallies. Paul was a strong support of getting novices involved more, and would often give novice navigators the chance of a run out. After the funeral, it was onwards to the GPMC memorial rally. One of my favourite events of the year, this year I was simply marshalling 1 control as I was just starting to get back into the swing of things.

Garstang put on an excellent well organised memorial as normal and it was great to see such a good turn out for the event. And brilliant for CDMC members to occupy all three of the top spots with Ticker, Tyco and Swiss Tony taking 1,2 and 3 respectively. As you can probably imagine, the memorial forum at CDMC the week after was buzzing !! Another story from the memorial was the untimely exit of Ste Hudson and Jason Crook following an "incident" on Lokka Lane heading down to Gunnerthwaite. But fortunately both driver and navigator were ok, hopefully we'll see Steve out on the Clitheronian.

So apart from that the month look pretty quiet until a chance conversation ended up with me getting hospitality passes for the BTCC round at Croft. Now circuit racing has never really been my thing, but BTCC does have a bit more action as they don't seem to have any rules regarding contact!

On arriving at Croft, it was obvious that these teams competing at this level of motorsport are not playing at the job! Massive trucks, hospitality suites, motorhomes etc etc etc!!

We arrived at the hospitality suite of Wix Racing, our hosts for the day, upon arrival we we're whisked off to the pit garage as the car was just being fired up for the 1st race of the day. Once the car had cleared the garage, we were escorted out across the pit lane and onto the grid to await the cars coming back round to line up for the race.

From here there was a quick photo opportunity then we were ushered off the circuit to allow the race to start. So, my 1st ever touring car race, I found a spot opposite the exit of the pit lane and waited. Well the lights came on, the cars were all revving up, popping and spitting as they bounced off the rev limiters then, a wall of sound and the heady smell of race fuel and they all shot passed.

Wix Racing's driver, Adam Morgan from Blackburn, had qualified 8th and made a great start. However by turn 4 it was all over as the car was hit and spun off the circuit into a tyre wall. Several laps blasted by and one of the BMW 1 series came out on top.

So was that it for the Wix team for the day? Clearly not as the mechanics dragged the car back into the pit garage and set about the mammoth task of rebuilding the car for race 2, and sure enough the Merc was rebuilt and ready to go again. So this time, Adam was one from the back with it all to do. Again another mooch out on to the start grid, a few more photos then back down to the end of the pit to wait for the start.

So once again, loads of noise. Loads of cars blasting past and by the end of it all, Adam had made it back up to 12th place and the car was relatively in one piece for the final race of the day. By the time that the final race had come around, I'd made the decision that I needed to get out of Croft before the race finished as I didn't fancy trying to fight my way out with the thousands of other people that were there for the event. So, a final trip on to the grid then as the cars set off, I made my way for the car park. Results would show that Adam finished 5th in the last race of the day, so a complete turnaround having finished race 1 in the wall.

I managed to grab a chat with Adam after race 2 and am now in the process of getting him down to CDMC for a couple of pints and to give us a little talk about the world of touring cars so more to come on that front. Now while I must still admit, I'd rather be stood on Dervaig Hairpins, or in the middle of Grizedale Forrest watching Mk2's going sideways, the trip out to touring cars was a nice change. And they certainly do have the bottle and aren't scared of using the other cars as brakes. But if I had to sum it up in one sentence it would be "far too many hot girls in tight lycra for it to be legal!"

Thanks once again to Adam and all at Wix Racing for a great day out.



Sad start to the month of June with a trip over to Barrow for Paul Brereton's Funeral. I already knew that Paul was a very nice chap and was well liked and whilst I did expect there to be quite a few people at the funeral. I did not expect it to be quite so busy. There were that many people there that not only was the chapel full and people were standing in the isles and in the foyer but the car park outside was also full of mourners too.

On the Saturday following Paul's funeral I was out on the G&PMC Memorial Rally. I have not finished the last 3 Memorial rallies and was looking for a reasonable run sat in with Jim Brown from Stockport061MC in his Proton. No dramas, one little wrong slot early on (50yds : at the change over from map 102 to 97, but we didn't drop any time) and no missed boards but a steady run to come home 17th O/A.

Got passed by Dave (Ticker) Whittaker on Gisburn Forest like we were parked up and we never saw them again until the finish. Ticker had Steve Butler on the maps as his normal ride with Paul Buckel was unavailable having been T boned on the Altratech061 Rally by another competitor whom couldn't be bothered to stop. The car has been written off and a replacement has been acquired but not ready to compete in just yet.

I was sat with Ticker & Steve at the finish when Steve Kenyon (CofC) sidled up and informed them that subject to the results going final that they had come home 1st O/A. The look of shock and disbelief on both their faces was something to behold. Well done to both of them. I don't think the pair of them have ever had a longer 30 minutes wait.

So then, straight from the Memorial Rally and back to Myerscough College for the Open Day PCA. Get to the college at 6:45 and get my head down for a couple of hours snooze. Deep in slumber, I am rudely awakened by Mat Kiziuk & Chris Woodcock who were stood on opposite side of my car and rocking it sideways with great enthusiasm & laughter. Another great time had by all, although at 4:00pm I had had enough and crept back to my car for another nap before heading home for a proper kip.

On the Monday following the Memorial Rally I had a trip up to Sunderland and on the way back I pulled over into a lay-by on the A66 and decided to phone Paul Brereton to tell him all about the weekend. I got the phone out and went to contacts and was just about to call when it suddenly dawned on me that he wasn't here anymore. I am going to miss the guy so much.

Just when you think that things have got to get better I get a phone call from Steve Bamber to let me know that he had been out to Canada to visit Ian Jeffery (both Steve & Ian were old Springhill Car Club members back in the 70's). Steve gave me the terrible news that Ian was gravely ill and would probably not last the month out. I remember Ian as an enthusiastic young chap who was always willing to help others. He was regularly involved with helping out on the Silva Stages. I also remember him building a RWD Fiesta. It was only 6 months ago that Ian had been in touch (via email) asking me to add him to the spotlight distribution list. (see page 56 for obituary)

On last year's Berwick Classic I mentioned to Paul Brereton that I seemed to be going to a lot of funerals these days and he said to me "That's one of the problems of getting old, but consider the alternative - they could be coming to yours! Which would you rather have?"

Onward and upward then - I am going to be doing both the Morecambe Rally and the Clitheronian with young Ayrton Harrison in his 1000cc Micra. Going down to marshal on the KERodD for Ian Bruce (*the £50 cheque is in the post I believe!*). Doing the Lakeland Classic at the end of June then going to Marshal on the 1000mile Trial, got a ride on the Ross Traders in July (well I had - now I don't) and then hope to be sat in with Steve Perry on the Durham Dales in my old Dutton (*providing he gets it rebuilt in time*). I have got a run on the Illuminations (with Paul Gray) the week after I pay my first ever visit to the Tour of Mull and might get to fit in another trip across to the Isle of Man for the Poker Stars in November and that, other than WRCGB should be it for 2014.

Nearly forgot CDMCs Hall Trophy (Marshalling) & G&PMCs Preston Regardless Rally in November! Will either be competing or marshalling - God willing
(still life in the Old Goat Yet - but only Just)

Grumpy Old Git



G&PMC Memorial Rally with Jim Brown



**Myerscough College Open Day PCA
Tony Harrison sat in with Phil Clegg**



**Paul Brereton : Put in the Stocks for
Sliding past the Stop Astride Line
on Last year's Berwick Classic
AND then laughing & saying Ooops!**

Out & About with Gemini

The Magnificent Golden Microphone Trophy

After Round 9 we now have a clear Leader : Tony Jones

1	Tony Jones	G 56	82pts
2	Ian Davies	G 23	56
3	Ian Skelling	G 37	52
4	Chris Woodcock	G 25	46
= 5	Stuart Dickenson	G 13	42
= 5	Bill Wilmer	G 1	42
= 5	John Ellis	G 33	42
= 5	Eve Fisher & Graham Bray	G 18	42
= 9	Les Fragle	G 3	40
= 9	Peter Langtree	G 48	40
11	Mark Wilkinson	G 11	32
= 12	Ian Winterburn	G 4	30
= 12	Tony & Avril Lee	G 7	30
= 12	Keith Lamb	G 9	30
= 12	Adrian Lloyd	G 14	30
16	Chris Jarvis	G 12	26
= 17	Maurice Ellison	G 59	20
= 17	Paul Henry	G 24	20
= 19	Mark Dickenson	G 26	10
= 19	Robbie Mortiboys	G 27	10
= 19	David Grady	G 38	10
= 19	Alan Shaw & Les Eltringham	G 39	10
= 19	Derek Lord	G 44	10
= 19	Derek Bedson	G 21	10
= 19	Steve / Matt Broadbent	G 55	10
= 19	Duncan Stock	G 31	10
= 19	Graham Cookson	G 2	10
= 19	Geoff Ingham	G 58	10
= 29	Ray Kavangh	G 46	6
= 29	Simon & Liz Daly	G 47	6
= 29	Peter Donnellan	G 20	6

Bless me Father, for I have sinned. I have been with a loose girl.
The priest asks, Is that you, little Joey Pagano ?
Yes, Father, it is.
And who was the girl you were with?
I cant tell you, Father. I dont want to ruin her reputation
Well, Joey, Im sure to find out her name sooner or later so you may as well tell me now. Was it Tina Minetti?

I cannot say.
Was it Teresa Mazzearelli?
I will never tell.
Was it Nina Capelli?
Im sorry, but I cannot name her.
Was it Cathy Piriano?
My lips are sealed.
Was it Rosa DiAngelo, then?
Please, Father, I cannot tell you.
The priest sighs in frustration. Youre very tight lipped, and I admire that.
But youve sinned and have to atone. You cannot be an altar boy now for 4 months. Now you go and behave yourself.
Joey walks back to his pew, and his friend Franco slides over and whispers, What did you get?
Four months vacation and five good leads.

2014 Events & Dates

13th July
Westmorland CC
Greystoke Stages

10th August
Bala & DMC
Gareth Hall Memorial Stages
Trawsfynydd Ranges

7th September
KLMC, EVMC, NMC
Pendragon Stages
Warcop

28th September
Pendle & DMC +
Garstang & Preston MC
Heroes Stages
Weeton

19th October
NWMC
Cambrian National

1st/2nd November
C&AMC
Glyn Memorial Stages
Ty Croes

8th November
Bolton-le-Moors CC
Neil Howard Memorial
Oulton Park

13th - 16th November
Wales Rally (GB) 2014

22nd November
Clitheroe & DMC
Hall Trophy Stages
Blyton

Gemini Communications Team

MOTORSPORT MANAGEMENT SAFETY SYSTEMS

Serving Motorsport for 45 Years

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

JRT Motors Enville Stages, Anglesey Circuit

Sunday 29th June 2014

Another early start, as I wash the sleep from my eyes and leave Liverpool a little before 6am for the drive across to Anglesey. Roads are damp to begin with but I make good progress and along the way decline such temptations as 'Woodfest', 'Beerfest' and finally the Welsh Scooter Rally before arriving at a very sunny circuit about 7.40am. Bill and the team of Ian and Mark soon have control set-up in the top floor of the circuit tower and posts are allocated to the radio crews including 'guest' call signs Bulldog, Caron, Cambrian and Conwy. Unlike some recent events our Warrington friends have managed to attract a reasonable number of marshals, although they themselves as senior officials appear to be wearing a rather fetching line of Day-Glo pink tabards!! With 59 starters signed on, it's time for a quick breakfast before waiting for car 1. To ensure that crews are safely parked off circuit, there is a bit shuffling about as crews park in a safe location and satisfy the Stewards before the first car.

As it seems usual I'm personally located at Post 3/4 with a clear view of the chicane, with the additional responsibility to lap count, something that at Anglesey you need a lot of lead in your pencil for. 9.08 and stewards are clear of the stage and we have permission to start. After some confusion someone remembers there is a car 0 and he finally starts at 09:14, with competitors to follow once he has completed one lap. Car 0 sounds very rough so may not come out and play later on. Car 1 offs the line at 09:16, 'game on', stage 1 proves pretty much straight forward with only car 26 having a brief stop in stage by the 'old gun turret' due to a sticking fuel pump, but eventually gets itself going.

Frustratingly for some the organisers put car 0 in again on stage 2 (you do wonder if he should have entered the rally! somewhat unusual but car 0 did every stage and not just the start of each pair of stages). Before he'd finished we were off again with SS2. With temperature rising a few gremlins and mistakes begin to creep in. First we lose the rather nice bright green Chevette Car 3 who reports head gasket problems and doesn't start. Next Car 13 proves unlucky as he is delayed by having to fix a damaged alternator bracket, he manages to start but his run ends later in the stage. Mechanical problems continue for Car 33 off with reported gearbox issues. Our recovery colleagues Difflock 9 and Gemini recovery are kept busy pulling in the stranded four cars as the marshals change the stage around.

Stage 3 starts at 10:44 with another one lap run through the stage by car 0. With the sun burning down time to slap a bit more sun cream on (unusual on a Welsh rally! Usually it's trench foot that's the problem). Not much happening during the third run, although car 5 had mechanical problems and came in after one lap and the last car 57 completed the stage on hazards. With cars finishing it's time for car 0 to set off on stage 4. The forth run is as smooth as the third with only car 57 a retirement and the acrobatics of car 53 in a pale blue MK1 exhort continuing as he appears incapable of braking in a straight line. As car 53 brakes for the chicane the car violently swings from side to side but thankfully manages to squeeze between the tyres. A total of fifty one cars complete SS4, another good stage.

After the required changes to the stage lay out, we start SS5 at 12:06 with car 0, following shortly behind is car 1 who leads the competitive field into the stage. Another fast and mostly uneventful stage, with only car 54 stopping on the last lap with a very rough sounding engine. As car 64 stops however a fire is reported under the bonnet and despite the crew using their own fire extinguishers the fire continued. With the fire continuing I made a decision to proceed off road to the scene and use my personal carried extinguishers to help tackle the fire before the Rescue and Recoverys arrived at the scene. Four extinguishers later the fire possibly electrical is out and eventually a smouldering car is towed back to the paddock where it can be monitored, a frantic end to SS5 so much for it being uneventful.

After about 15 minutes delay due to the fire we restart Stage 6, hopefully less hectic than the previous one!. Thankfully a slightly quieter stage losing car 14 with mechanical woes and car 41 with drive shaft. Car 1 manages to smack the tyres in the chicane on the inevitable navigators side but continues, although the navigate could have headache, its next time for another stage turnaround, including change of direction and a bit of lunch.

We restart stage 7 at 14:00 with car 0 once again at the front of the field, hopefully the new route and a change of direction won't catch too many out (fingers Crossed). Stage 7 passes without any incidents, 47 cars in and out.

With the sun high in the sky and the temperatures still rising we head into stage 8 at little after 14:30 making good time for the event. SS8 another nearly 6 mile stage (brilliant value for a single venue event) passes off with little drama, although we did loose car 61 to gearbox issues. This stage is completed in little more than half an hour.

We next make the changes necessary for the final pair of stages for the day, with 46 cars still running; stage 9 starts with car 0 at 15:24. Unfortunately we continue to suffer with a loud carrier on the management channel hand sets, making communications with the organisers difficult (always be aware of where your microphone is at all times!!).

During the stage we see car 8 loosing fuel at every change of direction and car 27 with a heavy impact at the end of the pit wall, ouch! Eventually 44 cars start the stage and 44 finish not bad at all towards the end of the day.

Keeping up time, the final stage starts at 15:55 with car 0, followed 1 minute later by the first competitor Car 1. Warrington certainly runs a tight ship, even with a course car on every stage. We quickly lose Car 16 with a rod through the engine block (expensive), and Car 21 snapped a driveshaft. In total 42 cars start the last stage and 40 finish. All in all a rather good event, in perfect weather. Well done to the organisers, all the radio crews and marshals.

IAN DAVIES (Gemini 23)

Gemini Communications

2014 Howies Dyfi Enduro Report

On a regular Spring Bank holiday in May approximately 900 cyclists gather in the normally sleepy Mid Welsh market town of Machynlleth, Powys for the annual running of the Howies Dyfi Enduro an arduous 45 or 55km cycle event starting in the town then reaching out into the highs and lows of the Dyfi forest complex then finishing a little (or a long time) later on back in the town for an after party gathering.

This year was the 13th running of this now famous off-road cycling calendar event which is a "must do" for many an adventurous cyclist. So much so this year that the organisers had attracted over 1000 cyclists which is the biggest turn out yet in its history to the event and once again Gemini Communications were covering the safety communications for the event. We had 5 crews out stationed at strategic points in the forest complex and 1 mobile crew staying close to the mobile Paramedic in case of any emergency.

Mewla 7 (John) was located at MP 14

Mewla 20 (Jenny) was located at MP 18 with St Johns Ambulance

Cambrian 20 (Ken) was located at MP21

Mewla 5 (Adrian/Sid) were located at MP 25

Gemini 56 (Tony) was located at MP 27

Dyfi 1 (Ray) was the mobile route marshal

Communication links were established with each crew member calling in as they arrived at their location between 10.32am and 11.27am and a full complete radio check was completed at 11.30am

Mewla 5 was full strength 5

Mewla 20 was 3's at best (this is a known weak location)

Cambrian 20 was a good 4

Mewla 5 was full 5's

Dyfi 1 was a full 5's

It was agreed that should Mewla 20's signal drop out Cambrian 20 would act as relay.

The following is an extract from the event timing log of the day's events.

- 11.32am Dyfi 1 reported the leading riders were now on the 1st forest descent making good progress.
- 11.37am Mewla 7 reported the leading riders safely past his point at MP14
- 11.41am Dyfi 1 Alpha called in with the location of the paramedic being stationary in the field at the bottom of the 1st descent. This acted as a radio check for Dyfi 1's set which was full 5's
- 11.54am Mewla 20 reported the leading rider and paramedic now through Post 18
- 12.15pm Cambrian 20 reported the leading rider and paramedic through Post 21
- 12.33pm Mewla 20 reported rider #744 had retired at her post.
- 12.33pm Mewla 7 reported rider # 150 had retired at post 14. Both these were confirmed as making their own way back with bikes to Mach.
- 12.37pm Dyfi 1 reported the leading riders were now through the feeding station at MP 24 with none of the leading riders opting to stop. He was staying at that location for a while acting as radio link with St John's Ambulance.
- 12.45pm Mewla 7 reported rider #56 at his location with a hamstring in jury with no need for medical assistance. Broom wagon now at post 14
- 12.47pm Mewla 5 reported the leading riders now through post 25
- 13.03pm Cambrian 20 reported rider#118 with him with a gashed arm needing medical assistance.
- 13.05pm Mewla 20 dispatched St John's from post 18 to 21 to look at rider #118. Dyfi 1 also reported a 4x4 Mountain Rescue vehicle also leaving the feeding station to look at #118

Continued on Page 40



The event started on time down in the town with all cyclists raring to go



Gemini Communications

2014 Howies Dyfi Enduro Report

Continued from page 39

- 13.08pm Mewla 20 reported rider #277 being treated by an extra crew member from the St Johns Ambulance for a suspect broken finger.
- 13.12pm Cambrian 20 reported that St John's and the 4x4 had arrived at MP21 and were assessing the rider #118
- 13.12pm Mewla 20 confirmed rider #277 with her with a possible fracture.
- 13.12pm Cambrian 20 was asked to dispatch St Johns back to MP18 and leave #118 to the mountain rescue crews.
- 13.18pm Mewla 20 reported St Johns now back at MP18 to assess #277's injury
- 13.18pm Cambrian 20 reported rider #118 had been patched up and was continuing in the event.
- 13.26pm Mewla 20 reported rider #277 had been patched up and was a retirement at MP18
- 13.27pm Cambrian 20 reported rider #918 with a possible broken leg and Mountain rescue were dealing. Mewla 20 was asked to make St Johns aware
- 13.30pm Rider #918 was downgraded to a sprain and St Johns were asked to stand down by Mewla 20
- 13.40pm Cambrian 20 reported rider #75 being looked at by mountain rescue
- 13.40pm Broom wagon now through MP18
- 13.45pm The closing cycles were through MP18 and Mewla 20 closed MP18 and was stood down and the St Johns crew were sent to next radio point at MP21
- 13.49pm Cambrian 20 reported rider #508 with a pulled muscle at MP21
- 13.50pm St Johns and broom wagon arrived at MP21 bikes 508 and 75 were collected and the riders were looked at then taken by a car back to Mach.
- 14.09pm Cambrian 20 had a report via mountain rescue of a rider off in an unknown condition between MP25 & 26
- 14.10pm Dyfi 1 held the mobile paramedic for me at MP26 whilst a motorbike (Fraz) was sent back to MP25 to look for this reported rider.
- 14.17pm Dyfi 1 reported no trace of any rider in difficulty between MP25/26
- 14.21pm Mewla 7 received a report of a rider off prior to his location and a local marshal had been sent to look.
- 14.31pm Mewla 7 reported no trace and he had not had any further reports of anyone in difficulty or needing attention.
- 14.44pm Cambrian 20 was stood down with all riders now past him.
- 14.49pm Mewla 7 confirmed no trace from his dispatched marshal.
- 14.54pm Dyfi 1 relocated to the short/long route split to report when it was being closed, and a radio check on Dyfi 2 set was carried out with full 5's.
- 15.09pm Mewla 5 reported rider #918 from earlier was retiring at his location and rider and bike were collected by car going back to Mach.
- 15.57pm Tegid actioned the last 20 or so riders on the route to short cut past 25/26 to avoid a steep part of the course.
- 16.02pm Dyfi 1 also reported cyclists taking a shorter route to the finish (possibly those from 15.57pm log)
- 16.06pm Dyfi 1 reported the last rider into the long route was rider #589 and the long route was now being closed.
- 16.10pm Sweeper and broom wagon into long route and Dyfi 1 was stood down
- 16.20pm Mewla 5 was stood down from MP25
- 16.39pm 3 motorbikes went in to sweep the long route
- 16.45pm Broom Wagon and St Johns left MP27 for the finish
- 16.50pm Mewla 7 was stood down from MP14
- 17.27pm Gemini 56 closed down the network with no reports of anyone stuck or needing assistance exiting the forest.
- The remaining riders had all exited the forest and were on the run in back down to the town to collect their awards and a well deserved drink.

From the results it is seen that the leading rider #202 safely completed the long course of 55km in just 2 hours 35 minutes and 52 seconds and the last rider in the long route #589 arrived home in a time of 6 hours 9 minutes and 53 seconds.

A total of 460 riders safely negotiated the long route and a further 422 riders safely completed the 45km route. So that's 882 riders safely round the 13th Howies Dyfi Enduro with quite a few mechanical retirements and self retirements not being logged through control but all incidents we did have were handled as reported in a timely and professional manner.

Let's hope the 14th running of this popular event continues to be a great success for all.

Tony Jones
Gemini 56

Building on its huge success in 2013, this year's Wales Rally GB (13-16 November) features a more compact and fan-friendly three-day schedule, comprising all the classic ingredients that make it such a fitting finale to the FIA World Rally Championship (WRC).

The Ceremonial Start has moved to the Eirias Park Stadium in Colwyn Bay. The world's best rally drivers, including home heroes Elfyn Evans and Kris Meeke, will then fight it out over 23 Special Stages – including two at night on the Saturday – totalling 191.27 miles before the winners are crowned on Mostyn Street in Llandudno on the Sunday. Access to the Start and Finish Ceremonies, plus the Deeside service park, will be free to the public.

Meanwhile the RallyFest spectator stages at Kinmel and Chirk Castle are also confirmed to return. With the latter having been overwhelmed by spectator numbers in 2013, the organisers have created a revised traffic management system, increased parking space and better spectator facilities. Moreover, admittance this year will be by advanced ticket only.

"Wales Rally GB is one of the truly great rounds on the world championship calendar," said Ben Taylor, Managing Director of Wales Rally GB. "We are determined to build on the success of last year and ensure that this year's rally brings the excitement to even more people. "The 2014 event has been put together with the interests of both competitors and spectators in mind. We believe that this will provide a challenging test for the drivers and some fantastic viewing opportunities for the fans."

Edwina Hart, Welsh Government Minister for the Economy, Science and Transport, highlighted the event's contribution to the Welsh economy. "We look forward to building on the success of last year's revitalised event which provided the region with a multi-million pound boost, attracted thousands of spectators and was watched by 600 million viewers worldwide," she said.

For further information visit www.walesrallygb.com

Governing body cooperating with Police Scotland on Jim Clark Rally

Following the tragic events of the Jim Clark Rally, the Motor Sports Association is cooperating with an investigation by Police Scotland.

There will also be a full investigation by the governing body to ensure that any lessons are learned to assist in the constant drive to provide the highest possible safety standards at all motor sport events.

"The families and friends of those who have lost their lives and of those who have been injured are in all our thoughts as they face such an awful situation," said Rob Jones, MSA Chief Executive.

The MSA welcomes the announcement by the Scottish Justice Secretary Kenny MacAskill MSP that the Scottish Government will commission a review of motor sport safety in Scotland. This will be carried out by a working group comprising the MSA and other key stakeholders such as Police Scotland, Scottish Borders Council and the Scottish Auto Cycle Union. Sir Jackie Stewart will also be a member.

The MSA's over-riding concern as the governing body of UK motor sport has always been the safety of participants, whether competitors, organisers or



Simon Blunt appointed MSA General Secretary

Graduate engineer, solicitor, race licence holder and classic car enthusiast Simon Blunt has been appointed MSA General Secretary, replacing Rob Jones following Rob's appointment as Chief Executive. Blunt has been a practising solicitor since the mid-1990s, working in the City and abroad before joining

the financial services industry, culminating at AIG Life where he became Regional General Counsel for Western Europe and later the interim Chief Executive. He is also a Race National A Competition Licence holder and classic car enthusiast.

"As a passionate motor sport fan and competitor I'm absolutely delighted to be entrusted with this senior position at the governing body," said Blunt. "Together with that passion I hope to bring to bear my skills as a solicitor and my many years' experience in business so as to perform this important role to the highest possible standard."

Loughborough CC marshals diversify

Loughborough Car Club sent a team of marshals to the LOROS annual Twilight 10K walk where just over 1,000 ladies, all in fancy dress, raised £40,000.

LOROS, Leicestershire's Hospice Charity, cares for over 2,500 people across Leicester, Leicestershire and Rutland.



Win a trip to the Italian Grand Prix to meet Lewis Hamilton with MSA road safety competition

Entries have started arriving for the MSA's road safety film competition, which has been backed by Lewis Hamilton, Sky Sports F1 and Allianz, with the top prize including a trip to the Italian Grand Prix at Monza (6-7 September).

Working with the FIA, the MSA has devised a special competition for young people in two age categories, 14 to 18 and 19 to 24, to create a short film bringing to life one of the FIA's 10 Golden Rules.

Allianz's involvement has allowed the MSA to extend the entry deadline to 18 July, and entries can now be submitted electronically. The films will then be judged by a panel of experts including Lewis Hamilton, Allianz, Sky Sports F1 and the MSA.

The two winning teams will travel to Monza, where they will join Hamilton to receive a £2,000 prize for their educational establishment's film or media studies unit. They will also win a driving experience day at Silverstone and their winning films will be broadcast during Sky Sports F1's programming. Four runners-up (two per age category) will each receive a cash prize for their school/college/university and will be invited to attend a British motor sport event of their choice.

Jon Dye, CEO of Allianz UK, said: "Allianz is committed to improving road safety and is currently involved in a variety of initiatives in 31 countries across the globe. Allianz is also a proud supporter of the UN's 'Decade of Action for Road Safety 2011-2020' initiative and recently launched a new global campaign to raise awareness of the devastating impact traffic deaths have on societies worldwide. In this context, we are proud to support the MSA competition."

Details of how to enter the competition, including full Terms and Conditions, can be found by clicking here. A flyer for the competition can be found here.

http://www.msauk.org/uploadedfiles/MSA_Road_Safety_Comp.pdf

Buckle up

Respect the Highway Code

Obey the speed limit

Check tyre pressures

Drive sober

Protect children

Pay attention

Stop when tired

Wear a helmet (on two wheels)

Be courteous



Lydden WorldRX a great success

Thousands of fans descended upon Kent's Lydden Hill last month to witness home hero and BTCC champion Andrew Jordan score a podium finish in the UK's round of the inaugural FIA World Rallycross Championship.

Norway's Andreas Bakkerud was victorious ahead of Robin Larsson and Jordan. Touring car star Jordan, who was returning to rallycross for the first time since his MSA British title challenge in 2007, said: "If you'd told me at the start of the weekend that I'd be on the podium today then I would have been smiling from ear to ear. I was driving like a bit of an idiot in the heats and then I had to reign it in. I started off the back of the grid for the finals but then I had a good, clean race. I couldn't have asked for anything more." In total there were 37 Supercars, and a full class of TouringCar and Super1600 cars, plus the supporting RX Lites Cup.

"It's been a terrific weekend at Lydden: the sun has shone, the racing has been action-packed and we've had huge numbers of spectators over the course of the weekend" Martin Anayi, World RX Managing Director for IMG Motorsport

MSA offers new support grants

A new strand of the MSA Club Development Fund aims to encourage the development of clubs' administration, promotion and marketing activities by offering grant aid of up to 75 per cent of a project's value.

The new initiative is primarily focused on club or regional association projects designed to increase participation and engage young people in the sport, particularly as volunteers.

Each application will be considered by an Awards Panel, which will consult the appropriate Regional Association and Regional Development Officer (RDO).

Applications can be made using the MSA Club Development Fund form, which is available on the MSA website or by clicking [here](#). A project summary, including costings, and any other appropriate supporting documentation should be attached.

For further information, email allan.dean-lewis@msauk.org



Sir Jack Brabham, AO, OBE, 1926-2014

The Motor Sports Association sends the condolences and best wishes of the entire British motor sport community to the family and friends of triple F1 champion Sir Jack Brabham, who passed away last month, aged 88.

Born in 1926 in New South Wales, Australia, Sir Jack began his racing career in midget cars and oval racing. He headed to the UK in 1955, making his grand prix debut with Cooper at Silverstone. He won his first two F1 titles in 1959 and '60, before setting up his own team and taking the 1966 crown, becoming the first and – to date – only man to win the championship in a car bearing his own name.

"Sir Jack was truly a legend in the sport. Not only is he a three time Formula 1 world champion, but he is also the only man to win the title in a car that he had designed and built himself," said Rob Jones, MSA Chief Executive. "That he was the first motor racing driver to be knighted speaks volumes about his impact on the sport.

"The Brabham name lives on strongly, of course, and Sir Jack founded a genuine dynasty with his sons that is now entering its third generation with his grandchildren. We will watch closely the careers of Matthew, Sam and others as they develop in the coming years."

National Motorsport Week

This year's National Motorsport Week runs from 5-13 July, with motor clubs across the UK encouraged to get involved and champion grassroots motor sport. Clubs running events in support of the week can have details uploaded to the



www.nationalmotorsportweek.co.uk website; simply email info@nationalmotorsportweek.co.uk

For a list of last year's NMW events see pages 8-9 of the July 2013 MSA newsletter, which is available by going to www.msauk.org/uploadedfiles/newsletter/



Motorsport at the Palace

More than 5,000 spectators attended the fifth annual Motorsport at the Palace, which raised over £3,500 for local charity St Christopher's Hospice and delivered some thrilling on-track action.

Gary Thomas, driving a Force PT, smashed the course record on Sunday, with a time of 32.58 seconds, while Justin Andrews claimed Fastest Time of the Day on Monday.

Ex-racer Mike Crabtree (pictured), back behind the wheel of his Ford Escort Mk1 RS1600 for the first time in over four decades, appeared visibly moved by the experience, as did the sizeable crowd which gathered to watch history repeat itself. "It was a great weekend," he said. "The organisation was excellent and everyone was so friendly. The Escort went well and it was terrific to be driving the car again after 43 years. I should like to thank everybody at the Sevenoaks Motor Club for a very good event."



Join the Go Motorsport campaign

There are many ways for you to play your part in encouraging more newcomers into all areas of motor sport:

- Direct anyone interested in competing, volunteering or visiting a live motor sport event to the 'Go Drive', 'Go Help' and 'Go See' sections of the Go Motorsport website, www.GoMotorsport.net
- Help us to set up a visit to your local school by emailing the relevant contact details to info@GoMotorsport.net
- Promote the initiative by running Go Motorsport decals on your competition car. A selection of free decals is available from info@GoMotorsport.net
- Include Go Motorsport advertisements in your event programmes. Artwork is available from the 'downloads' section of www.GoMotorsport.net
- Establish web links to the Go Motorsport website where relevant or possible.
- Distribute Go Motorsport and Let's Go Karting promotional materials. Flyers, pencils, DVDs and other materials

Wanted: New MSA Stewards!

Of the 5,000 events that the MSA permits every year across the UK, some 1,500 – including around 400 kart events – require the appointment of an MSA Steward.

MSA Stewards are effectively the eyes and ears of the MSA on an event and are responsible for ensuring that they are run safely and effectively in compliance with regulations. They also – with their fellow Club Stewards – act as the second judicial body at an event and are responsible for hearing and adjudicating upon any appeal against a decision by the Clerk of the Course or other official.

In order to best manage the level of demand both today and for the future, the MSA is always keen to identify suitable new prospective MSA Stewards. Applications from people under 40 years of age, especially those with appropriate karting experience, would be particularly welcome.

The broad requirements are:

You must be nominated for the position by an MSA Recognised Club

You must have the endorsement of a current MSA Steward

You must be at least 18 years of age

You should be thoroughly experienced in motor sport and have appropriate regulatory knowledge, and have good communication and written skills at all levels

Experience of having acted as a Clerk of Course and/or a Club Steward, ideally but not essentially across a range of disciplines, is highly desirable

Experience in incident handling and management, conflict resolution and working in a high pressure environment, can be particularly valuable

Competition experience may be helpful.

MSA Stewards are unpaid volunteer officials, although expenses are covered for validated travel and accommodation costs.

On average each MSA Steward performs the role for around seven or eight days per year, although this varies widely depending on location, as well as being subject to individual availability.

Each applicant for appointment as a Trainee MSA Steward is interviewed by an Appointments Panel, where practical advice and guidance is offered regarding their suitability. Trainees will then undergo a modular training programme, followed by a period as a Probationary Steward before a full MSA Steward's licence is granted. As experience and seniority builds over a number of years, opportunities to officiate at championship or even international events may arise in certain cases.

For more information on how to become an MSA Steward, or for an informal discussion, please contact the MSA's Training Officer, Alan Page, 01753 765120 or via training@msauk.org



Applications open for Club & Volunteer of the Year

Applications are invited for the 2014 JLT MSA Club and Volunteer of the Year awards.

The awards – sponsored by JLT Sport, the MSA's insurance broker – are designed to recognise excellence among the MSA's 750 registered motor clubs and 9,500 volunteers, such as Stewards, Technical Officials, Marshals, Medical Personnel and Rescue & Recovery Crews.

For further details, click the links below:

JLT MSA Club of the Year
JLT MSA Volunteer of the Year

Nomination forms can be found via these links or on the MSA website. Completed forms must be submitted to the MSA by 1 October 2014, and forms for the club award must be endorsed by a Regional Association.

Both awards will be presented during the MSA Night of Champions at the Royal Automobile Club in January 2015.

Competitor thanks volunteers who saved his life

An Historic Formula Ford competitor who suffered a cardiac arrest while racing at Snetterton has thanked the venue's marshals and medical team whose prompt actions saved his life.

Derek Rodgers was competing in the 2013 HSCC Autosport 3 Hours when the incident occurred. Specialist medical assistance was on the scene rapidly, managing to revive Rodgers and stabilise his condition. He was then transferred to the Norfolk and Norwich hospital for further treatment and has since made a full recovery. Rodgers has now donated almost £700 to the Norfolk Accident Rescue Service (NARS). He also took the opportunity at this year's event to personally thank the medics and marshals involved: Barry Hart, Bob Griffiths and Mikey Eichhorn. He praised the often unsung work of all the volunteer support teams at such events and their dedication to the sport.

The Norfolk Accident Rescue Service, NARS, is a Norfolk based charity based in Norwich. It provides volunteer doctors and paramedics whose specialist skills are used to supplement those delivered by the East of England Ambulance Service.

For further information visit www.nars.uk.com

Technical /Regulations

FIA overalls withdrawal of homologation

The MSA has received the following advice from the FIA Safety Department:

For safety reasons, please note that the homologation of the following overall, whatever its manufacturing date, is withdrawn with immediate effect:

Manufacturer: **ZEAL (PAK)**

Model: **ZEAL RACESUIT**

Homologation no.: **RS.226.12**

As this overall can no longer be considered to comply with the standard FIA 8856-2000, its use is prohibited in all cases in which compliance with the above-mentioned standard is mandatory.

A complete and up-to-date list of protective clothing homologated according to the FIA standard 8856- 2000 (Technical List 27) can be downloaded from the FIA website

Electrical equipment

MSA Regulation (J)5.14.3 details electrical equipment requirements, excluding racing cars.

In circuit racing (Q)19.11.3 is specific in requiring all cars – with the exception of Clubmans Cars, 750 Formula, Legend Cars and cars of all types of Period A to E – to be equipped with brake lights which are directly operated by the braking system without any time delay. Please note 750 Formula is a specific formula organised by the 750 Motor Club; the exception does not include all formulae organised by 750MC. The requirement is for 'brake lights' in the plural, so at least two equally disposed about the centreline of the vehicle.

[*More Technical Regulations Page 46*](#)

Newcomers' prize draw

As part of the MSA's Year of the Newcomer, the Newcomer's Prize Draw is running for a second year, offering a pair of tickets to Wales Rally GB.

Anyone who has started out in motor sport either as a competitor or volunteer since January 2013 is eligible to enter. Jess Fack, MSA Development Manager, said: "All you have to do is send us an account of your first experiences in motor sport, explaining how you felt, what you did and how you got on, preferably along with a picture of you in action."

Entries should run to no more than 500 words and must be emailed to newcomer@gomotorsport.net by 30 September 2014. Entries may also feature in future editions of this newsletter.

To read about last year's winner, Tim Dennis, click here: http://www.msauk.org/uploadedfiles/newsletter/MSA_News_42_1013.pdf



Harness issues

The image was captured at a recent event showing two shoulder straps merging into a single strap and mounting, in a 'Y' formation. This does not meet the specifications set out in (K)2.1.1 – 2.1.4.

Accordingly, where there is a mandatory requirement for harnesses, a set-up like this is not acceptable. If there is no mandatory requirement for the vehicle to be fitted with a harness, e.g. period E or earlier (pre-1962, unless a single- or two-seat racing car, in which case it is pre-1960) then it is the competitor's own choice as to whether they use such equipment.

It has been reported that a competitor wanted to cross the straps across the chest area and this is not acceptable. In some designs the "tags" are angled to suit the release box. Crossing the straps like this means the webbing will have the tension concentrated on only part of the width of the webbing and a load will be applied directly on the edge of the webbing. It is almost certain that in crossing the straps one adjuster will be sandwiched between a strap and the user's body, creating a hard concentrated pressure point. No manufacturer is known to endorse that straps be crossed across the chest and the FIA homologation test does not provide for this configuration.

Regulations for consultation

The latest MSA regulation changes proposed by the Specialist Committee representing the sport's various disciplines can be found at www.msauk.org/regulations

MSA Academy



AASE in Motor Sport was launched in 2009 as part of the MSA Academy – a development pathway for the most promising drivers in UK motor sport that peaks with the Team UK national squad.

Delivered by Loughborough College, the three-year programme is essentially a sports science course for motor sport, and focuses on all of the human performance elements that combine to create successful drivers. AASE athletes are required to attend the college twice a month for three days at a time.

European F3 racer and Team UK member Jake Dennis graduated from AASE in 2012. "I found the AASE programme invaluable to my career, starting when I was in karting and continuing to where I am now in FIA European F3," he said. "Not only does it develop you as a driver, it also teaches you every aspect of what you need to achieve in terms of nutrition, health and safety to racing on the track – essentially, all you need to know to be a professional racing driver."

"The detail that goes into this programme is something you won't find anywhere else and is just what anyone needs to further their career. Most of all though it's enjoyable, so to be able to learn and have fun means you can't go wrong! I'm sure that I will continue to use what I've learned on the programme in years to come." Each year one member of the AASE programme is named the RSF MSA Young Driver of the Year. The winner receives a trophy and a cheque for £1,000 at the MSA's prestigious Night of Champions ceremony at the Royal Automobile Club.

To download the AASE leaflet and application form, visit www.msauk.org/aase

For further information, contact MSA Academy Manager Greg Symes on aase@msauk.org

The Motor Sports Association (MSA)

is recognised as the sole motor sport governing body for the United Kingdom by the world governing body, the Federation Internationale de L'Automobile (FIA).

**MSA, Motor Sports House,
Riverside Park,
Colnbrook, Slough,
SL3 0HG**

Inside the Industry

Peugeot Powered By Air

My regular reader is well aware that I am no believer in electric cars. Hydrogen, I have thought for a while now, is the way forward, but providing the necessary infrastructure is a massive challenge. Now Peugeot have come up with a chap practical solution where the car runs on a fuel that is cheap and very widely available – AIR!

The Peugeot 208 “Air” will be on sale within two years, and journalists will be driving prototypes next week. It features a long compressed air tank running down the centre of the car (where the prop shaft is on “proper” cars like Mark II Escorts). The compressed air powers a motor that turns the wheels at low speeds. The car has a small petrol engine that cuts in when more power is needed. When the brakes are applied energy thus created but normally lost is used to recompress the air in the tank.

The technology is cheap, all components are existing items made by Bosch, selling price is forecast to be £10000. Depending on usage an average of 100 mpg is forecast, and range is therefore better than the petrol equivalent, so say 500 miles.

Sounds great news to me, and particularly cheering that it's come from Peugeot/Citroen who've taken such a battering recently.

The Great Diesel Rip-Off

Whilst we wait for air, electric, or hydrogen power we still need to get around. And for many of us that means a diesel. We enjoy the economy, but I'm sure we're all aware that diesel is 5-6p a litre more than petrol at the pumps. Average wholesale prices are now 0.8p a litre higher. That's a rip-off of £1.5 M a day. And of course because most of what we buy is delivered by trucks & vans, that overcharge flows through into the costs of those items also.

In most European countries the difference between petrol and diesel prices is much less. Time for a change here please!

Don't Believe Everything You Read

I recently saw a survey published by the Automobile Association (and carried in the Times) where they had “proved” that the actual total cost of new car ownership had fallen. Now that may well be the case, with many new car bargains around, improved fuel consumption, longer warranties, reduced servicing requirements and so on all driving costs down.

However the AA's numbers just don't add up. They say the average annual cost of owning a £13000 car is now £1913 compared to £2292 12 months ago. Sounds impressive? – and cheap! Just over £5 a day. Here's my estimate of the true figures at 10000 miles a year:

Depreciation (the biggest cost) varies by model but for a new £13k car an average would be about 50-60% over 3 years, so taking 55% that's £7150 or £2383 a year. That's more than the AA's estimate of TOTAL cost!

Fuel will be at 50 mpg £1230 a year, insurance say £500, servicing and non-warranty maintenance perhaps £200 a year, road tax free if you've chosen a low-emission car.

Some broad averages there but £4000-£4500, so at least DOUBLE what the wise men of the AA say. If you're a member perhaps you should question giving your hard-earned cash to people who claim to represent your interests but clearly don't have the first idea. Remember they lobby Government on your behalf. No surprise if Westminster puts its hands in our pockets if they are fed rubbish like this. And of course they wouldn't know any better than to believe the AA would they?

Predicting The Future

Car makers need to know what customers are going to want in 3, 5, 10, and even 20 years' time. Even with advances in computer aided design it takes at least three years to bring a car from conception to showroom. And a lot can happen in 3 years, technology moves fast these days.

Asking the customer is not reliable. How do you know if you want a product or technology that hasn't even been invented yet? Henry Ford said “If I'd asked people what they wanted they'd have said “a faster horse””. It's about 30 years since I got my first car phone. If someone had asked me what I else I wanted it to do I'd have said I was just so pleased to be able to stay in touch whilst in the car (I was doing 50000 business miles a year then) that was just fine thanks. Well perhaps one that I could take out of the car and carry with me would be nice, but that's all. I had no idea I wanted to send and receive text messages and emails, or access the internet because those things didn't exist at the time. Designing new cars is a multi-million pound investment. The rewards of getting it right are enormous, you have strong demand so can sell big volume at premium prices. Get it wrong and the reverse is true. One of the most influential worldwide executives in Ford is a lady called Sheryl Connelly. Last year she was named as one of the one of the most influential creative business people in the World. Her job title is “Head of Trends and Futuring”. Quite a mouthful, it means that her job is to tell the Blue Oval what people will want from their vehicles in the future. She has a team of over 100 to help her. I recently read some of her thoughts.

Some of this is simple. Everyone knows that people are living longer, that in advanced Western economies people are having less children, that the population is ageing. If you don't believe that just come to a WMC Committee Meeting! So there is demand for things like park sensors, cars that park themselves, cars that are easy for old limbs to get in and out of. Ford engineers wear body suits that mimic the effect of ageing on the body's abilities so they can better understand the requirements.

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Inside The Industry

Continued from Page 47

More difficult to understand is the place the car takes in the average person's life. Research shows that the mobile phone is more important than the car to 20 year olds. Whilst we differ because we're enthusiasts and most of us live in an area of low traffic, for most people the idea of driving for fun is already history, or soon will be. Worldwide average journey speed is now about 25 mph, hardly exciting. So cars that drive themselves will be in demand. Common sense, if you don't like doing something you want a machine to do it, as in washing dishes for example. So you don't enjoy driving (try a commute around the M25), you still want to get from A to B, you want a car that does the driving.

Other things are more difficult, because they are based on our incomplete knowledge. Nobody knows how much oil there is left, because clever people keep finding the stuff. Nobody knows which alternative fuel strategy will work best because the technology is still evolving. Therefore Ford are working on all options, electric, hybrid, ethanol, hydrogen, the lot.

Watch Out Guys, We're Almost Outnumbered!

One other demographic factor that manufacturers must take into account is that 49.95% of the driving licences in the World are now held by women, and within 2 or 3 years they will top 50%. Whilst this does not mean the top selling car will soon be a pink Fiat 500, manufacturers are well aware that female and male buyers have different priorities. Ladies value smaller and more manoeuvrable vehicles, they like integrated systems for mobile devices and entertainment... If it's a volume brand female buyers have little loyalty to a given brand, they don't care if it's a Ford or a Vauxhall. However with premium brands the positions reverse. All of these are broad (and dangerous) generalizations. There's some truth though, and manufacturers ignore it at their peril.

UK Car Sales Continue To Rise

In May UK car sales rose again, making it 27 consecutive months of growth. This eclipsed the previous best continual rise of 26 months from 1987-1989. Good news is that more new cars are being built in Britain than then, something that was hard to predict only a few years ago. Business sales are starting to recover having lagged behind the increase in private sales until very recently. Interesting to reflect on the market changes since 1989. Cars are generally smaller, although clever packaging means increased interior space, and they are much more economical. Ford and Vauxhall are still strong, but with much lower market shares. There were no Korean manufacturers in 1989, warranties were 12 months and 12000 miles whereas now they go up to 7 years. "Premium" manufacturers like BMW and Audi sell about four times as many cars as they did then. Austin/Morris/Rover have of course disappeared entirely. In 1989 Personal Contract Purchase, now the most popular method of car finance for private buyers and responsible for much of the current sales growth, didn't exist in the UK.

Google Make Cars Now

Google recently announced the prototype of a small driverless city car. Electric of course it has no accelerator, brake pedal or steering wheel "because you don't need them". Limited to 25 mph the car navigates by software and sensors. Currently the car would be illegal in California as there is no way the driver (should I say passenger?) can intervene and take over control. Google intend to prove that this is not necessary, leave it to the technology. Time will tell.

Paul Gilligan

pg@gvcontracts.co.uk

BRC - Jim Clark Rally



Ireland's Daniel McKenna and Arthur Kierans took their maiden MSA British Rally Championship victory on the 2014 Jim Clark Rally. But it was a victory without celebration after three spectators lost their lives in an incident on stage sixteen, the event immediately stopped and the remaining stages abandoned. McKenna, who won the 2013 Pirelli Star Driver competition, was driving a Citroën DS3 and he and Kierans now jointly lead the championship after two events. They are tied on 38 points with first round winners Osian Pryce and Dale Furniss from Wales, who finished second on the closed-road asphalt rally in a similar car. Also driving a Citroën, Callum Black finished third, his highest finishing position on a round of the championship. He and James Morgan lie fifth and sixth respectively, having retired on the first round in April.

Citroën UK leads the MSA British Manufacturer Teams Rally Championship with 40 points, ahead of M-Sport and Renault with 36 and 32 points respectively, Abarth UK are yet to score. Driving a Ford Fiesta, Chris Wheeler and Yan Griffiths took maximum points in the MSA British Junior Rally Championship and BRC3 class on the Jim Clark Rally, Harry Threlfall was second in a Renault Twingo and newcomer Gus Greensmith third in another Fiesta. Greensmith now leads the Juniors and the BRC3 drivers by three points from Jonathan Jones who was fourth in the category on the rally. Jones' co-driver Jez Rogers, however, leads the BRC3 co-drivers.

Calvin Beattie and Emmett Sherry lead the BRC RallyTwo category, BRC2 class and RAVENOL Oils Newcomers Trophy in a Fiesta, although Garry Pearson and Dave Robson won the class on the Jim Clark Rally in a Peugeot 208, finishing fourth overall, one place ahead of Beattie.

WANTED

**2 Sets of Red,
4 Point Harnesses**

**Out of Date is fine
Providing they are OK**

**Paul Gray
07927-489584**



It's a busy old time here at HERO, we've literally just finished the Summer Trial which was based in South Wales and are now furiously approaching the 1000 Mile Trial which takes some of the most amazing pre-1950 vehicles around the UK. Between that, we have a corporate event to run where we supply the Arrive and Drive vehicles to companies and organise a tour for them around Wales! The tour encompasses many things, driving tests on private land plus some other none driving activities, paintballing, rounds of golf, the usual corporate day stuff.

But, back to the vehicles in the 1000 Mile Trial. I drove my first ever pre-war vehicle at the weekend on the Summer Trial, ok, it wasn't a long run, maybe a ¼ of a mile, but the experience will live with me forever. The vehicle in question was a 1930 Riley Brooklands 9HP, and at just 1087cc and a none-synco box, it was interesting to say the least! This is just one of the vehicles that are entering the 1000 Mile Trial, if you haven't heard about the event; it starts on Sunday the 13th of June from Woodcote Park, Epsom (the home of the Royal Automobile Club) and circles the country in a clockwise direction. The event ends back at Woodcote Park on the 19th July after visiting Tewkesbury, Preston, Edinburgh, Slaley, Leeds and Silverstone before finishing on The Captains Drive at Woodcote. To get between all of these places we are using many regularity sections and driving tests. Unfortunately there isn't much in the way of tests in the SD34 area, but if any SD 34 people would like to come to see the vehicles on Monday night (14th July) at The Marriot, Broughton, Preston, you are more than welcome. The only other bit of info I can pass on is to be at 97/521646 app w dep nw, please use the car park on the right after this bridge, first car will be there at around 08:00. Please don't chase after the cars, this area is very PR sensitive and it will impact on night rallies in the SD34 area!

I'm blethering, back to the vehicles, besides the Riley, there are several really interesting and unusual vehicles taking part, the first one I'll mention is a Triumph, not a name that you'd associate with Donald Healey usually, but after some research it was actually Triumph that recognised a talent in the Devon born lad. Healey left a very expensive apprenticeship that was bought for him by his parents, in today's money it would be around £20,000. The apprenticeship was with Sopwith, purveyors of the legendary Camel aircraft; Healey left just after a year to join the pre-cursor of the RAF, the Royal Flying Corps, after being shot down several times, Healey was invalided and returned to Perranporth where he set up a garage with his father. Having a taste for speed now, the humble repair business soon was put to one side as Healey sought out thrills. The garage turned into a motor sport preparation business and it wasn't long before Donald was approached by Riley, they were lacking in funds and Healey was head hunted by Triumph who in Healey's words "Triumph had never built a racing engine in their life." The car Healey desired and lusted after more than anything else was the 1931 Alfa Romeo 8C, a stunning, all-conquering beast with a supercharged 2.3 litre engine, it was so good that some bloke with a team called Scuderia Ferrari copied the design in 1935 calling it a Monoposto.. there was a lot of it going on in them days! So Healey set about the Triumph, it was named a couple of things, the first being straight 8, but being built around the Dolomite chassis, it ended up being referred to as the Dolomite 8C.

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Kev Haworth

HERO Report

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Three were built and Healey took his out on the Monte Carlo rally. In a twist of fate, the car was so well built, it survived an impact with a train on a level crossing as Healey raced from Tallinn in the now Estonia to Monte Carlo. It survived, was repaired and will be with us on the 1000 Mile Trial, only three were ever built, but to have this vehicle, still with its original RAC scrutineers seal on and an engine number of 00001 is literally making the hairs stand up on my neck as I write this. I think you'll agree that it's not a bad looking car either.... The second and final car I'd love to showcase is a very special lady. Without her, no footballer's would have shopping cars and Rolls-Royce might not have been such a well-respected marque. In 1924 W.O. Bentley attended Le Mans, his cars had been doing very well indeed and he wanted to grab a piece of the action himself. In those early days he was a foresighted chap and recognised the impact motor sport was having on car sales. Le Mans was the ultimate test and if he could win there, he knew his business would flourish. A Canadian named Captain John Duff was there with a privateer entry, he used a Bentley engine and chassis, it was common even in those days to mix the finest performing parts to achieve the best from the pairing and with his co-driver the legendary Frank Clement, completed a whole lap more of Le Mans than their nearest competitors.

This set Bentley drooling, back to the workshop and he hand selected a chassis and engine to be mated together, painstakingly he prepared this vehicle, his attention to detail was second to none, the engine was tuned with a different crank and pistons, larger fuel tank and its chassis strengthened further to aid handling. It was handed to none other than Dudley Benjafield and Bertie Kensington-Moir, the original Bentley Boys. Chassis 1138, registration mark MH7580 started well, the intricacy placed on the preparation paying dividends as the car was beating its French counterparts hands down. Back in those days though, the first twenty laps or so had to be run with the roof up, something that even the top Bentley engineers had thought about as it created extra drag and therefore used extra fuel... Before the 20th lap both Bentleys entered had run dry, a miscalculation forcing them to retire, it was a blow that not only hit Bentley hard, but made him determined to succeed, and this he did. Bentley was one of the first marques to secure a 1-2-3 in Le Mans, a victory that would forever place Bentley at the forefront of motoring lore. Anyway, that's enough from me, if you'd like to get involved with any HERO or CRA events such as Le Jog, Rally of The Tests, London to Lisbon or Scottish Malts to name a few, be it as a marshal, official or competitor, please have a look at our websites www.heroevents.eu or www.craevents.eu or you can always drop me an email, kev@heroevents.eu anytime for info. Thanks to Maurice for the invite to write, catch you next month with some images and words from the 1000 Mile Trial.

Kev Haworth

www.facebook.com/herorally

<http://www.heroevents.eu/Events/>

[thousand mile trial/1000 mile trial 2014/](#)

East Anglian Classic.



Steve Entwistle has extended his lead in the HRCR Clubmans Rally Championship after finishing second in class and 15th overall on the East Anglian Classic. The Rishton-based driver had been as high as third overall during the one-day event, but were hit with a ten-minute penalty after a navigational error on one of the regularities.

"Looking at the positives, we've extended our lead and shown everyone else what we are capable of," said Steve, who had regular navigator Bob Hargreaves alongside.

"But it's disappointing because we've missed an opportunity to put even more daylight between us and the chasing pack."

The East Anglian Classic followed the familiar HRCR format of regularities and special tests, many on old World War two airfields.

The high-speed nature of the tests, which were more like special stages, suited Entwistle 'total commitment' driving style, and the Orangebox Mini perfectly.

Thanks to the extra power of his new-for-2014 1293cc engine, built for him by sponsors Mini Sport of Padiham, the pair were right on pace.

And a string of top three times, and accurate navigation on the regularities, pushed Entwistle and Hargreaves up into 3rd overall at the lunch halt. But it all went wrong on one of the afternoon's long regularities, when a wrong call at a split junction meant they arrived at the finish control from the wrong direction.

The resulting ten-minute penalty plummeted them down to 20th overall, and with no chance of taking the win.

Although they managed to claw their way back to 15th by the finish, the damage was done.

"I can't hide my disappointment with the result.

Without that penalty we would have almost certainly been in the top three," said Entwistle.

The pair will be looking for a trouble-free outing on the next round, the Ross Traders, on July 19.



Lakeland Classic Rally & Targa



**Sunday 29th Jun
Wigton & DMC**

The Lake District Classic and Targa Rallies proved to be a tremendous success with a record entry from all over the UK taking part in the events which were based on the Penrith Truckstop and included some twenty special tests on private land in the Eden District. The events were organised by the Wigton Motor Club (the reigning MSA Motor Club of the Year) and sponsored by Lake District Hotels.

With past winner Archie Simmonds switching from an MG Midget to a newly built Escort RS2000 it was expected there would be a close battle at the top with Archie and the quick Escorts of John Ruddock, Ross Butterworth and John Bertram. Archie led the rally until a wrong direction on a test dropped him back which gave the lead to Ross Butterworth/Andy Pullen in their Escort Mexico which they held to the end to win by twenty seconds from John Bertram/Andy Fish with Archie Simmonds/Ralph Miller fighting back to fourth place behind John & Abi Ruddock.

Class winners were Darryl & Nicky Staniforth in a Mini Cooper S, Colin Rose/Bob Shearer (MG Midget), Trevor Barnes/Andrew Shelley (Rover 2000)

In the Targa Rally Andrew Graham/George Edminson in a Puma won having lead all day but were slowed over the last two tests with a clutch problem. Second were Dave Charleson and Jim MacDiarmid in a Corsa.

Graeme Forrester Wigton & DMC



Ross Butterworth/Andy Pullen

Lakeland Classic Rally

I was sat in with Nigel Cardale in his Corsa as his Anglia was not yet complete.

Test 1 : hit a cone (10s pen)

Test 2 : Reasonable time

Test 3 : Stalled on a 180 round a cone and car wouldnt restart _

I had to push it off the Test

No Dramas Tests 4, 5 & 6.

Test 7 : Broken Driveshaft

Went Marshalling for the rest of the day at Hardendale Quarry

Maurice Ellison CDMC

Photos : Chris Ellison



Goodwood Festival of Speed 2014

I've just returned from Goodwood where the theme of the event this year was 'addicted to winning'

This was my fourth visit to the event and we were lucky this year as we had sponsors guest tickets which gave us access to the balcony in Goodwood House, overlooking the hill climb track. Pimms at 11am is an event not to be missed!!!

This unique event held within the huge country estate owned by Lord March caters not just for petrol heads but also for a family day out.

Celebs and drivers from all over the world attend and unlike some events you can get close up to both the cars and drivers.

We met a couple from Vancouver, Canada over for the event and had a discussion with a chap from Spyker the Dutch super car manufacturer.

The event was again a sell out, this has now become Britain's biggest car and motor sport show.

Check it out next year, but get your tickets early.



Alan Ridehalgh Clitheroe & DMC

Classic Corner



- 19 July **Ross Traders Historic Tour** Herefordshire
3 Aug **St Wilfrids Classic** Yorkshire
6 Sept **Vale of Clwyd Classic** North Wales
4 Oct **Throckmorton Challenge** Worcestershire
25 Oct **Regis Rally West** Sussex
19 Oct **Gold Leaf Historic Rally** North Wales

VCRR Rallies

2014 Tour of Wessex

three days in September 2014

The event will take place over three days in September 2014 and will feature over 40 tests or regularities within it's 750 Mile route. For more Information and to register your interest visit our website at www.vcrr.eu

2015 Poppy Regularity Rally.

Entries are now open for the
2015 Poppy Regularity Rally.

This year will see the event cover around 700 Km, the familiar format of TC sections, regularity and both traditional and closed road tests.

Info now up at: [http://www.craevents.eu/Events/Poppy/po ... ally_2015/](http://www.craevents.eu/Events/Poppy/po...ally_2015/)

NESCRO

North of England and Scottish Classic Rally Organisers



2014 CALENDAR

St.Wifrids Classic	3 rd August
Durham Dales	7 th September
Doonhamer	28 th September
Illuminations	18/19 October
Solway Classic	19 th October
Hexham Historic	25 th October



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and automobilia auctions.



Wigton Motor Club Cumbria Classic Weekend 2014 August 16/17th

The twenty sixth running of the Cumbria Classic Weekend promise to be the biggest one yet! The Wigton Motor Club organised event goes from strength to strength with increased entries every year. Last year we broke the 600 mark!

We have two themes for this year; 90 Years of MG and Lotus Legends. These two iconic British marques will provide great displays to the Show. We are inviting Lotus and MG clubs and individual owners of those cars to enter.



The Weekend continues its successful format with the Rose & Thistle Challenge run on the Saturday which takes in the delights of northern England and the Borders. Entries on this event are limited to just 60 cars so it is expected to fill up very quickly.

Sunday sees the Cumbria Classic Show at the picturesque Dalemmain mansion near Ullswater and only five minutes from Junction 40 of the M6. As well as over 600 classic cars there will be arena action, special marque displays, dozens of club displays, plus the famous autotests, trade stands and autojumble as well as the delights of Dalemmain House and its award winning gardens.

For those coming for the whole weekend, there are special rates at local hotels courtesy of Lake District Hotels Ltd and there will be on site camping for a small fee for exhibitors.

Full details and entry forms are available on www.wigtonmc.co.uk

Clwyd Vale Motor Club Vale of Clwyd Classic 6th September 2014

Now firmly established on the Historic calendar, the VoCC is regarded as a 'must do' on everyone's list!

- Great choice of classic Welsh roads with a few smooth whites...
 - Well thought out Regularities that test the Experts but also gives the Novice a chance to surprise the top crews...
 - Over 12 Special Tests that give all cars and drivers an opportunity to 'stretch their legs' and show what these classics are capable of...
 - Local hospitality & catering that makes you feel welcome and adds to the enjoyment of your day...
- Register your interest in the 2014 event by dropping an email to Guy; guy@guywoodcock.com

Ross & District Motor Sports Club The Ross Traders Historic Tour Sat 19th July 2014

The Ross Traders Historic Tour is a round of the Historic Rally Car Register (HRCR) Clubmans championship. This regularity rally for classic cars (up to 1981) has 2 elements, special tests on private land where you can use your driving skill to compete against the clock and also plenty of regularity road mileage where you'll need to closely watch your average speed whilst navigating your way around the map to find various control points. The 2 key elements to an Historic Rally are, Special tests and Regularity driving.

The special tests are held on private land - the driver must quickly make their way around a course - the faster the better, but knocking over cones or not getting the course right will cost you points. The regularity driving requires the navigator to find their way around the map using a road book with everything from spot heights, tulip diagrams to map references. There are 3 experience based categories to be won, Master, Clubman and Novice to give everyone a good chance of collecting an award.

Whether your car fits into the pre 1967 category (MSA category 1), 1967-74 (MSA category 2) or 1975-81 (MSA category 3), you can compete in the HRCR championship, providing your car also complies with the HRCR's championship regulations. Alternatively you can just enter one event.

Ripon Motor Sport Club's St Wilfrids Classic Rally Sunday 3rd August 2014

Welcome to the second running of the St Wilfrids Classic Rally, following on from the success of the 2013 event, which continued Ripon Motor Sport Club's proud tradition of running road rallies stretching back to the 1970s, and it is the organising team's intention that the 2014 event will maintain this tradition.

We have taken note of the feedback from last year's competitors and basically it will be more of the same, including the entry fee! The organising team for 2014 is largely unchanged and we will be providing a straightforward, but challenging event based on OS Map 99. The route will be given as a mixture of pre-plot and some plot & bash using simple navigation instructions, designed to be interesting enough for the serious competitors, but with help for Novices to ensure that they complete the full route and enjoy themselves.

The event will be a Historic Road Rally, starting from Thirsk Auction Mart and feature a number of special tests on a variety of surfaces, including a new venue, linked with regularity and transport sections through some of the best countryside in Yorkshire. The lunch halt is in Masham and the finish at the Angel Inn, Topcliffe. The event forms part of the Autosessive 2014 HRCR Clubmans Championship, the ANWCC Historic Championship and the NESCR0 Challenge.

Regs : www.riponmotorsportclub.co.uk/



Lancashire A.C. Coast to Coast 12th July



The Regulations and Entry Form for the Coast to Coast 2014 are now available.

We will be starting from the Midland Hotel in Morecambe, which provides a splendid backdrop to the event.

We again travel north along the coast then take on some new roads as we wend our way to the coffee halt at the Fat Lamb - this has proved most popular with entrants in previous years. Then we travel via Tun Hill (avoiding Swaledale which is likely to be full of cyclists following this year's Tour de France!) and on through Reeth to the lunch halt at the Friars Head near Leyburn.

From Leyburn we take in some new roads to the East Coast at Sandside then back inland to take in the Dalby Forest Drive (your entry fee includes a Forest Pass) and to our usual finish at East Ayton Lodge.

The route is a little shorter than last year at just over 180 miles but the Forest Drive is limited to 20 in parts so it should balance out.

We look forward to seeing you on the day and hope you will tell your friends. Please forward regulations to anyone who is interested.

<http://www.lancsautoclub.com/content/coast-coast-2014>





Pair so pleased with Italian job

BARROWFORD co-driver Daniel Barritt helped Elfyn Evans to a magnificent fifth place in the latest round of the World Rally Championship in Italy.

The duo secured their second top five finish of a stunning debut season in the seventh round of the championship at the Rally Italia Sardegna.

Evans and Barritt combated the dusty, rocky conditions with varying grip levels to move them up to sixth overall in the standings.

They return to action at the next round in Poland between June 26 and 29, before moving on to Finland. Evans, who was competing in Sardinia for the first time, said: "There are a lot of positives to take from the weekend.

"We showed good speed at times and we managed to run a clean event with no mistakes and no dramas at all. "The car was absolutely perfect all weekend, so all in all it was a very productive weekend.

"Our next target will be to maintain the gap to the leaders throughout an entire weekend.

"Poland is going to be another new event for us so we'll need to approach that with the aim of gaining as much experience as possible.

"Finland too will provide another steep learning curve as we haven't had chance to complete the full rally in a four-wheel-drive car.

"That said I'm very much looking forward to the upcoming events. "We've made some good progress."

Lancashire Telegraph



Reigning world champion Sebastien Ogier has won Rally Italia Sardegna after three punishing days of rallying on the island's rough gravel stages.

Mads Ostberg finished second in his Citroen DS3 WRC, albeit 1m 23.1s off Ogier's rally-winning pace. Early rally leader, Jari-Matti Latvala, completed the top-three in his VW Polo R WRC. He was only 9.7s behind the Norwegian.

With bonus championship points up for grabs on the 'Cala Flumini' Power Stage, the top contenders didn't slow. After 8.8km of hard driving, it was a VW clean sweep. Andreas Mikkelsen was fastest and took a maximum of three championship points, while Latvala took two points and Ogier took one for setting the third fastest time.

After a refuel, the crews entered the final three stages of the rally. The first was the 14.0km run at 'Castelsardo' and this was quickly followed by the slightly longer 'Tergu-Osilo' stage that measured 14.88km. The last stage of the rally was the 'Cala Flumini Power Stage' where extra championship points were awarded to the fastest three drivers.

Privateer driver Martin Prokop had to drive through the pain barrier to protect his sixth place at 'Castelsardo'. The Czech driver was suffering with a back problem that first manifested itself on Saturday afternoon and only got worse on the final morning. But he did a fine job in the 14.0km stage, though. He was faster than Henning Solberg's identical Ford Fiesta RS WRC to extend his advantage from 45.2s to 53.7s.

Jari-Matti Latvala finally showed some signs of positivity on SS15 as he got the better of Mads Ostberg in the battle for second place. The former rally leader took advantage of Mads Ostberg's soft tyres going off on the stage and reduced the Norwegian's advantage by 1.4s. It wasn't a massive step forward and the overall gap still stood at 23.1s but at least he was now heading in the right direction with two stages still to run.

There was drama in the race for WRC 2 podium honours as third-placed Abdulaziz Al-Kuwari stopped in SS15. The Puma Rally Team driver was hoping to fend off the attack from Bernardo Sousa on the final day, but his mid-stage problem put paid to his chances. Sousa was therefore promoted to third place.

Lewis Hamilton beaten by team-mate Nico Rosberg in Austria

Nico Rosberg edged a close fight with Mercedes team-mate Lewis Hamilton to win the Austrian Grand Prix.

The Mercedes were competing with the front-row starting Williams for half the race before assuming the first two positions after the final pit stops. Rosberg was left leading Hamilton, but with both managing brake problems the Englishman was unable to challenge. Williams drivers Valtteri Bottas and Felipe Massa took third and fourth ahead of Ferrari's Fernando Alonso. Massa converted his pole into a lead at the start, while Bottas was passed by Rosberg into the first corner, only to retake second place into Turn Two. Behind, Hamilton drove a sensational first lap after starting ninth following a spin in qualifying.

A great start put him fifth by Turn Two, and he then passed Alonso brilliantly for fourth into the fast Turn Eight at the end of the lap. That meant Hamilton finished the first lap right on Rosberg's tail after starting six places behind him, and raised hopes he might be able to take the victory he needed to eat into the German's championship lead, which was 22 points at the start of the race.

The two Williams and two Mercedes ran nose to tail through the first stint, but Mercedes were able to get Rosberg ahead of both and Hamilton ahead of Massa when Williams chose to make later first pit stops.

Massa stopped from the lead on lap 14, three laps after Rosberg, and with Bottas stopping on lap 15 and Hamilton on lap 13, that left Rosberg ahead of Bottas, Hamilton and Massa for their second stint as all four trailed the Force India of Sergio Perez, which was on a different tyre strategy.

Perez held off Rosberg for 16 laps until lap 27, before the Mercedes swept past into Turn Two, Bottas following him through down the next straight. Rosberg did not pull away from the Williams as much as might have been expected and Bottas, with Hamilton right on his tail, was able to stay within two seconds of the Mercedes until Rosberg's second stop on lap 40. Bottas stopped the next time around, but rejoined third behind Hamilton, who had stopped on lap 39 in a successful attempt to undercut the Williams.

That left Alonso in the lead until his stop on lap 47, the first time a Ferrari had led a race this season.

The Spaniard rejoined five seconds behind Massa, a gap he closed to nothing by lap 60, with 11 laps to go. But with the under-powered Ferrari much slower than the Mercedes-engined Williams on the straights, Alonso could do nothing about passing his former team-mate.

At the front, Hamilton stayed within two seconds of Rosberg, but was warned that his brakes were on the limit and despite asking for advice from his engineers as to where he could gain time, he could not close in. Rosberg's victory was his third of the season, and it extends his championship lead to 29 points, more than a race victory, his largest margin of the entire season.

Behind Alonso, Perez took advantage of doing his final stint on the super-soft tyres while his rivals were on the harder softs to pass Magnussen for sixth on lap 66 after the Dane made a mistake at Turn One, allowing Perez to get a run on him down to Turn Two.

Daniel Ricciardo gave Red Bull some cheer at the end of a poor weekend at their home race by passing Force India's Nico Hulkenberg for eighth around the outside of Turn Four on the final lap.

Alonso's Ferrari team-mate Kimi Raikkonen took the final point for 10th place after another disappointing showing for the Finn.



RIP

IAN JEFFERY

January 28, 1957 - June 10, 2014



Surrounded by the love of his family, at home in Mount Pleasant, Ian passed away on June 10th, after a courageous battle with cancer at the age of 57. Beloved husband to Sarah for 30 years. Proud and loving father of Thomas. Preceding his mother Betty of Padiham, England, and late father Jack (1994). Brother to Brian (Sue) Read, brother-in-law to Stephen (Sofia) and Kathryn (Martin). Uncle to Caroline (Stuart), Michael (Helen), Jennifer and Christopher. Ian, Sarah and Thomas immigrated to Canada in 1997 from Burnley, England. He worked at Mufflerman in Cambridge. Ian had a great passion for Motorsport and Land Rovers. In England, he enjoyed car rallying and was an ex member of Spring Hill Car Club, and in Canada he had many special moments with Thomas who raced motocross. He also loved the outdoors and camping. He will be greatly missed by many friends from over the years, including the Bamber, Catherwood, Tipler, Money and Tomkins families. We would like to thank CCAC, Stedman Outreach, Bayshore Nursing and Revera for their kindness and care.

Funeral was held at St James Anglican Church, 8 Burwell Street, Paris on Monday June 16, 2014 at 11 a.m. Father Victor Krueger-Kischak will officiate. In Ian's memory and in lieu of flowers, donations to be made to St James Anglican church and the Stedman Community Hospice would be appreciated by the family. Online condolences may be made at www.budgellfuneralhome.ca



Canadian GP

Ricciardo wins ahead of Rosberg, Hamilton retires
Red Bull's Daniel Ricciardo passed Nico Rosberg's struggling Mercedes with two laps to go to win his first race in a thrilling Canadian Grand Prix.

Rosberg held on to take second ahead of Red Bull's Sebastian Vettel, helped by a last-lap safety car following a crash between Sergio Perez and Felipe Massa. Rosberg's team-mate Lewis Hamilton retired with a brake failure and is now 22 points behind in the championship.

McLaren's Jenson Button stunningly took fourth with a late charge. The Englishman passed Force India's Nico Hulkenberg and Ferrari's Fernando Alonso on the penultimate lap. It was a sensational end to a race that was full of incident and tension, as Mercedes' early season domination of Formula 1 came to an end in the most remarkable of circumstances. The first part of the race ran to form, with Rosberg narrowly ahead of Hamilton as the two Mercedes drove off into a race of their own. Rosberg held on through the first pit stops but was quickly closed down by Hamilton thereafter. But just as the Englishman appeared to be setting up to pass his team-mate for the lead both cars suffered a simultaneous loss of hybrid power from the engine. Hamilton took the lead during the second pit-stop period after Rosberg was delayed by a problem fitting a front wheel at his stop. But on the very next lap Hamilton ran wide at the hairpin, a symptom of the total brake failure he was about to experience at the next corner.

That put Rosberg back into the lead and although Perez closed up, closely tracked by the Red Bulls, he was unable to pass, as he too was managing fading brakes. But with Rosberg just managing to hold off Perez and the Red Bulls, Ricciardo began to apply pressure to the Mexican, and passed him around the outside into Turn One with four laps to go.

The Australian, who joined Red Bull at the start of this season and has generally had the measure of his four-time world champion team-mate, quickly closed on Rosberg and passed him down the long final straight on lap 68 of 70.

The race came to an abrupt end at the start of the final lap when Massa misjudged an attempt to pass Perez and his Williams crashed into the Mexican's Force India as they braked for the first corner. The two cars narrowly missed hitting Vettel's Red Bull as they spun into heavy impacts with the tyre wall. Both were taken to hospital for precautionary brain scans after sustaining impacts of 27G, but have since been discharged.

In the excitement, it was not immediately clear how Button, who was eighth with six laps to go, passed both Hulkenberg and Alonso for fourth. Williams' Valtteri Bottas took seventh, ahead of the Toro Rosso of Jean-Eric Vergne, Kevin Magnussen's McLaren and Ferrari's Kimi Raikkonen.

The Bradford Classic and Performance Car Show

Saturday the 16th of August

is looking to expand a bit more than last year's event and hopefully attract a few more different vehicles to the regular displayers at the event.

We're trying to gather some of the following to display alongside us on the day:

Rally cars Anything unusual that you might have
Hillclimb (production and specials) cars
Classic cars Hot Hatches

With Steve Johnson's help we'd like to put Go Motorsport in the thick of the action to promote not just ourselves but all the local clubs across the north and we'll also have our local motorsport rescue unit, Calder Rescue, displaying on the day too.

If anyone can help and aren't competing that weekend/day then please get in touch with Frazer Metcalfe (frazer.metcalfe@rotatingferrets.co.uk) or myself (mark.smith@rotatingferrets.co.uk) and we can liaise with the organisers to give you all some room if you can make it with your pride and joys.

Regulations for the 2014

6R4.com Three Sisters Rally Challenge

can be found at www.wiganmotorclub.org.uk This free to enter Challenge has £550.00 in prize money to be won, class cash awards and overall Challenge cash awards, you just need to enter the three rallies.

The first round of The 6R4.com Three Sisters Rally Challenge 2014 is The Roskirk Stages organised by Blackpool South Shore Motor Club, regulations and online entry forms can be downloaded now at www.bssmc.com

The Roskirk Stages, The Cetus Stages and The Adgespeed Stages are all staged at The Three Sisters Race Circuit, Ashton In Makerfield, Wigan, Lancashire. The Cetus Stages and The Adgespeed Stages are

Gareth Hall Memorial Rally

Sunday 10th August 2014

Trawsfynydd Ranges.

The eagle eyed amongst you will have noted a date change for this year; 10th August, to try and avoid the fixture congestion of previous years.

The rally will once again be a round of the **ANWCC Stage Rally Championship** and will offer 22 challenging stage miles for an entry fee of £145.00, once again to encourage early entries no cheques will be cashed until the week before the rally. A trophy rally runs after each loop of stages to ensure that anyone that is unfortunate enough to retire can take part in this latter rally to ensure maximum value for money.

To try and further save on competitors costs overnight camping will be available at the venue on the Saturday night by prior arrangement, this will be free of charge. Regulations will be out on the 1st of July and we look forward to welcoming you at the Ranges. Equally if you are not able to compete we would be very grateful to hear from anyone that can help out with marshalling.

Regs : www.balamotorclub.co.uk



**33 Acresfield Road,
Middleton, Manchester. M24 2WT**
0161 643 0151 or 07973-816965
email :
gazzard.accts@btinternet.com

SD34MSG

Wednesday 16th 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 7th July
8.00pm

Cleckheaton Sports Club, BB19 3UD
Just off Chain Bar Roundabout Junc 26 of the M62

www.ancc.co.uk

The 27th of October meeting could be fun!
John Symes (msa Technical Director) is ANCC Guest



Next Meeting
Monday August 11th 2014
8.00pm

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

www.anwcc.org

DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

Contact

Gemini Communications
Bill Wilmer 07973-830705
w.wilmer@btinternet.com

Specialising in the Art of Communications

Ty Croes Weekend Sprints
**Organised by the
 Lancashire & Cheshire Car Club
 and MG CC North West Centre**
 6 & 7 September 2014



This year we are particularly encouraging beginners and novices to try Sprinting. We also offer an opportunity for those who may want to test out their race and rally cars and offer classes for both.

Competitors who want to just do a few single events are warmly welcome for one or two days as they do not have to be in a particular championship. They can enter as individuals as long as they are a member of an invited club, area association or championship.

Each Sprint Weekend has two separate sprints: double laps of the National Course and single laps of the International Race course the next day. Enjoy the challenge and keep safe,

Entries Secretary to whom all entries must be sent is:- **Mrs Sarah Nield, Latham Hall Farm, Clay Lane, Hale, Altrincham, Cheshire, WA15 8TY** *Acknowledgements will be sent promptly*

Messages/queries: e-mail: sprints@ty-croes.com or phone: 0161-980 8509 before 9.00pm

**Lancashire A.C.
 Three Sisters Sprint
 3rd August, 2014.**



Held at the Three Sisters Race track, Wigan this event has classes for classic cars as well as modern ones.

If you would like to get involved in sprint events but don't know how to start, read our Useful Beginners Guide to Sprinting and Hillclimbing. You can see a driver's eye view of the circuit here and there is additional information about the circuit here.

For more information or advice please contact Chris Lee our competition secretary at competitionsec@lancsautoclub.com

**ZUTEC Neath Valley Historic
 and Modern Stages
 Three Counties Car Club
 9th August**

Once again we are in the enviable position of being the only rally to use the world famous roads of Rheola, Bryn and Margam as previously used by Rally Wales GB. The roads have not been used since last year's Neath Valley and are in prime condition.

We are proud to be part of the following Championships...

- WWRS RAC Rally Championship
- Pirelli MSA Welsh Stage Rally Championship
- In-Car Services/Evans Motorsport Tyres Welsh Clubman's Forest Championship
- FMP Rally Challenge
- GwynneSpeed Rally Challenge

Rally Format.....

Scrutineering/Documentation will take place at Rally HQ on Friday 8th starting at 14.00

First car leaves MC1 on Saturday 9th at 09.00

6 Stages totalling 45 miles. Entry fee £475

Starting order.... Historic Cat. 1, Cat. 2 and Cat. 3 followed by Moderns

First car arrives at Finish approximately 15.30

FREE overnight camping has been arranged for Friday 8th at Rally HQ, with plenty of room for Motorhomes and Caravans. Competitors, Service Crews, Officials and Spectators are all welcome.

Visit <http://www.neathvalleystages.co.uk> or ring Den on 07970 058984 for more details

**Brecon Motor Club
 Harry Flatters Rally
 July 27th**

Once again Brecon Motor Club will be promoting a no nonsense tarmac event for Historics and moderns.

Entry fee will remain the same yet again in 2014 which represents fantastic value for money.

The rally will comprise a recce on Saturday morning with a new compact scrutineering and signing on with 75 miles of stages on Sunday and centralised service in the Quarry. Results and awards will take place in the auditorium at Brecon theatre.

Regs will be available at www.breconmotorclub.co.uk

The event is a round of:

- Mintex British Historic Rally Championship
- Steve Harkness Welsh Tarmac Championship
- Brian Dennis Welsh Historic Championship
- King of Epynt Challenge sponsored by Quantum Tuning
- FMP Rally Challenge

Route notes will be made by Patterson's.

**Pembrokeshire Motor Club
 Brawdy Stages 2014
 13th July 2014**

This year's rally will form part of the 2014 Pembrokeshire Motor Club, the Kick Energy Junior and Senior Formula 1000 Championships.

Regs; www.pembrokeshiremotorclub.com

In 1986, Peter Davies was on holiday in Kenya after graduating from Louisiana State University . On a hike through the bush, he came across a young bull elephant standing with one leg raised in the air. The elephant seemed distressed, so Peter approached it very carefully. He got down on one knee, inspected the elephants foot, and found a large piece of wood deeply embedded in it. As carefully and as gently as he could, Peter worked the wood out with his knife, after which the elephant gingerly put down its foot. The elephant turned to face the man and with a rather curious look on its face, stared at him for several tense moments. Peter stood frozen, thinking of nothing else but being trampled. Eventually the elephant trumpeted loudly, turned and walked away. Peter never forgot that elephant or the events of that day.



Twenty years later, Peter was walking through the Chicago Zoo with his teenaged son. As they approached the elephant enclosure, one of the creatures turned and walked over to near where Peter and his son Cameron were standing. The large bull elephant stared at Peter, lifted its front foot off the ground, then put it down. The elephant did that several times then trumpeted loudly, all the while staring at the man.

Remembering the encounter in 1986, Peter could not help wondering if this was the same elephant. Peter summoned up his courage, climbed over the railing and made his way into the enclosure. He walked right up to the elephant and stared back in wonder. The elephant trumpeted again, wrapped its trunk around one of Peter legs and slammed him against the railing, killing him instantly.

Probably wasn't the same elephant.

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Matlock Motor Club **Kick Energy Rally of Derbyshire** **5th/6th July**

Matlock Motor Club will be again running the KERoD, keeping the no snow summer date of 5th/6th July 2014. The route will traverse map 119, with a simple, no nonsense format, keeping the same formula as previous years. I can confirm that it is a round of 5 championships this year - ANEMMC, ANWCC, ANCC, AWMCC and SD34.

As many of you have pointed out, Le Tour passes through South Yorkshire on the same weekend. In fact the Le Tour route begins on the Sunday in York, finishing in Sheffield. We should all be tucked up in bed well before the bikes even make it to South Yorkshire. I don't anticipate that we will experience any Tour traffic either given the timings and routes. If anyone is interested in spectating after the rally, have a look at the website: <http://letour.yorkshire.com/stage-2>

More info about the KERoD to come in the next few months!

HEXHAM & DISTRICT MOTOR CLUB **Recognised By The M.S.A.** **JOHN ROBSON RALLY** **October 25th**

A date change sees the event now running on October 25th while a change of location will see the event moving further West and running mainly on OS sheet 86 while the organisers are hoping to reinstate the popular "City Centre" start in Allendale Market Square providing the local council have finished their planned refurbishment of the area. The John Robson will retain it's early evening start, with the possibility of a couple of tests getting the proceedings underway. The bulk of the event will, however, consist of a 90 mile road over the finest Northumbrian roads with route instructions issued at the start and halfway point.

One major change will be to the Route Boards used on the event, these are being totally redesigned and, apart from being larger, clearer and easier to see, will be located in locations that are adjacent to the route and easily visible to crews. Also totally designed are the rallies time cards, this mainly for the benefit of the results crew as they seek to produce times and positions ever more promptly.

As ever, and in keeping with it's title of **"The World's Friendliest Rally"**, the John Robson will finish at a warm and welcoming country hostelry where the usual Hexham "After Rallye" supper will be enjoyed, along with a glass or two, before the awards presentation. The organisers are confident that 2014 will see them continue to keep the event entry fee below £50, making it outstanding value and well within the reach of the clubman competitor.

**For further details please contact :
Ed Graham @ Edgraham01@sky.com**

Roger Albert Clark Rally **28-30 November**

Sunderland to host 2014 Roger Albert Clark Rally

The 2014 Roger Albert Clark Rally (28-30 November) will have a completely new look as the event starts a new era with Sunderland as the host city.

With the rally start, finish and HQ all based in Sunderland, the route will make extensive use of the Kielder forest complex and will take in several stages that are completely new to the event in a total competitive route of up to 190 stage miles.

The move north to Sunderland is being supported by Sunderland Live, the events arm of Sunderland City Council, and has allowed rally manager Colin Heppenstall to give the rally a fresh new look.

The event will be based around the Seaburn Leisure Centre, which will provide the venue for rally HQ, scrutineering, documentation and prize-giving. The event is also set to feature a spectacular spectator stage at the Herrington Country Park.

The format of the rally, which has been so successful over the last two years, will continue, starting with several stages in the darkness of Friday evening before two very full days of rallying on Saturday and Sunday. Initial route plans include over 90 stage miles on Saturday with a route heading as far west as Kershope. Sunday's stages will be centred on the main Kielder complex before the finish in Sunderland from around 6pm.

"This is the major refresh I wanted to give the event," said Heppenstall. "We've always moved the host city on a regular basis and the time was right to refresh. This should deliver the fresh challenge that the competitors wanted. We are very grateful to everyone involved at Sunderland for their enthusiastic co-operation and for their eagerness to welcome the event to Sunderland."

Councillor Paul Watson, Leader of Sunderland City Council said: "We've got major sporting traditions here in our city and a strong automotive industry. Now, hosting the Roger Albert Clark Rally, we have a major motorsport event and everyone can see part of the rally with the stage at Herrington Country Park. The organisers say it's going to be a spectator spectacular and I'm sure it will be." Chris Alexander, Chief Operating Officer of Sunderland Live said: "We're delighted to be helping bring the Roger Albert Clark Rally to Sunderland this year. The rally stage held at Sunderland Festival in 2013 proved there was huge demand for an event of this kind and we're sure that this will be equally successful."

Heppenstall says that his target is 190 stage miles, with all the gravel miles contained within the Kielder complex. He is also working to hold the entry fee at 2013 levels despite a 20% increase in competitive mileage. Final details of the route, along with event regulations, will be released in due course.

For more details about the Roger Albert Clark Rally, please visit

www.rogeralbertclarkrally.org

Nicky Grist Stages 12th July 2014

Regulations are now available for the Nicky Grist Stages that takes place in mid-Wales on 12th July 2014. It is a round of the REIS BTRDA Rally Series, Pirelli MSA Welsh Forest Rally Championship, Brian Dennis Motorsport Welsh Historic Rally Championship, FMP Rally Challenge 2014, ANWCC Forest Rally Championship & ANWCC Historic Stage Rally Championship. They are available on the event website www.nickygriststages.co.uk or by contacting the Entries Secretary Adrian Hardy on 07758464401.



Manx Auto Sport

is pleased to announce the following events for the 2014 calendar:

The Dave Corris Autos Forest Rally

(Loose – National B)
July 2014

The PokerStars Rally

(Tarmac - National B)
7th/8th Nov 2014



De Lacy Motor Club Thor Hammer Stages Rally 21st September 2014

This year with the club celebrating 50 years in its present home at Brotherton, it is pleased to announce that once again De Lacy Motor Club will be organising the Thor Hammer Stages Rally to coincide with this anniversary. With the full co-operation of the Ministry of Defence [MOD], the club are returning to Driffield for this event. This former RAF airfield was last used for events back in 2008. It has been criticised in the past for the rough surface, but the intervening years have seen the MOD invest in some resurfacing. Additionally plans are in hand to repair some of the outstanding spots of damage to the road surface, to ensure that all competitors will have sound surface on which to compete. The organising team of the previous events will be involved in the re running of this rally, which is expected to be a fast event as it has been in the past. The organiser of this single venue rally will be Andrew Walshaw who will be ably assisted by Graham James as his Clerk of the Course. Regulations are expected to be available in due course. De Lacy Motor Club welcome all competitors to what will be a suitable celebration of motorsport for this renowned motor club

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The Road to Wales continues for 2014 with free entries to Wales Rally GB for the winners of the MSA British Rally Championship, as well as free Wales Rally GB National entries for the winner of each of the MSA English Rally Championship, the Pirelli MSA Welsh Forest Rally Championship, the ARR Craib MSA Scottish Rally Championship, the McGrady Insurance MSA Northern Ireland Rally Championship and the BTRDA Rally Series.

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Morecambe Car Club
The Morecambe Rally

National 'B' Road Rally
26/27th July 2014

The Illuminations Rally

National 'B' Road Rally
18/19th October 2014

Regs : www.morecambecarclub.org.uk

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**SGC Printing Nat. B Harry Flatters
and**

**Nat. A Harry Flatters Historic Rallies
Brecon Motor Club
Sunday July 27th**

will run to the similar format of previous successful years. The National A historic event will be part of the 2014 Mintex British Historic Rally Championship and the Dennis Motorsport Welsh Historic Championship.

The National B event will be part of The Steve Harkness Competition Tyres Welsh - National Tarmacadam Championship 2014 and the King of Epynt 2014.

Around 80 stage miles will be on offer with centralised servicing. A pre event recce available and Patterson's will be able to provide notes. The event will be based in the town of Brecon.

As usual we aim to run a competitor friendly event with officialdom kept to a minimum. We are extremely keen to promote the rally to new crews and will be happy to answer any questions or queries in the months before. Regulations will be available in June and will appear on our website at <http://www.breconmotorclub.co.uk>

**P & R Benn
Greystoke Stages Rally**

13th July 2014

The final organising team meeting of 2013 was held in December with some more important decisions made for the 2014 P & R Benn Greystoke Stages Rally.

Some changes to the stage layouts have been finalised and competitors will see some different views of the Cumbrian forest when they zip round in 2014. By bringing a bit of variety to the stages the organisers hope the changes will keep competitors coming back and not get bored with the same format.

In addition to P&R Benn other sponsors have pledged their support for next year – Goodfellows Tyres of Cockermouth, AS Design of Cleator Moor and RABrallyesport from Distington have all agreed to provide the rally with further valuable backing and continued help from the Hundith Hill Hotel near Cockermouth is also greatly appreciated.

Draft regulations are almost ready to be submitted to the MSA for their approval and the road book is nearing completion.

Some additional and new prizes will be up for grabs on the 2014 event with some of them being open to all involved – competitors, marshals, medics, recovery crews, radio operators, everybody – making Greystoke 2014 a true team event.



Knighton Motor Club

Lennox Electrical Ltd

Pacemaker Rally

12th – 13th July 2014

During the past Eight years, Knighton Motor Club has seen the Pacemaker Rally gain Eleven "Best Event" awards in various Championships.

Throughout these years, Road Rallying has dramatically changed and the Pacemaker rally has always been at the front, providing a challenge for the best crews in the country.

Given the success of last year's Event and the feedback received, the club have decided to stick with the "Short Sharp" format again this year, but include a "Splash and Dash" fuel stop on route.

We promise an intense Rally from Start to Finish, it might only be 84mile, but by the finish it will seem like 160mile. You won't be disappointed

Regs : www.pacemakerrally.co.uk

Aberystwyth and District Motor Club LTD

Cwrt Garage

Ystwyth Road Rally

6th July

To be run at the Sweet Lamb Rally complex.

It will run to a similar format to last year using many tests.

Regulations and entry form will be available to view and download from the clubs web site

www.aberystwythmotorclub.co.uk

Acknowledgements

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

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

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

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

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 August
edition is Tuesday the 29th July
which is due out on**

Thursday 31st of July

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@gmail.com

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

Clitheroe & District Motor Club



CLITHERONIAN

27/28th September

Regs Out Soon
Maps 97, 98, 102, 103
www.cdmconline.co.uk

MARSHALS WANTED

Contact Mat Kiziuk
mathewkiziuk@gmail.com Or 07718-054838

Beverley & District Motor Club

Maple Garage Beaver Rally 2014

19th/20th July 2014

Beverley & District Motor Club Ltd is once again running the Maple Garage Beaver Rally. It will be a round of the **ANCC, EMAMC, ANEMMC & SD34 Road Rally Championships.**

The organising team are again planning an event on OS Maps 100, 101, 106, covering approximately 130 miles and starting from Broach Hill Garage, Hutton Cranswick, nr Driffield in East Yorkshire.

There will be approximately 12 miles of white roads, which will be of mixed surfaces, but not entirely smooth tracks. As usual, these have all been traversed in a standard car, but would still strongly recommend sump guards as some parts of these whites may be less than smooth. Any particularly rough part will be preceded by a caution warning and/or Route Check board to slow you down.

As is becoming increasingly necessary on Road Rallies, the Organisers will take care to ensure that competitors are not required to drive at excessive speeds on the public highway.

Route Checks will also be used for safety, at SGWs as we have done previously, as well as at some particular points of danger. (i.e. uneven road surface, bad bend, long straight)

Regs : <http://www.bdmc.org.uk/beaver/2014/regs.php>



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