

# June

## 2014

*Pirelli Carlisle R B Foundation Rally 2014*



*Photos available soon at DRH Photography...*

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



**Motor Sport Group**

Volume 04 Issue 06 June 2014 Maurice Ellison

# Chairmans Chat

Once again it is sad to mourn the loss of motorsport legends as recently the sport has lost the internationally known master of Formula 1, Sir Jack Brabham, thankfully due to old age rather than a horrendous accident as many of his fellow competitors did in the 50's and 60's, and at a local level but no less a loss is the passing of Paul Brereton, star of road rallies, due to Liver Cancer. Both will be missed and our condolences go out to their families and friends.

Probably every week I receive an e-mail asking for marshals on one event or another and we possibly assume that there will always be enough for a safe event however should we be worried ?

I was on a forest event recently doing the Stop Radio which gave us the chance to have a run through the stage. Due to traffic we only arrived at the start about 30 minutes after the signing on time (although still in plenty of time) so everyone should have been in place however during the 6½ mile stage we never saw a single marshal. This was confirmed during the radio check when each operator reported no marshals at their position so the radio operators became the marshals, not for the first time. As usual there was a parade of various course cars through the stage so it would be interesting to know what their crews thought of the lack of marshals and at what point they would consider the situation as unsafe. Perhaps more importantly what would the competing crews think had they known the situation ?

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

## Lookers Citroen in Preston



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



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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](http://www.bssmc.com)



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



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



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



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



**Lancashire & Cheshire Car Club**  
[www.lancashireandcheshirecarclub.co.uk](http://www.lancashireandcheshirecarclub.co.uk)



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



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



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

**Website : [www.nwstages.co.uk](http://www.nwstages.co.uk)**  
Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)

## 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

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### Maurice Ellison

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## WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

[sd34news@gmail.com](mailto: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

Wallasey Motor Club presents the  
Accident Advice Solicitors  
Racing  
Promenade Stages Rally  
Saturday 6th September 2014  
Kings Parade, New Brighton Promenade, Wirral  
Including Rally Village featuring trade stands and rally car exhibits  
ANWCC Stage and Novice Rally Championship  
ANWCC Ladies Rally Championship  
ANWCC Allrounders Championship  
SD34 Stage Rally Championship  
For further information please see  
[www.wallaseymc.com](http://www.wallaseymc.com)

## WMC Quiz Night! 12th May 2014

With the Nav Run championship taking a break for the summer, it has been decided to fire up quiz nights again – with the aim of running it as a championship over summer months.

Points will be individually awarded, so teams don't need to be the same for every round.

The quiz consisted of about 50 questions – typically these have been motorsport related, but general knowledge questions were included to spice it up a bit!

First one this year was at the usual club venue on 12th May – starting at about 21:30.

## Plains Rally 2014

It is always an honour when someone asks you to run a stage for them on their rally. And again Knutsford & DMC asked us to help out with their 2014 event.

They wanted us to run the Gartheniog stage, [ in the Dyfi complex ] for them again. For me a personal favourite as it has a combination of a lot of testing elements within its route.

Talking of its route - it ran largely in reverse this year ... with a new start location and suspect the finish is where we have started on the previous two years.

Stage length is just shy of 9.00 mls, and - yes - it was a double runner.

We started STAGE 3 .... Gartheniog 1 at 11.02hrs

Good time had by ALL

## Rally of the Midlands 21st June 2014

It is appreciated that many of you will have other commitments and for others it would be way too far to travel, but should you find yourself time you will be more than welcome at Rally of the Midlands. This year's event will be based at the newly re-opened Mallory park circuit in Leicestershire. With Rally H.Q. Service and 6 stages planned for the venue. With the circuit as the base crews will visit stages at M.I.R.A. a vast complex near Nuneaton together with visits to local estates with parkland reminiscent of the old Lombard RAC stages of the 70's and 80's. The event will require a significant number of volunteer officials to make the event a success. With each venue host to at least 4 stages throughout the day there will be plenty to do. Whatever your preferred discipline there will be a roll for you on Rally of the Midlands. If you can help or just want more information on the Rally please get in touch via Neil Evans (WMC Chief Marshal)

## Geko Ypres Rally 20th June 2014

The 2014 Geko Ypres Rally (in Belgium!) is taking place on Friday 20th & Saturday 21st June and consists of 20 stages covering approximately 300km and is based around the town of Ypres with the starting & finishing in the town's market square.

The organisers are looking for experienced British marshals to help on the event which is hugely popular with spectators. They are offering free Bed & Breakfast in the Ypres area and approximately 30€/day expenses for each marshal. Marshals must be MSA registered as the organisers require your registration number.

I have registered WMC's interest with the organisers and I'm happy to co-ordinate a trip to the event.

I would suggest leaving around 7pm Thursday night, catching an early morning ferry from Dover to Calais and catching an early afternoon ferry back on Sunday, 4 people to a car. So only one day's leave from work!

Ferry crossing are currently around £70 for these dates. If you are interested, please can you let me know asap.

Cheers Tony King

## WARRINGTON & DMC

### Meet Every Monday

"The Antrobus Arms"

on the A559,

8-30pm

between

Warrington & Northwich.

CW9 6JD.



29th June

Envile Stages Rally



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](http://www.cdmconline.com)

## What's On at CDMC

**Tuesday 3rd June**  
**Primrose Rally,**  
**Manx National**  
**& 061 Rally Forum**

**Sunday 8th June**  
**Myerscough College**  
**Open Day & Autotest**  
Tickets (free) from  
Maurice Ellison : 07788723721

**Tuesday 10th June**  
**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 17th June**  
**Rally Forum**  
**G&PMC Memorial**

**Tuesday 24th June**  
**Social Night**

**Tuesday 1st July**  
**Golf Competition**

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

**More or What's Happening**  
**at CDMC on Page 7**

## April 2014 Clubnights

**Tuesday 6th May : Photo Comp : Chris Ellison**



Jez Turner not only got 1st Prize with the above photo but also got 2nd place with another. Paul Buckel was third with a shot from the 80's. Another good night with lots of stories advice & critique. Thanks Chris

## Tuesday 20th May : Ian Tullie



Ian has been rallying all his life. His parents (members of Ilkley & DMC) used to take him to rallies whilst he was strapped into a push chair.  
Started off doing club table tops & found plotting & maps interesting. When Ian turned 17 he was offered a ride in a 1litre metro but his mum wouldn't let him do the event (probably because she knew the driver). When he turned 18 he was allowed to start his Rallying career. Back then, following the demise of the Motoring News series and a change in the regulations, Rallying was all about tricky navigation and that is what Ian likes best.  
In 2004 Chris Kringle introduced him to Malcolm Picking and he did the Le Jog with him in a Sunbeam Rapier and then other events in a Sunbeam Alpine. Ian now does a fair few Endurance / Historic & Classic Rallies.  
Ian took a break from his job in food retailing in 2006 which allowed him to go to the Monte Carlo Rally and help the MSport team doing weather reporting. He took the opportunity to ask Phil Short if there were any jobs going with the MSport team. He didn't hear anything until December when he was asked if he would be willing to join the 'Logistics' department on a trial basis. It appears that Ian was quite adept with a stapler and got the job full time.  
Very difficult to qualify exactly Ians job within MSport because it involves so many bits but his main function is organising the testing for the WRC drivers and cars + throw in managing Greystoke and a million other tasks (and NO it doesn't allow him to thrash a WRC car around Greystoke when Malcolm isn't looking).



# Clitheroe & District Motor Club



## CDMC Visit to

# M-SPORT



**Tues 19th Aug 5pm**

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



## What's On at CDMC in July

**Tuesday 8th July**  
**Committee Night**

**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**  
More detail next Month

# Lancashire A.C.

## Diary Dates



- June** **Sun 8th** - The 52nd Annual Manchester to Blackpool Car Run  
(Manchester, Chorley, Preston and Blackpool)
- 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 & Cheshire CC



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

- |                  |                                      |   |
|------------------|--------------------------------------|---|
| <b>June</b>      | 13 <sup>th</sup>                     | Noggin'n'natter                         |
| <b>July</b>      | 11 <sup>th</sup><br>14 <sup>th</sup> | Down Route 66<br>Treasure Hunt (Sunday) |
| <b>September</b> | 12 <sup>th</sup>                     | Indoor Autotest                         |
| <b>October</b>   | 10 <sup>th</sup>                     | Transters Teasers (Quiz)                |
| <b>November</b>  | 14 <sup>th</sup>                     | Guest Speaker (TBA)                     |
| <b>December</b>  | 12 <sup>th</sup>                     | AGM & Social                            |

## Tuesday 27th May

## CDMC Autotest & BBQ

## Tony Harrisons, Bentham

Terry Martin (our BBQ Chef for the evening) has decided not to enter Masterchef 2015!

- 1st O/A Ayrton Harrison  
2nd O/A Tony Harrison  
3rd O/A Jez Turner  
1st PCA Ben Wild (U17MC)



*Tony Harrison*



*Jez Turner*



*Ayrton Harrison*



*Ben Wild*

## Garstang & Preston MC

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



Garstang & Preston MC is starting to see the efforts of its members bearing fruit with a modest but encouraging increase in membership.

The recent autosolo at SJ Bargh's yard at Caton seemed to go down very well with members and guest competitors. It led to one or two new members joining and with the promise of more similar events to come it should garner further interest. Another spin-off from the event was the creation by club member Louis Baines of a Facebook page for GPMC. Members have already started posting various things on there, including photographs, so interest in the club is definitely on the up.

**Coming up on June 17** we have a **table top rally**, devised by Alan Barnes and helped on the night by Ian Farnworth. This will require competitors to have with them a copy of map 102, a roamer, pencil and rubber and the route information will involve such things as tulips, grid lines, spot heights, herringbones and eight-figure grid references. First crew is due away at 20:10 hrs. Alan said: **"Anybody can enter and we would be happy to see budding navigators or old hands from other SD34 clubs coming and having a go if they like."**

Discussions are still on going about running a second road rally later on in 2014 and more news will be forwarded to Spotlight in due course.

Finally may the club publicly thank **Malcolm Graham and Charlie Woodward** for providing a sparkling evening's entertainment when they were guest speakers at a meeting in April. Around 40 people turned up for the talk, many old faces from the road rallying scene in the 1970s and early 80s and much laughter rang out around the room as the audience were treated to some of the pair's more outlandish stories from the lanes. **Finally, a blatant plug. The club meets each Tuesday night at Fulwood's Lonsdale Club and meetings begin around 8pm. Any newcomers to motorsport or people returning after a break are more than welcome to come and check us out. With a renewed pledge to put events on and make club nights worth turning up for, why not check the club out.**



## Bolton-le-Moors MC

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



### Second BLMCC Autosolo of 2014 proves huge success

After the success of the club's first event of 2014, at Manchester, the club moved onto Preston on the weekend of 16th March.

With four events taking place on the day, 3 test sites and over 30 competitors it was another great turnout for the club and generated a busy day of motoring action. Starting in the National B Autosolo, Andrew Williams took FTD, while club member John North won Class B. Elsewhere club members, Steve Price won Class A1 and Dave Graves won Class A2.

Within the Clubmans, club members once again dominated the awards in all classes. Alec Tunbridge took FTD convincingly in his Caterham 7, beating Phil Clegg in Class G. Eric Thornley took first in Class E ahead of Stephen Millband, while Anthony Sherriff took top honours in Class D - beating his dad and sister along the way. With just three competitors in the Production Car Autotest (PCA), James Williams took FTD ahead of Ben Wild and Scott MacMahon.

The all-forwards Autotest again only featured three competitors, and saw Roy Higginson take FTD ahead of Steve Lewis and Daniel Barker.

Full results are available to download from the club's website, while photos have been made available on the club's Flickr and Facebook accounts.

The club hoped that all competitors enjoyed the day and to see them all again for our next Autosolo in June; which once again takes place at Makro, Preston.

A man received the following text from his neighbour:  
I am so sorry Bob. I've been riddled with guilt and I have to confess. I have been tapping your wife, day and night when you're not around. In fact, more than you. I'm not getting any at home, but that's no excuse. I can no longer live with the guilt and I hope you will accept my sincerest apology with my promise that it won't happen again.

The man, anguished and betrayed, went into his bedroom, grabbed his gun, and without a word, shot his wife and killed her.

A few moments later, a second text came in:  
bloody predictive text. I meant "wifi", not "wife"

My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."



## Highlights of the SD34MSG Meeting 21st May 2014

The plans for a gymkhana to be held on the 10<sup>th</sup> August were announced with good support from some member clubs.

The Treasurer reported that the setting up of a new bank account with Lloyds Bank is almost complete.

Only 1 club has not so far paid their 2014 subscriptions.

63 competitors have now registered for one or more championship.

The Secretary has copies of 3 Safety in motorsport DVD's.

CDMC are to run a 'taster' PCA at the Myerscough Open Day on 8<sup>th</sup> June. It will not be a round of our championship.

The latest championship positions were read out.

Reported from the ANCC quarterly meeting held on 7th April: The recent club seminars had gone well with some excellent feedback and the Associations are going to work on the next session of seminars. Clubs are being encouraged to bid for money from the Club Development Fund although they need to match fund the bids, an application form is on the MSA website. The Closed Road Bill has passed the 3<sup>rd</sup> amendment and it looks promising. The mandatory use of head restraints is being discussed. LARA is supporting against the proposal to ban some vehicles from certain types of tracks. The next ANCC quarterly meeting will be held on Monday 7th July 2014.

Reported from the ANWCC quarterly meeting held on 12th May: This was well attended with Rob Jones in attendance. Similar comments from the ANCC report. There was a discussion about the use of non-E marked tyres being used on road rallies in Wales. Scottish clubs wish to remain with the MSA should the country devolve. The next ANWCC quarterly meeting will be held on Monday 11<sup>th</sup> August 2014.

The 2014 WRGB will use much the same area as last year but over just 3 days, no Thursday evening stages. Contact Bill Wilmer for radio and marshal opportunities.

The next bi-monthly meeting of the SD34 MSG will be on Wednesday 16<sup>th</sup> July 2014.

## SD34 Motor Sport Group

# 50<sup>th</sup> Anniversary Gymkhana Sunday 10<sup>th</sup> August 2014

This year, 2014, is the 50<sup>th</sup> 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 present and former 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 Darwen  
Run Amok Haslingden  
Canberra Club BAE Systems

We hope you enjoy the event.

Regards

The organising team

**Regs & Entry form on Pages 10 & 11  
Or download from [www.sd34msg.org.uk](http://www.sd34msg.org.uk)**



# **SD34 Motor Sport Group**

## **50<sup>th</sup> Anniversary Gymkhana**

### **Sunday 10<sup>th</sup> 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. The MSA Certificate of Exemption Number is 83731
4. The event is open to all present and former 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 on 31st July 2014 however late entries may be accepted subject to the maximum not being exceeded. The maximum number of entries is 60 cars and clubs may wish to encourage teams of 3 cars. 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: Les Fragle  
Club Steward: TBA  
Chief Timekeeper: Steve Butler  
Chief Marshal: TBA  
Scrutineer: Chris Woodcock  
Results: Steve Butler
12. Map 103 may be required to travel between the venues. No timing or fixed route will be required although venues may be given opening and closing times and a 30-45 minute lunch halt will be included. Crews need not visit all the venues if they wish to miss part of the event, but will need to start and get to the finish venue by 18:00 where there will be tests on site.  
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 50<sup>th</sup> Anniversary Gymkhana Sunday 10<sup>th</sup> 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) \_\_\_\_\_

Passenger'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
8-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Makro Preston
8-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	Makro Preston
8-Jun	PCA	Yes	Bolton-le-Moors CC	Bolton June PCA	Makro Preston
7-Jun	Road Rally	Yes	G&P MC	Memorial Road Rally	Lancashire
22-Jun	Autosolo	Yes	CSMA NW	CSMA/AMSC Autosolo 2	Lymm Truckstop Serv, M6 Jt 20
22-Jun	Autotest	Yes	CSMA NW	CSMA/AMSC Autotest 2	Lymm Truckstop Serv, M6 Jt 20
22-Jun	PCA	Yes	Accrington MSC	CSMA/AMSC PCA 2	Lymm Truckstop Serv, M6 Jt 20
29-Jun	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
5-Jul	Road Rally	No	Matlock MC	Kick Enery Rally	Derbyshire
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
<b>June</b>		
8th	June AS, A/T, PCA	Bolton-le-Moors CC
22nd	AS, A/T, PCA	CSMA/AMSC
<b>July</b>		
20th	July AS, A/T, PCA	U17MC
<b>August</b>		
3rd	3 Sisters Sprint	Lancashire AC
17th	Scammonden Hillclimb	Pendle &DMC
31st	Summer AS, A/T, PCA	AMSC
<b>September</b>		
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
<b>October</b>		
12th	October AS, A/T, PCA	Bolton-le-Moors CC
<b>December</b>		
7th	Winter AS, A/T, PCA	AMSC/CSMA

## SD34MSG

### Marshals Championship

All SD34MSG Member Club Events  
See SD34MSG Calendar for Dates  
(Page 12)

## SD34MSG

### Road Rally Championship

Date	Event	Club
<b>June</b>		
7/8th	Memorial Rally	G&PMC
<b>July</b>		
5/6th	Kick Energy	Matlock MC
19/20th	Beaver Rally	Beverley & DMC
<b>September</b>		
27/28	Clitheronian	Clitheroe & DMC
<b>October</b>		
25/26th	John Robson	Hexham & DMC
<b>November</b>		
15/16th	Dansport	Matlock MC
7th/ 8th	Preston Regardless	G&PMC

## SD34MSG

### Stage Rally Championship

Date	Event	Club
<b>June</b>		
29th	Enville Stages	Warrington & DMC
<b>September</b>		
6th	Promenade Stages	Wallasey MC
28th	Heroe Stages	GPMC & PDMC
<b>October</b>		
10/12th	Mull	Mull CC
12th	Adgespeed Stages	Wigan & DMC
<b>November</b>		
7/8th	Poker Stars	Manx ASC
8th	Neil Howard Memorial	Bolton-le-Moors CC
22nd	Hall Trophy	Clitheroe & DMC



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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 1<sup>st</sup> 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](mailto:shawalan.555@btinternet.com)**

## SD34MSG Under 18 Championship Regulations

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

### Scoring

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

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

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

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

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

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list **with clubs entered under** to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 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](mailto: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 Lewis	Y	42	CDMC
2.	Steve Johnson	Y	41	U17MC
3.	Steve Price	Y	39	BLMCC
4.	Steve Butler	Y	37	CDMC
= 5.	Matthew Jakeman	Y	29	HMMC
= 5.	Gary Jakeman	Y	29	HMMC
7.	David Barratt	Y	10	AMSC
8.	Andrew Williams	N	38	U17MC
9.	Scott MacMahon	N	35	U17MC
10.	Daniel Barker	N	31	AMSC
11.	James Williams	N	30	U17MC
12.	Ben Wild	N	27	U17MC
13.	Roger Barfield	N	23	U17MC
= 14.	Pete Tyson	N	20	CDMC
= 14.	Neil Harrison	N	20	CDMC
= 16.	Antony Dixon	N	19	PDMC
= 16.	Ryan Moyler	N	19	CDMC
18.	Paul Taylor	N	18	CDMC
19.	Stephen Kennel	N	17	CDMC
20.	Alexander Tait	N	16	U17MC
21.	Simon Robinson	N	13	U17MC
22.	James Taylor	N	12	CDMC
= 23.	Eric Wilcockson	N	10	U17MC
= 23.	John Richardson	N	10	BLMCC
= 23.	David Robinson	N	10	U17MC
= 23.	Maurice Ellison	N	10	CDMC

Last Updated : 20th May 2014

## SD34MSG

## 2014 Championships

For the latest updates go to : [www.sd34msg.org](http://www.sd34msg.org)

## Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
= 1	Garry Jakeman		54	B	HMMC
= 1	Antony Dixon	Y	54	C	PDMC
3	Stephen Johnson		53	A	U17MC
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		53	B	HMMC
= 1	Steve Butler		53	A	CDMC
= 1	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
8	Paula Swinscoe		0	C	CDMC

Last Updated : 28th March

## Road Rally Championship

O/A	Driver	pts	Class	Club	Final
1	Pete Tyson	19	E	CDMC	
2	Tony Harrison	17	E	CDMC	
3	Paul Buckel	14	E	CDMC	
4	Pete Jagger	12	S/E	BLMCC	
= 5	Richard Hunter	10	E	AMSC	
= 5	Dave Whittaker	10	S/E	CDMC	
= 7	Derek Long	8	S/E	BLMCC	
= 7	Steve Mitchell	8	E	CDMC	
= 7	Simon Boardman	8	E	CDMC	
= 10	James Taylor	5	S/E	CDMC	
= 10	Ian Bruce	5	S/E	BLMCC	

O/A	Navigator	pts	Class	Club	Final
1	Neil Harrison	20	E	CDMC	
2	Paul Taylor	18	E	CDMC	
= 3	Sasha Herriott	16	E	AMSC	
= 3	Steve Butler	16	E	CDMC	
= 5	Richard Crozier	12	E	G&PMC	
= 5	Ian Rayner	12	E	CDMC	
= 7	Ian Mitchell	11	E	CDMC	
= 7	Andy Long	11	E	BLMCC	
9	Ian Farnworth	2	N	G&PMC	

Last Updated : 28th April 2014



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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 dis-  
count against your next van or car.

**Matt Kiziuk**

## 2014 SD34MSG Inter Club League

Division A			
Club	Points	Div	O/A
Clitheroe & DMC	362	1	1
Bolton-le-Moors CC	324	2	2
U17MC-NW	302	3	3
Warrington & DMC	217	4	4
Stockport061	139	5	6
Wallasey MC	101	6	9
Wigan & DMC	80	7	11
Division B			
Club	Points	Div	O/A
Garstang & Preston MC	162	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			
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 20th May 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 : 20

## 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
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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

# ‘Spotlight On’ Alan Ridehalgh

**Born. :** Padiham

**Lives. :** Cliviger, Burnley

**Married to :** Ann, with two children Chris and Katie

**Works :** Semi retired Contracts Manager in the building trade.

**Clubs :** Joined Springhill CC approx 42 years ago!!

Got involved via Springhill CC initially spectating and then with 12 car events.

**Recently joined Clitheroe DMC**

**First car :** Red MG 1100, the car cost less than the 3<sup>rd</sup> party insurance!!

**Favourite car :** Porsche 911

**First rally event :** First event I watched was a Springhill 12 car rally, entries included Neil Calvert with Ken Topp, Sunbeam Imp and a certain Maurice and Barbara Ellison, Wolsey Hornett.

First proper road rally I watched was The Demdike Rally, starting at Skippers of Burnley.

Entries included Farnell and Short (Short went on to work for Toyota Team Europe and Mitsubishi world rally teams) an interesting entry was Ian Harrison and Peter Ainsworth in a Ford Cortina, oh and David Leach sat in the back!!

My first event as a competitor was an event run by KLMC entered with Harvey Mason in a Ford Cortina, finished despite hitting the farmyard barn doors at Flookborough.

**Favourite rally car :** Favourite car to watch, an ultimate Mk 2 Escort.

Favourite car which I competed in, probably the Ford Escort RS2000 which I had the most success in road rallies. (19 road rallies in one season)

**Worst car :** This is a difficult one as all the cars I've competed in have been fairly good. The best laugh I had was the Capri 3000 (Ian Harrison) which was a real handful and kept under steering and trying to attack the scenery.

**Cars competed in :** Ford Cortina 1600cc, Mk1 Opal Ascona 1900cc, Mk 1 RS2000, Mk 1 Escort 1600cc, Mk2 RS2000, Mk2 Opal Ascona 1900cc, Ford Capri 3000cc, Sunbeam 2000cc, Ford Escort 1300cc, Hillman Avenger 1300cc, Opal Kadett 1300cc, Vauxhall Astra GTE.

**Drivers competed with :** Harvey Mason, Ken Cooper, Robin Dean, Brian Hacking, Peter Sowrey, Ian Harrison, John Thompson, Martin Oglesby, Colin Brennan, Graham Leach, Mark Harrison.

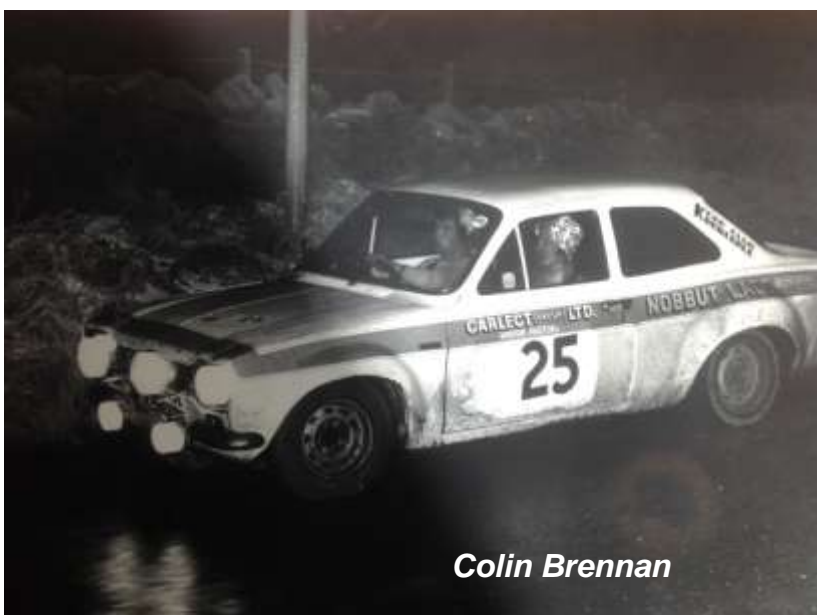
In those days, road rallies attracted 75-90 entries, and if you had the finance you could compete every 2-3 weeks or so by entering events in Cumbria, Yorkshire and North Wales. All the events were pre-plot, 160 mile events.

**On Page 18 are a few names, (sadly some are not with us anymore) of crews who were regular entrants on events that I competed on.**

***Continued on Page 20***



*Harvey Mason*



*Colin Brennan*



*Circuit of Ireland with Ian Harrison*



## **Spotlight On Alan Ridehalgh :**

**Continued from page 19**

### **Local area. (Drivers)**

Malcolm Graham, Ian Harrison, Clive Sisson, Brian Harper, Trevor Roberts, Bill Honeywell, John Morton, Graham Darcy, Dave Calvert, Keith Watkinson, Ian Joel, Dick Bradley, Steve Binns, Bernie Griffin, Steve Bamber, David Leaver, Phil Sandham, Peter Swire, Roger Collinson, Dave Metcalfe, Bob Brookes, Ken Skidmore.

**(Navigators)** Charlie Woodward, Norman Jackson, Dave Barritt, Jeff Smith, Roy Honeywell, Kevin Savage, John Meadows, Andy Milner, Peter Sowrey, Wayne McKenna, Stephen Bye

In the Yorkshire area, (Drivers) Ron Beecroft, Ken Murrey, Peter Smith.

(Navigators) Hugh Edwards, John Millington (Moved on to bigger things with Msport)

In the Cumbria area, David Scaife, Tony Jackson, Terry Benson, Geoff Birkett, (Navigators) Rod Carter, Dave Orrick, Stuart Lawrenson, Nigel Hunter.

### **Championships entered :**

- SD34 Road Rally Championship
- ANCC Road Rally Championship
- Selected Motoring News Road Rallies
- British Rally Championship
- BTRDA Rally Championship
- Astra Challenge Championship

### **Most frightening moment.**

Prior to an Astra Challenge event on tarmac with John Thompson. John had very little tarmac experience and here we were competing in a national championship event on Epynt using the organisers pace notes. Everyone thought I was mad, hmm I probably was.

What a shock I got, John was outstanding giving total commitment to the notes and we had many fastest stages times throughout the event.

### **Biggest accident**

On tarmac events very few, however on forest events my god lots of them. In the early days most of my events were on tarmac with very capable drivers and this gave me lots of confidence, the forest events were not really my thing and I have had some decent accidents though rolling on about four separate occasions. With John Thomson in the Astra 1300cc we fell off the hillside in Dalby Forest wondering, as we rolled down the hill when the damn thing would come to a halt. On the 1980 Welsh with Ian Harrison we again fell off the hillside in the Escort rolling four times before landing on its wheels.

Ian then did again for me in an Escort RS2000 on a single venue event in the Lake District, we hit a tree whilst the car was about six feet off the ground.

### **Best event.**

On road rallies it had to be an ANCC event in North Yorkshire. In the region on 90+ grid ref. to plot in an hour, just completing this prior to the out control (some crews were still plotting at the petrol halt) The second half of the event was ALL competitive, we never actually stopped, even at controls it was in, card signed and out again, the route even included a section of the A1 south!!

On stage events it has to be the 1980 Circuit of Ireland. The event started on Good Friday and finished the following Tuesday. Along with Ian Harrison in the 1300cc Escort we started at number 141 and finished inside the top 30. Not bad considering we did not have a service crew, had to buy second hand tyres during the event, and topped up the fuel when we came across a garage.



**Astra Challenge Event with John Thompson**



**Circuit of Ireland 1980.**

**Team award Peter Sowrey, Alan Ridehalgh, Ian Harrison, John Morley (kneeling) Dave Read, Neil Calvert**



**Robin Dean**

**Continued on Page 21**



## **Spotlight On Alan Ridehalgh :** **Continued from page 20**

### **International Events entered on.**

Mintex International x1,  
Circuit of Ireland International x 1,  
Welsh International x 2,  
Scottish International x 2,  
Manx International x 2

### **Road Rally best results.**

5<sup>TH</sup> o/a, Preston Rally, Harvey Mason, RS 2000  
2<sup>ND</sup> o/a, Mild and Bitter, Harvey Mason, RS 2000  
6<sup>th</sup> o/a, South Valley Trophy, Harvey Mason, RS 2000  
4<sup>th</sup> o/a, Costa di Plenti, Harvey Mason, RS 2000  
9<sup>th</sup> o/a, RL Brown, Harvey Mason, RS2000  
(Motoring News Event)  
2<sup>nd</sup> o/a, Roskirk Trophy, Ian Harrison, Opel Ascona 1.9  
1<sup>st</sup> o/a, Clubmans, Ian Harrison, Ford Capri 3.0  
3<sup>rd</sup> o/a, Preston Regardless, Ian Harrison, Ford Capri 3.0  
2<sup>nd</sup> o/a, Hall Trophy, Ian Harrison, Hillman Avenger 1.3  
1<sup>st</sup> o/a, Torque BAC, Ian Harrison, Hillman Avenger 1.3  
5<sup>th</sup> o/a, Torque BAC, Ian Harrison, Opel Kadett 1.3  
4<sup>th</sup> o/a, Joe Goodwin, Ian Harrison, Opel Kadett 1.3  
1<sup>st</sup> o/a, Devils Own, Harvey Mason, Sunbeam 2.0

### **Winning SD34 Road Rally navigators title (1978)**

### **Best road rally result.**

Winning KLMC Devils Own Rally.

### **Best forest stage rally results.**

9<sup>th</sup> o/a Lakeland stages (Astra 1300cc)  
Winning the Astra Challenge on the Border Counties Rally.

### **Best tarmac stage rally results.**

Finishing in the top 30 on the Circuit of Ireland and winning the team award. 2<sup>nd</sup> in class Manx International

### **Biggest hero.**

Got to be Ari Vatanen. Actually met Ari and Dave Richards whilst stopped at a passage control on the Mintex.

### **Funniest moment.**

Blimey, every event I have entered has had its funniest moments. We used to have some real characters and the things we got up to were a laugh. Our team entries always raised a few eyebrows with names like 'white rankers' and 'pheasant pluckers'.  
Springhill meeting nights were always worth a visit especially with a Chairman like Malcolm Graham.

**Biggest regret :** No regrets really, I've enjoyed all my years in motorsport.

**Most help from :** I think this must be all the members of Springhill Car Club.

### **Ambitions in the future.**

My time as a competitor in motorsport may have come to an end. It would be satisfying to pass on any help I can to up and coming competitors.

### **Advise to newcomers.**

Because of a lack of road rally events, crews appear to be struggling with the navigation element. Obviously practice makes perfect. Watch and learn. Take time out to talk to the expert crews, watch how they approach an event, pick up tips on plotting the route etc.  
It's not all about how fast you can go, all locked up and sideways will not give you results, slow down, work together and ensure you pick up all the code boards and controls.  
Speed and results will come with experience.

A regular comment from lots of the guys from the past, ***"These have been some of the best times in my life"***



***Ian Harrison in the 3litre Capri***

## MORE VALUABLE POINTS – JUST!

Richard Barnard and his RABrallyesport team travelled from Cockermouth over to the Isle of Man prior to enable him to have a very thorough reconnaissance of the twisty special stages to be used on the Chris Kelly Memorial Rally, part of the Manx National Rally. On this event Richard was co-driven by Scotsman Sean Donnelly who was making his tarmac rallying debut.

All was well on Friday when the crew set off to tackle the shake-down special stage which is used for crews to bed their cars in before the serious action begins. Coming off their second run through this stage Richard started to experience a slipping clutch which was obviously not going to last the rally proper so a decision was made to change the clutch on Friday afternoon; a difficult task in a workshop but Richards crew had to do the job in the car park of the Manx TT grandstand! But, do it they did only then to discover then that the starter motor was playing up so this was also changed. With very little time left before the rally start the RABrallyesport Subaru Impreza was deemed good to go.

It is often said that if a team experience numerous problems before a rally they then go on and have a trouble free event and that is exactly what happened to the Cockermouth team.

Richard's car ran well having been set up perfectly for the Manx lanes and he was able to push hard on most of the stages albeit in very variable conditions some of which made it like driving on ice on the greasy country lanes.

Driving over the finish ramp the Cumbrian team learned they had finished 4<sup>th</sup> overall on the Chris Kelly Memorial Rally, Richard's best Manx result, had won their class and also picked up the Best Overseas Crew award in the process.

Richard commented 'I didn't think I was going to make this event but then having got to the Isle of Man and we had numerous problems before the start I was beginning to think I shouldn't be doing this rally at all. But now with 4<sup>th</sup> overall and 1<sup>st</sup> in class I am delighted and was pleased with my pace on the event which is getting quicker and quicker with each rally I do.'

This result has given Richard a good points haul in the Manx Rally Championship and also helped his RABrallyesport team, made up by Dean Quayle (Vauxhall Corsa), Walter Bridson (Vauxhall Astra) and Richard, also a good bagful of points in the team championship table.

Attention now turns to July, the next Manx championship round, when the rally surface moves from tarmac to forest stages and a different test for all the crews.



**Richard Barnard**  
(West Cumbria MSC)

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A white Subaru Impreza rally car with the number 61 and "RAB" branding is driving on a paved road. The car is seen from the front, moving towards the viewer. The background shows a green landscape with hills and trees.

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# Manx Victory For Impressive Newby In Isle Of Man

After the disappointment of retirement last year, Carnforth teenager Arron Newby cemented his growing reputation as one of the country's brightest prospects with a brilliant performance on the Manx National Rally to win the 2014 Eurocars Motorsport Manx Rally Championship class and in doing so, claimed a superb fifth place overall in the REIS MSA Asphalt Rally Championship event.

Along with local Kirk Michael co driver Rob Fagg, the reigning Manx Rally Champions continued their title defence and were up against some of the country's leading drivers but their event didn't get off to the best of starts. Friday evening saw the Beatsons Building Supplies and VP Fuels/Pirelli-backed TEG Sport Subaru pair not only have to cope with the ever changing conditions, but a time consuming stall relegated them down the order on the opening stage.

The TEG Sport team checked the car over and soon the 19-year-old was back in the groove to arrive back at the Douglas overnight halt in a brilliant seventh overall despite the treacherous conditions and the best quality field assembled in many years.

Saturday dawned in similar fashion and with tyre choice again a lottery, Newby showed his maturity by holding station on the opening couple of stages before pushing on as the rally progressed. With the experience gained by becoming the youngest ever winner of last year's Manx International Rally, and fully confident with the Pirelli tyre options available, Arron attacked the final few stages, setting an amazing third fastest overall on the penultimate test and courtesy of another top six time on the final run down the Baldwins stage, he arrived back at the finish in a brilliant fifth place overall.

After 130 stage miles in the most challenging conditions and with a host of World Rally Cars around them, the result cemented their place at the head of the 2014 Eurocars Motorsport Manx Rally Championship with maximum points going into round three, the Dave Corris Autos Forest Stages on July 19th.

Arron Newby: "After a big push on the last two stages, we managed to win the second round of the Manx championship and with it, finished fifth overall on the Manx National Rally. Nerves got the better of me on Friday night and with a stall on SS1 I was on the back foot from the start. It was a difficult rally as I wanted to show my pace amongst the big guns but at the same time I had a championship to think about so a finish was a priority. The Pirelli N3s once again proved to be the tyre for the event and stood up to both dry and wet conditions. I'm over moon to get my second maximum points score as it's been a real tricky event with the typical Manx weather. A massive thank you to Rob Fagg who did a fantastic job on the notes and for keeping me calm in the wet and slippery conditions, not forgetting Kelly for the accommodation too. Thanks to TEG Sport as always who supplied me a brilliant car all weekend and of course thanks to Pirelli, VP Racing Fuels, Beatsons Building Supplies, Ravenol and the rest of my sponsors."

Stuart Newby, TEG Sport Team Owner: "A fantastic result after 130 stage miles of narrow roads and constantly changing weather which always made tyre choice a difficult decision so at times it was a case of not getting caught out and using your head to drive to the conditions which is exactly what Arron did. He's really impressed me over the weekend and showed once again his maturity of pacing himself to the finish. We came here for maximum points in the Manx championship and that's what we got, the fifth place overall against such a strong field with only effectively WRCs in front was a huge bonus. Thanks to the sponsors and the team, we couldn't do this without you."



pictures courtesy of Dave Kneen/  
ManxPhotosOnline.com and Mark Corlett





## Dan Boardman/Steve Coombes

### Honda Civic Type R

### 37th O/All, 1st Class A7

Any plans for an early night on Wednesday to keep us fresh for a full day's recce on the Thursday evaporated as a judder from the front brakes of the rally car meant we spent well into the early hours making the front N/S disc sit properly on the front hub. Judder fixed though Thursday was recce day and this started early. Dan wanted to make the notes from scratch so I knew it was going to be a long day. We started at half 8 and finished at 5pm, didn't stop once yet we'd only completed 4 out of the 7 stages. There was also a lot of work to do writing up the notes so whilst Dan and the lads worked on the car I tried to make sense of a book full of scribbles. Sometime around quarter to 2 in the morning I called it a night as there was still a morning of recce to do on the Friday as well as the actual event on Friday evening.

Friday started just as early as Thursday had done. We quickly recce'd the final 3 stages and I spent the afternoon finishing off the re-write of the notes. Luckily everything made sense so it wasn't too bad, just time consuming. There was just enough time to get something to eat and get changed before we headed off to Port Erin and the first stage.

We had never been in the car together and were completely unsure of each other's ability. Dan was also unsure of the car as it was only his second event in it, surely the short Port Erin stage would give us a chance to settle and learn. Yeah Right!!! SS1 started well and it was great to be going fast through the streets of the town. Cold tyres and soft suspension didn't help us. Around half way through the stage the lamp pod came loose and we got a puncture. It was a baptism of fire for sure. We changed the puncture, re-secured the lamp pod and stiffened the front suspension all within the 12 minutes road time we were given as we made it to SA2 bang on our minute. I had a tool roll stuffed in my rally bag and a car jack stuck under my legs as we entered the second stage. Not the best of ways to read the notes but we made it through SS2 with no issues.

SS3 (St Marks) had a 45 minute delay. This allowed us to remove the lamp pod so it didn't get damaged and put all the tools from our puncture change away. Unfortunately though this meant we attacked the stage in the dark, just on headlights. We were also starting at 30 Second intervals in order to get the rally back on track. 5, 4, 3, 2, 1, Go. Over the first half of the stage we got into a good rhythm. The notes flowed and Dan went for it. We even caught, passed and pulled out a gap on our class rival in a Honda Civic which had started 30 seconds in front of us. Shortly after half way we dropped a rear wheel into the grass verge on a 4R. This collected a load of mud in the wheel meaning we had massive vibration at high speed. It was enough to slow us as our class rival re-passed us. We kept pace with them only for them to go off about half a mile from the end. Luckily they were ok but the car will need a bit of attention.

Service was frantic as we checked the rear suspension, adjusted the shocks and fitted the lamp pod so it wouldn't come loose. We made it though and off to Marine Drive and SS4. This was slipperier than we expected as there was a lot of gravel on the road that we hadn't noticed. Half way through it started to rain, not much, but enough to make us cautious on our slicks. Dan also hit the wing mirror on the passenger side. No damage but something he would now do on every chicane.

During the drivers briefing the C of C had warned us about SS5 (Parville) and in the wrong conditions it can be very slippery. Well when we arrived it was the wrong conditions and the wrong tyres. Slippery didn't do it justice. It was treacherous. Taking it very easy we slotted 5R past the merge, sideways, then back the other way, then anyway the car wanted to go for about 200m before we eventually found some grip. Then we lost grip, found it, lost it. Well you get the picture. It has to be the slowest I have been whilst being competitive on a stage. Everyone was the same, but credit to Dan. He got us out safely. A lot of others didn't make it.



*Continued on Page 25*

## Manx National Rally

### Continued from Page 24

When we got to the end SS6 had been cancelled. I must admit we were slightly relieved. 14 miles in the rain, on slicks after that wasn't something to look forward to. By the time we got back it was 03:00 in the morning. Up at 07:00 so not much sleep again, but at least we had made it to the end of the first leg.

Leg 2 had the famous Druidale and Baldwins stages which I had been looking forward to. Cut slicks were the tyre for our first attack at these stages. SS7 (Druidale) was quite damp. We had a steady run, but were hampered by the suspension that needs some major attention now the event has finished. More slow speed damping and less high speed damping is needed.

SS8 (Knocksharry) was a great stage for us. It flowed well and we caught two cars on the stage. Both pulled over straight away so we didn't get impeded at all. You could tell it had gone well as we were smiling when we got to the finish. SS9 was The Baldwins. The chance of going down the stage that I have seen many times on TV was fantastic. 12 minutes of flat out rallying. Awesome! There were no major problems (apart from the wing mirror and the straw bale) as we made it to service with big smiles whilst slowly moving up the leaderboard.

Wets were fitted at service and it was the right choice for the next two stages. First was our second run at Marine Drive. Again it rained but at least this time we had the grip. Actually we had too much grip. As we made our way around one of the chicanes Dan clipped it with the front near side wing (and mirror, again) causing some minor damage. Dan blamed the fact he was used to his old car being 6 inches narrower. Then our second run at Parville. The notes had been altered to reflect the lack of grip. Despite this, us being on wets and there being a lot less water than on the Friday night, it was still like driving on ice. Again Dan did a great job of getting us round and out of the stage. He definitely worked on that stage. I will remember both runs on this stage due to the amount of carnage it created. Cars off everywhere! Never seen as many cars stopped on a stage as I did on this one.

On our way into Service a Mk II Escort tried to get in front of us but we resisted. This would play a part later on in the rally. We decided to stick to wets for our last 3 stages as there were some menacing clouds on the horizon and there was a lot of water on the stages during our first run. With hind sight cut slicks would have worked, but hind sight is a great thing.

SS12 was Druidale again. Dan was talking to Paul Bird (Rally Leader) at the start of the stage. He'd had a big off and warned us about the mud on the stage just up the road. He had obviously had a big one. Round a 4L there was a section of banking that had been quite heavily impacted. 50m further on the road was covered in mud and his Ford Focus WRC was another 50m down the road on the other side of the banking, totally destroyed. As for us, "Not again" I said to Dan as he hit the wing mirror on the straw bale. The car handling got worse as we went through the stage. The Wet tyres started to struggle as they got warm and the suspension also struggled as we pushed on.

After the stage was our moment of luck. Remember the Mk II Escort that tried to get in front at service. We had to stop on the way to SS13 and this allowed the Escort to get in front. In to the stage they went. Then it was our turn. Up to the start line. Time card signed. 10 seconds to go. 5,4,3 Stage stopped. A car had gone off blocking the stage so the stage was stopped. After a 15 minute delay we were off and with a clean run through the stage had a really good run.

SS14 was our best stage of the event. Luck was shining on us again as another 5 minute delay meant we had another clean run with no one on the stage in front of us. The notes were spot on. Dan was on a mission. It was rallying as it should be. There is a great picture of us with all 4 wheels off the ground as we go over the crossroads near the end of the stage. At the end of the stage it was big smiles and handshakes because it had gone so well. Then the comment of the event, Dan said "Did you see that bird?" "What Bird?" I replied. "The bird we hit" Dan said. "We hit a bird?" I questioned. Dan said "Look at the window screen." Sure enough on the window screen was the remains of a bird we had hit. As normal I missed it as I had my head down calling the notes.

We had made it to the end, finished 37th O/all and won our class. Not bad for my first time on the event, with a new driver and with no sleep. After the celebratory night out I had managed 18 hours sleep in 4 days but the buzz of the event had kept me going. I must thank Dan for chauffeuring me around the island and our service team of Ollie, Karl and Chris for doing a fantastic job making the car run perfectly. The Marshals braved some horrendous conditions on both Friday and Saturday, keeping the event running. Thanks.

Not sure what is next. Rally Isle of Man maybe?





## Bird Denied Manx Victory After Crashing Out



Paul Bird looked set to claim a fourth victory on the Manx National Rally after leading from the start but with three stages to go, he crashed out of the lead in spectacular fashion. (see photo page 59)

Driving the Mac Tools, Rapid Solicitors, Fuchs Titan, Hager, FBP and Amigos-backed, Pirelli-shod and Dom Buckley Motorsport-prepared Ford Focus WRC07, Bird was on course to follow up his victories in 2009, 2010 and 2013 on The Island until disaster struck a couple of miles into SS12.

A scintillating performance on Friday night saw him and Welsh co-driver Aled Davies master the mixed conditions in the Manx lanes to set fastest time on all six stages and return to the Douglas overnight halt two minutes and 25 seconds ahead of the field. With another eight stages in the daylight of Saturday, the Cumbrian MotoGP and British Superbike team owner made a relatively cautious start dropping a handful of seconds on the opening two stages before reasserting his authority to hold a two and a half minute lead after SS10 on Marine Drive.

The second run through Parville (SS11) saw him lose 30 seconds so knowing he had to continue pushing in the final three tests, the 2005 National champion lost control at high speed on the infamous Druidale stage, rolling a number of times before coming to a halt, luckily without serious injury.

Paul Bird: *"That was the biggest crash I've ever had and I'm a bit sore and think I've broken some ribs but Aled is fine. I'm bitterly disappointed for everyone in the team as it was my fault entirely. I knew if we had a go on that stage it would make the final two a lot easier as we'd been having a few niggling problems with the car and I'd dropped a load of time with stalls and spins but I ran wide on a fast corner and we ended up paying a big price for a small mistake. The good news is Lexi's crocodile emerged unscathed but it's having a couple of events off now! The car is looking a bit sorry for itself (see page 49) too but the cage is OK so the boys will get it sorted and I'm really looking forward to some better luck on Rally Barbados later this month."*

## Asphalt Podium For Stone On Manx



Blackburn driver John Stone continued his great start to the 2014 REIS MSA Asphalt Rally Championship with a hard earned fourth place overall on the demanding Manx National Rally, netting important third place points in the title race.

Following a brilliant fourth place finish on March's championship opener on the Tour of Epynt which was followed by victory on the non-championship Alan Healy Memorial Stages Rally at Cadwell Park last month, the Legend Fires Rally Team were in confident mood arriving on the Isle of Man.

However, along with Welsh co-driver Carl Williamson, the Lancastrian driver didn't make the best of starts when a problem on SS2 was followed by a timing query later on Friday evening which had the Legend Fires Skoda Fabia WRC down in 10th overall at the Douglas overnight halt.

The tricky conditions continued into Saturday with tyre choice proving to be a lottery and meaning the Dom Buckley Motorsport IRS-prepared car was occasionally out on full slicks on soaking roads meaning Stone had to be on top of his game throughout.

The pair combined caution with speed as well as a niggling clutch problem to gradually climb the leaderboard throughout the remainder of the event to cross the finish ramp in fourth place once the timing anomaly had been sorted out by officials.

The nett result is John and Carl have climbed up to second place overall in the 2014 REIS MSA Asphalt Rally Championship going into the Jim Clark Rally later this month.

John Stone: *"I'm very pleased with the result given the treacherous conditions and to get fourth overall and third place out of the championship contenders is fantastic. We had some problems on Friday night and had to not let this affect us so the plan was to keep a good pace without taking too many risks as it would have been easy to go off. The pace was incredible and we had a minor clutch problem which didn't help meaning we couldn't use some of the electronics but I'm happy with my performance. This is a brilliant start to the season and it's great to be second in the championship going into the next event so hopefully we can get a good result on the Jim Clark."*





## PRITCHARD GOES ONE BETTER!...

This time last year Jason Pritchard had just recorded one of the best results of his career, taking his Ford Focus WRC to 2nd overall on the Manx National Rally, the second round of the REIS MSA Asphalt Rally Championship. Having not been seen in the series since, he returned to the Isle of Man and duly took the victory that narrowly eluded him in 2013.

On an event that took place during what can best be described as 'changeable' weather, the 25-year old from Builth Wells nevertheless had his work cut out, arriving at the final control at the famous TT Grandstand, on the outskirts of Douglas, 42.7 seconds ahead of the Proton Millington Satria of Ollie Mellors who, at just 18-years old, was having his first experience of the Manx stages.

Taking 3rd overall, to follow a similar result on the Tour of Epynt, Steve Simpson/Patrick Walsh (Subaru Impreza WRC) move to the top of their respective points tables as the Championship reaches its one-quarter stage.

The 'Stars of the Rally', at least for eleven of the fourteen stages, were Paul Bird & Aled Davies. 'Birdy' was going for what would have been his fourth win, to equal Melvyn Evans' tally, while Aled stood to become the first competitor – driver or co-driver – to win three Manx Nationals on the bounce.

To put their performance into perspective, in 2013 they finished the Friday night leg of the rally one second in the lead – this time, against a field of similar quality, the difference was 2½ minutes!... Saturday dawned and off they set for Leg 2 – no FTDs but a measured drive, or so it seemed, to maintain station.

Then, half a mile into the second run through Druidale, the Focus slid up a bank and the front dug in, pitching it into a multiple roll. Game over – fortunately without serious injury to either crew member, which is more than can be said for the car. The team at Dom Buckley's knew immediately that they would have their work cut out if it was to be re-prepared in time for its trip to Rally Barbados....

### **JOHN HORTON MOTORSPORT MANAGEMENT 'STAR PERFORMER'**

Benefitting from Bird's demise, Pritchard took over at the helm, proving that the 2013 result was no 'flash in the pan'. Mellors, meanwhile, was 6th fastest on the opening run through Port Erin and up to 4th after the second. Two fastest stage times came on Saturday morning during a superb run that earned him the John Horton Motorsport Management 'Star Performer' award on the event. At his first attempt, Ollie equalled the best result achieved by his father, Chris, who was a regular visitor to the Isle of Man on his way to his three consecutive ANCRO Championship titles in the mid 90s.

After the resolution of some timing queries, Stone/Carl Williamson's Skoda Fabia WRC took a fine 4th place which, coupled with a similar result on Epynt, moves the pair up to 2nd in the points encouraging start to the season.

Graham Coffey's Fiesta WRC finished just outside the Top Ten, a couple of places ahead of the Mitsubishi Lancer EVO of Gary Nuttall. The Fiesta R5+ of Alex Laffey/Jack Morton was 15th, giving the pair some renewed confidence after their off on Epynt.

### **MILLINGTON REAR WHEEL DRIVE CHALLENGE**

**Darren Atkinson/Phil Sandham** took top points in the Millington Rear-Wheel Drive Challenge, with Keith Robathan and Pete Rayner helping to make it an Escort 1-2-3. Indeed, good results on each of the first two rounds of the Championship have put Darren up to 3rd overall in the Championship, behind Simpson and Stone. Dan Taylor/Andy Conibear broke the Ford monopoly with 4th in their BMW Compact.

### **AB MOTORSPORT FRONT WHEEL DRIVE**

Once again the Underwoods, Darren & Sue to the fore in their 1600cc Vauxhall Nova 32nd overall and a class win on the event and maximum class and FWD points in the Championship. Paul Clapham was next in his Peugeot 106 and new recruits, Andrew Hockridge/Aled Edwards (Citroen DS3 R3) were third.

Running concurrently with, and over exactly the same route as, the Manx National Rally, the Chris Kelly Memorial Rally allowed National 'B' licence holders to join in the fun. Between them, an entry of just over 100 included 41 Championship Championship-registered contenders. In addition to those already mentioned, Lee Farrer/Neil Bye took a class win in their Ford Puma.

### **FUCHS TITAN RACE BEST IMPROVEMENT ON SEEDING**

The Honda Civic of Tom Jones – (don't worry, he's heard all the jokes!) was seeded at 104 and finished 42nd. Unsurprisingly, the £50 Fuchs Titan Race product voucher headed in his direction on this occasion.

### **SHY – AND RETIRING!...**

OK, we know life isn't fair but, after all the effort and expense necessary to even take the start of an event on the Isle of Man, retirement on the opening stage is a pretty tough pill to swallow! Nevertheless, Chris Marshall/Simon Hunter's Lancer EVO5 snapped a driveshaft on the start line of the first run through Port Erin and, having had something of a nightmare getting the car across to the island in the first place, Ian Copping/Dave Rowley could reasonably have expected to get further than the opener before their Focus' rear differential lunched itself.

Equally disappointing and certainly more frustrating, Championship leaders prior to the start Damian Cole/Elliott Edmondson were heading for 3rd place when their Focus' fly-by-wire throttle failed on the final stage. No doubt, the air will have turned blue in the red car!...



**Darren Atkinson / Phil Sandham**





# G&PMC AutoSolo Caton - 10th May



G&PMCs Autosolo took place on Saturday the 10th of May at a brand new venue - Barghs old Transport yard at Caton. It attracted interest from Both G&PMC members & other clubs within SD34 - below is a note of thanks from a newbie to Autosolos.

*Entering the auto solo as virgin to this form of motorsport and previously thinking "its just a few cones in a car park" I was shocked to find how enjoyable it was, challenging yet but relaxed enough to be enjoyable as a new boy. As for the clubs efforts they excelled in the venue and more so in organisation.*

*P.S I have hosted a bbq from 3p.m today fuelled mainly with sanmiguel. My spelling and grammar is bad enough without that, sorry in advance. I am still showing people videos and pics from the event, its amazing how many people are showing keen interest.*

**Jason Knox**

**Photos Mark Shepherd**



## Leukaemia Historic Rally Entwistle battles back for sixth spot

Steve Entwistle staged a brilliant comeback to keep his HRCR Clubmans title challenge on course.

Entwistle, from Rishton, was contesting the fourth round of the series, the Leukaemia Historic Rally in his Orangebox Mini.

Lying second overall going into this event, Entwistle and navigator Bob Hargreaves endured a difficult start to the rally.

The pair were baulked by another competitor on one regularity, losing almost two minutes, and dropping them down to 20th overall at the morning halt.

But Entwistle, who is renowned for his 100 per cent commitment on tests, began his fightback with a string of top three times. Up to 12th by the lunch halt, he used every bit of Orangebox's 100bhp to claw back another six places and finish a hard-earned sixth overall.

"It didn't go quite the way we hoped, but given the start we had, I'm happy with sixth," said Entwistle, who is sponsored by **Mini Sport of Padiham**.

The result leaves him top of the HRCR historic class and maintaining his second overall in the drivers standings.

The next event is the Hughes Rally in Kent in June.

**Lancashire Telegraph**



# Toyota Harlech Stages, Llanbedr Airfield, 4 May 2014

**Steve Johnson/Steve Butler**

## How not to prepare a Micra for the Manx National – the view from the left hand seat.

We did this event last year and it turned out to be an enjoyable way to spend a weekend. So we thought why not do it again this year? And we can take the mighty 1275cc Micra for a shakedown before the Manx National the following week. A perfectly sound strategy, obviously.

Once again, a thoroughly good time was had, not least related to a pleasant enough stay in relatively local B & B, overlooking the coast, Guinness in hand in the delightful company of friends.

Rally? Oh yes, there was a rally happening. We were doing it.

Despite the seemingly mundane stage layouts that can be forced upon organisers by the limitations of a featureless and necessarily flat airfield, this event is strangely compelling. Even in a car with less horsepower than the Fiesta recce car we hired for the following week's adventure. Long straights interrupted only by tight chicanes defined by tyres and cones, which leading competitors seemed to take great delight in removing from their rightful place and dumping in our path with an unnerving regularity that a more paranoid co-pilot might deem to be deliberate. We're no threat. Honest.

The long sections of landing strip were interspersed by the occasional blast down a dusty service road to add variety. It was one of these short excursions from the runways that was to result in our near demise and a day spent by Mr J hurriedly effecting repairs to the car ahead of the Manx.

The first two stages went well enough. Although the handling of the car could have been better, I thought. Even from the passenger seat. I subsequently discovered that the nice "new" (14"?) alloys on the car were sporting the same tyres that were on them when Steve had liberated them from the scrap yard earlier that week.

Budget rallying? You betcha. Stage three saw the moment of our indiscretion. Turning off a runway and onto a side road bounded by a wire fence, "square right to fence" was the call. "Not IN the fence" was the next call. Luckily we didn't hit it that hard, but hard enough to remove the door mirror, badly dent the wing, loosen the headlight and partially remove the rear bumper, causing the rear offside mud flap to be "misplaced". With the bumper trailing behind us, we cut short the stage at the split and returned to service to survey the damage, at which point I advised the driver – "if you're going to drive like that you need to put some decent tyres on". Mr Johnson disagreed with my assessment of the situation, but later had to relent. After replacing the fronts with some new Falkens, part way around a later stage he announced "these Falkens have transformed the handling". Told you so.

That was after Stage four, whilst continuing on the mighty Rainmaster 2000s or whatever they were called, it seemed there was something amiss and the car appeared somewhat hampered by forces unknown. Well, two flat tyres and a mud flap you thought was lost but was actually jammed in the wheel arch will do that to a Micra. Even a 1275.

Falcons on, headlight safely removed, bumper secured and mud flap successfully retrieved from its hiding place, we soldiered on to a not last 31<sup>st</sup> out of 34 finishers. Clearly an event favoured by more powerful machinery and sticky rubber rather than our 80 bhp all purpose road tyres. Would I do it again? Not sure. This event was unfortunately hampered by delays which appeared to result from a lack of marshals to assist with the changes between stages. Whilst I will always applaud the efforts of organisers who put these events on for us, being one myself, it's difficult to bring oneself to support events where the competitors spend an inordinate amount of time sat in a queue. There appeared to be plenty of spectators. Shame a few wouldn't rather marshal.

That one gripe aside, I would like to thank the organisers, marshals and everyone else involved in running the event for their services in providing us with a day's sport and wish the event all the best for next year and the future.

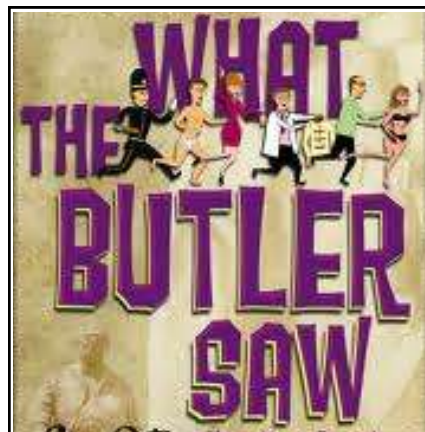
**Steve Johnson/Steve Butler – Car 46**

## Manx National/Chris Kelly Memorial Rally

**9/10 May – Steve Johnson/Steve Butler Car 106**

### Oldfarts Rallying goes overseas

Well, compared to the youngest member of the team we were a bunch of old farts. Young Matt Worden just couldn't get to grips with the tradition of bringing several bottles of wine to an event for consumption in the hotel when the local bars just get too raucous. Mind you, we couldn't understand his reluctance to avail himself of all the fried food you can eat at the buffet style breakfast, opting for a pot of yoghurt of all things. Must be a generational thing. Not sure about the tea drinking, either. **Continued + Even More reports on Steve Butlers other Events on Page 30**



**Toyota Harlech Stages  
Llanber Airfield**



# Manx National/Chris Kelly Memorial Rally

## 9/10 May – Steve Johnson/Steve Butler Car 106

*(continued from Page 29)*

Steve J and I had talked about “doing” the Isle of Man in years past, but it always seemed like something of a pipe dream. That was until I did the Chris Kelly and Manx National with Ross Miller last year and realised that such prestigious events were within the grasp of us perennial SV participants. I managed to talk Steve into it, probably assisted by the fact that we would have to fly over due to the ferry timetable not meeting our requirements. Knowing his propensity for travel sickness (drivers, eh?) a ferry crossing would have been less than fun in anything other than a flat calm.

So how do we get the car on to the plane? Tricky one that. Enter Mark Johnson, Dave Barratt and Matt. We had a service crew! They can bring the car over on the ferry in time for scrutineering. Service van kindly provided my Mark and trailer kindly lent by Tim Foster – sorted.

Reccying on foot was going to be hard work, so a hire car was also necessary. The Ford Fiesta was a surprisingly noisy little beast when pushed, with a bit of go about it and bags full of torque. Could we stick a cage in it in time for the rally? We lifted the bonnet to discover a 1 litre, 3 cylinder turbo that could make mincemeat of the little 1275 Mi-cra. The ride was rubbish, though. I was glad when we had to give it back.

Steve hadn't visited the island since 1980, so the recce was quite a re-introduction. We managed to cover all the stages, some more than once, and by Friday afternoon we reckoned we had it covered.

At the last minute before we had to set off for stage one I remembered a major bit of servicing work required by our new team before we could go. My head torch needed cable-tying to the cage. A big job, but our world class service crew got it done in time and interior illumination was complete.

First two stages (Port Erin) went without a hitch. Then a lengthy delay before stage 3 (St Marks), which was going to result in an even later night than expected for those of us at the back of the field. A further delay at the start of stage 4 (Marine Drive) after first service and to the dismay of many crews, it started to rain. Well, you're on the Isle of Man, what do you expect? Why dismay? Slicks. Tyre choice is always a problem on the Manx. It can be fine at the beginning of stage, wet in the middle and dry at the end. Not a problem for us, though. We only had one type – full wets, Falken standard road tyres. Rain or shine, that's what we were using. Oddly, our times on the same stages wet or dry were about the same. So either Steve's very good in the wet, or he needs to pull his tripe out in the dry! I shall have to work that into the pace notes on the next outing.

Stage 5 (Parville) in the wet saw probably our best time – 64<sup>th</sup> quickest out of 95 and second B9 by only a few seconds. Stage 6 was cancelled so it was back to service and the hotel for a few brief hours kip before day 2.

Despite my experience as a road rally navigator, it was a relief to be in the daylight again. Between the darkness, my failing eyesight and a head torch that turned out to have duff batteries it was hard work in the night stages. Not helped by the heater controls in the car being set to something other than demist, which resulted in Steve spending some of the trickier sections on Marine Drive faffing about in the dark attempting to re-direct the air to the wind-screen which neither of us could see out of. No point being on the right tyres when you can't see a bloody thing in front of you! Can't have everything, I suppose.

Saturday seemed to go okay. A slight mishap on Stage 9 (Baldwins) when we had a slight spin on a downhill 6 left over running water, resulting in a rear mud flap making a bid for freedom and Steve's customary J turn to get us pointing the right way. He just can't help himself, sometimes. I reckon he spun on purpose just so he could have a quick autotest while no one was watching. The incident must have disturbed my concentration, since the next thing I did was to commit the cardinal sin of turning two pages of notes at once. “Drive on sight, something's wrong here” was the next call. Steve responds “we're coming down to the hairpin”. “What hairpin? There's no hairpin on these notes.....bollocks!” Quickly recovered and back on the right page, calm was restored and you would have hardly noticed the seamless transition from mild panic to normality – whatever that might be.

Well, we got through the event without much incident. We apparently clipped a bale somewhere, which cost the Mi-cra another door mirror and pushed the driver's side wing back into the door, an incident which I only became aware of when Steve announced he couldn't get out of the car and the Mark had to pry back the wing. Other than that, the service crew were largely untroubled, with only re-fuelling duties, checking tyre pressures and re-filling drinking water bottles. Duties which they carried out skilfully and with style.

I almost forgot about the missing mud flap. With a few hours to kill on Sunday before the flight/ferry back we thought it would be a good idea to go look for the absent accessory. They're expensive, those things, you know. It wasn't that far out of Douglas and we could have one last drive through the Druidale/Baldwins stages – only this time, 5-up in a hired Fiesta with young Matt on the notes. The errant piece of rubber was exactly where we had left it, looking like it had been ripped off a Mi-cra, so into the boot it went. Mission accomplished. Matt did well on the notes, although Steve's driving was probably considered less than impressive when he attempted to get the fully loaded Fiesta airborne at the crossroads “jump” before the end of Baldwins. I don't think he succeeded, although he may believe otherwise. Oldfarts rallying? Act your Age!

To conclude, we had an awesome event. Daylight road rallying on pace notes – you can't beat it can you? A massive thank you goes to Mark, Dave and Matt for their assistance and valued company throughout the event. Thanks to the organisers, the marshals and the rest of the team for putting on a world class event and I'm sure I can talk Steve into coming back next year.

**Steve Johnson/Steve Butler – car 106  
& There is More see page 31**

# The Primrose Trophy Navigational Rally 26/27 April

## From the left hand seat of Car 9.

I might be biased, given that this is the sister event to our own Clitheronian Rally and run by our good friends Matt and Maurice, but I have to honestly say that for their first full rally they've done a cracking job.

So how do you gauge the quality of a road rally? Well, start with the route. Well crafted on classic roads – tick. Paperwork and route definition. Don't remember any issues there – tick. All controls marshalled and where they should be – tick. Carefully positioned code board and nams – tick. Start and finish venues, excellent – tick (well I would say that since we use them on the Clitheronian!). From the competitors point of view this event ran as well as any other I could mention and was thoroughly enjoyable – although it does help when you know the roads (and the nams – sort of). From the navigator's perspective, the job's a damn site easier when the driver knows where he is and where he's likely to be going, simply because we've organised events on these very roads. However, it's actually the first time we've ever competed on some of them.

As promised by Maurice, the navigation was very straightforward and quite a good system, which, with a few tweaks, might be in danger of being shamelessly plagiarised if the Clitheronian still ran on a navigational permit. I think Paul and myself were both expecting a relatively trouble free night since these were "our" roads, although it didn't run exactly like clockwork. The first handout gave us a NAM at the end of Widdop which said "App East". When we got to the give way just before the nam, I called "turn left" and there followed some debate about whether the route could actually go that way. I managed to convince Paul that I was right and sure enough there was the nam – albeit that the boards were hidden behind some locals in cars who were clearly indulging in activities that can only be pursued in an out of town lay-by at 12.30 in the morning.

The only other minor cock-up of note arrived in Gisburn Forest at the Cocklet Hill nam, or rather about 400 yards before it, being the point at which I'd plotted it. That was my mistake. Seeing the entrance to forest I called "this is it". Now we really should have known better, given that we used this very same nam on last year's Clitheronian and know it very well. Paul saw the large sign at the entrance and believed me. That was his mistake. Breaking heavily and just avoiding flattening the sign that probably says, quite clearly, "Stephen Park" in we went down the forest track, immediately realising that the nam was actually further down the road. Bugger. Crucial seconds lost.

Other than that, we reckoned we'd done okay as we tucked into a hearty breakfast and awaited the results. Now, our seeding raised a little cause for concern, if only from the occupants of car 9. Surely there were more than 8 other crews in this event that were capable of beating us. Well, it would appear not. It took me a while to find us on the provisional results, since I was looking at the wrong end of the list. 4<sup>th</sup> overall and 2<sup>nd</sup> expert is by far our best result to date and worth all the effort just to see the look on Paul's face when I told him. I wonder how much time we lost in Gisburn.

For those of you who are interested in where it went, the "do-ers" took us first over the Long Causway south east of Burnley, then back over Widdop Moor. Then through the nadgery and sloty lanes around Lothersdale and Cowling (taking in the famous Cowling hairpin) before petrol at Cross Hills. The second half started north of Gargrave with a quick loop over to Otterburn at the top of 103. Along Paythorne straight and right at the Crossroads towards Wigglesworth. Then north out of Tosside up through Sheep Wash and Wham, Black Bank and over to Keasden for the run down to Gisburn Forest over Clapham Common. Straight on at the crossroads after Gisburn then through Easington, Marl Hill, Cow Ark, Bashall Town, Hodder Bridge and on towards the Newdrop. Right at the Newdrop and over Longridge Fell, looping back south to finish just outside Longridge.

Finally, a big thank you to Matt, Maurice and the rest of the team for putting on a thoroughly enjoyable event and, as ever, to all the marshals without whom these events would not happen. Definitely one for the calendar next year.

**Steve Butler/Paul Buckel – Car 9**

### Blancpain Endurance Series : Silverstone



The M-Sport Bentley of Guy Smith, Andy Meyrick and Steven Kane won the second round of the 2014 Blancpain Endurance Series on Sunday 25th May, after an exciting end of the three hour race. Twenty minutes before the end, Steven Kane managed to pass leader Andy Soucek in the ART Grand Prix McLaren.

The French team had dominated the first half of the race, but lost their lead after a safety car intervention 42 minutes from the end. Soucek managed to hold on to second however, taking a second podium finish of the season.

Third place went to the Belgian Audi Club Team WRT, with Laurens Vanthoor taking the podium position in the final lap. The win in the Pro-Am category went to the Nissan GT Academy Team RJN Nissan, after a race long fight with the MP Motorsport AMR Aston Martin. Gentlemen Trophy honours went to the GT Corse by Rinaldi Ferrari, despite having to serve two drive-through penalties.





## Barritt and Evans in seventh heaven

BARROWFORD co-driver Daniel Barritt and Welsh ace Elfyn Evans continue to make strides in the World Rally Championship after an encouraging seventh place finish in **Rally Argentina**.

It was Evans' debut at the South America event but Barritt has previous experience of the course and was able to navigate his driver into the top 10.

The M-Sport pair, driving a Ford Fiesta RS, displayed plenty of maturity in an event raced in extremely difficult conditions.

Evans and Barritt tackled each stage with a degree of caution as they impressed in what was described as the most difficult race of the season.

Evans had ended the opening day in fourth place after a strong start but dropped down over the weekend.

Nonetheless he was confident his experience in Argentina will stand him and Barritt in good stead for next year and the remainder of this season's championship.

Evans said: "It's not been easy to display good speed while being safe at the same time and, for me, it has definitely been the most difficult event of the year.

"When you're trying to learn a new rally you tend to settle into a rhythm as the event unfolds, but here, there is something new all the time and you are constantly learning how to tackle each variation.

"With regards to the first day, the stages were very technical in nature and there was no margin for error.

"Then it was quite high-speed with a really soft surface so it was quite difficult to commit, and the final day weather made things very tricky with mixed conditions within the stages themselves.

"Although it has admittedly been a bit of a frustrating weekend for me, I know that the amount we have learnt will undoubtedly help my development for the future.

"We've made it to the end without incident and that is a big positive. Now it's just a case of going back over the data with the team to decipher exactly where we can improve for next year."

Jari-Matti Latvala beat team-mate Sebastien Ogier to take victory in a Volkswagen one-two with Britain's Kris Meeke third.

Evans and Barritt picked up six points for their efforts and are eighth in the Championship standings with Ogier continuing to lead the way ahead of the next event in Italy on June 5. **Lancashire Telegraph**

Three blondes were all applying for the last available position on the Lancashire Police Force. The detective conducting the interview looked at the three of them and said, "So you all want to be cops, huh?" The blondes all nodded.

The detective got up, opened a file drawer, and pulled out a folder. Sitting back down he opened it, pulled out a picture, and said, "To be a detective, you have to be able to detect. You must be able to notice things such as distinguishing features and oddities like scars and so forth." So saying that, he stuck the photo in the face of the first blonde and withdrew it after about two seconds.

"Now," he said, "did you notice any distinguishing features about this man?" The blonde immediately said, "Yes, I did, he has only one eye!" The detective shook his head and said, "Of course he has only one eye in this picture! It's a profile of his face! You're dismissed!" The first blonde hung her head and walked out of the office.

The detective then turned to the second blonde, stuck the photo in her face for two seconds, pulled it back, and said, "What about you? Notice anything unusual or outstanding about this man?" "Yes, He only has one ear!"

The detective put his head in his hands and exclaimed, "Didn't you hear what I just told the other lady? This is a profile of the man's face! Of course you can only see one ear! You're excused too!" The second blonde sheepishly walked out of the office.

The detective turned his attention to the third and last blonde and said, "This is probably a waste of time but ----" He flashed the photo in her face for a couple of seconds and said, "All right, did you notice anything distinguishing or unusual about this man?" The blonde said, "I sure did. This man wears contact lenses."

The detective frowned, took another look at the picture, and began looking at some of the papers in the folder. He looked up at the blonde and said, "You're absolutely right! His bio says he wears contacts! How in the world could you tell that by looking at his picture?"

The blonde rolled her eyes and said, "Well, Helloooooo! With only one eye and one ear, he certainly can't wear glasses!"

## Wigton Motor Club "Drive In Day"

Sunday, May 18th saw Wigton Motor Club run its Drive In Day at Dalemain near Penrith in the Lake District. This was run instead of the usual Drive It Day as the date of that was during the Easter holidays when the Lakes roads were too busy. Over seventy cars turned out with a wide variety of classic, vintage, competition and interesting cars. Stars were a Ford GT40, a Quattro Sport and Van den Plas Allegro doggy hearse. Owners were also able to enjoy the gardens and refreshments at the Dalemain mansion





## Georgia Shiels Tackles British Rally Championship in Abarth Debut

Rally Driver Georgia Shiels aged just 18 years old from Garstang will contest in this year's British Rally Championship in the newly-built Abarth 500 R1 car. She will make her debut on the all-asphalt event the Jim Clark Rally this weekend on the 30<sup>th</sup>/31<sup>st</sup> May.

After a long break away from rallying due to A Level exams as the youngster attends Lancaster Girls' Grammar School, Georgia is planning to impress on her Abarth debut and compete for Junior British Rally Champion 2014.

Georgia will run alongside former British Rally Champion, Jonny Milner, who will drive the top class BRC1 variant of the iconic Italian car. Georgia will be driving the BRC3 variant, the only difference being in engine performance, transmission, suspension and braking.

The Jim Clark's notoriously tricky mix of flat-out B roads, narrow technical sections and jump after jump will truly test the little Abarth 500s, as well as driver and co-driver. However, Georgia and co-driver Tom Woodburn from Morecambe are certainly ready for the challenge and looking forward to a competitive 160 miles of closed roads.

After a successful weekend of testing and developing the Abarth, Georgia is very excited to be given the opportunity to showcase the car's potential which brings the exciting prospect of the new manufacturer, Abarth UK, joining the championship alongside Ford and Renault.

Give Georgia Shiels Rallying a 'like' on Facebook and enjoy watching her improvements throughout this exciting challenge.



## CETUS STAGES RALLY : 3 Sisters

It was on a surprisingly sunny morning I got up (a little late) to navigate on my first stage event of the year, the Cetus Stages at Three Sisters, Wigan. Low flying down the M6 gave me chance to get back up to rally speed but it still hadn't prepared me for the punch delivered by the V6 in the back of the Litton Stratos piloted by Steve Ellis! Thanks to Howard for lending us his seats to get us competing (and I still owe you fags from the last time!). Once we'd got organised, scrutineered and then suited and booted we got ready for the first couple of stages. We took these at a reasonably restrained pace whilst we both dusted the cobwebs off and got settled in for the rest of the day. The second couple of stages we started to push but the snap oversteer of the short wheel-base soon made itself clear and spinning twice in once stage made us reappraise our approach and adopt a smoother and less dramatic style. This enabled us to put in some solid times and grow in confidence to be able to push a little but without over-extending our abilities.

Inbetween stages it was nice to feel the sun beating down on us rather than the horizontal rain that single stage rallying seems to bring with it! Evident at the event was the camaraderie and the crack that could be had between all involved, people all seemed up for a laugh and some banter whilst helping each other out. Mention has to be given to the poor spanner man on a classic Mini who spent the entire day underneath it 'fabricating' an exhaust sleeve out of used beer cans! Credit to his ingenuity but I didn't envy him lying under the car all day!

Once we'd got into the rhythm we took advice from Gordon from Proflex and our crack team made some adjustments to the suspension. This gave the car a more positive feel and allowed us to continue the rally growing in confidence

and pace. A small oil leak caught our attention in the last couple of stages and caused concern but came to cause no harm. The embarrassing moment came when we were lining up for the final pair of stages. We were queuing to get onto the stage when we had to wait in a gateway, delayed by an unfortunate crew with an engine fire. The engine stalled and the battery wasn't man enough to power the starter motor so we ended up being unglamorously pushed out of the way whilst John ran down with the boost pack (thanks!!) Drama over we put in a clean couple of stages to finish 18th overall, a result we are both more than happy with! Thanks to all the organisers for a great days rallying and I hope others enjoyed it just as much as we did! Our service crew John and Neil did a fantastic job looking after the car with the minimum of fuss, their professionalism made the day incredibly smooth. Unfortunately this may be the last rally I get chance to do this year in the Litton as Steve is going for an operation on his shoulders which may put him out of action for a few months. Get better soon, I need that Stratos back! All that have seen it will know it's a credit to him and the effort that he has put into it!

**Matt Worden Clitheroe & DMC**

## Pryce's perfect Pirelli BRC season start

Welsh duo Osian Pryce and Dale Furniss had a perfect start to their 2014 MSA British Rally Championship season after ten stages of the **Pirelli Carlisle RB Foundation Rally**, winning by 46 seconds and making it four BRC wins on the trot.

They continued their momentum from last season to dominate the event and lead the BRC's new **Gravel Cup** and **Citroën Racing Trophy**, although **Pirelli Star Driver** Daniel McKenna kept them just in sight on his first gravel rally of his prize drive season, Arthur Kierans keeping him on the straight and narrow throughout. McKenna did manage to spoil Pryce's potential perfect ten though, fastest on Saturday's final stage, but even he admits it may have been as a result of the Welshman easing off a little. Nevertheless, the striking livery of the Pirelli-backed car was certainly impressive at speed and despite a final stage suspension problem, the Irishmen were happy with their performance.

Just reward for Callum Black's fine performance was cruelly denied when he and James Morgan slid off on the final test, allowing David Carney and Ray Fitzpatrick to sneak onto the all-Citroën DS3 podium.

Making it two Irish crews for the top three, Carney was pleased to move up, but admitted that he felt sorry for Black, highlighting the camaraderie in the championship. He complimented the strength of the DS3, learning the car as the event progressed and benefitting from staying out trouble.

Timothy Cathcart and Dai Roberts seemed only to have bad luck and while they did finish sixth of the BRC runners, it could have been much better. Suffering a puncture early on, they changed it quickly, but caught a car when re-joining the track. Sporting a smashed windscreen at Saturday's final service, it was clear that the car ahead had spat out a large rock which landed right in Cathcart's eyeline.

Ireland was very well represented on both BRC1 and BRC2 podiums, Dean Raftery and Aileen Kelly taking top BRC RallyTwo and leading **Ford Fiesta Sport Trophy**. But it wasn't all plain sailing for the pair who also managed fourth overall on the event. A puncture, bent rear beam and stones in the rear brakes not enough to keep them from the Champagne though. Raftery's haul of points didn't stop there, top spot in the **RAVENOL Oils Newcomers' Trophy** added to his accolades at the start of this six rally season.

Garry Pearson and Dave Robson had been the pace in the class, but an impact sheared the bolts on their power steering pump, subsequent belt failure leaving them with a flat battery and out of the rally.

New to the BRC, Calvin Beattie hails from Northern Ireland and he put in a great performance to take second BRC2, Emmet Sherry guiding the 19 year old to an untroubled first finish in the championship.

The newcomers beat BRC Challenge graduate Aaron McClure and Elliott Edmondson in a similar Fiesta, although the Cumbrian will probably want to forget the rally. A broken clutch before the start was followed by a puncture per day, hampering the Next Big Step supported driver's progress and leaving him third in the class.

BRC3 was entirely populated by newcomers to the championship and was won in some style by the BRC's second youngest driver in its 58 year history. Gus Greensmith's past karting expertise helped, but he and Carl Williamson had to gel as a team, something new for the youngster to absorb along with his first ever gravel rally. They didn't have a completely trouble free day en route to taking top **British Junior Rally Championship** points though, limping back to the finish with a broken driveshaft.

Co-driver turned driver Kim Baker was over the moon with her second place in the class, splitting two Fiestas and taking first blood in the **Twingo Renaultsport Trophy UK**. After thirteen years in the co-driver's seat, the transition to the hot seat was seamless, learning the car on Saturday and having some fun on Sunday's four damp stages. Rounding off the top three in BRC3 were Jonathan Jones and Jez Rogers, another crew with puncture and drive-shaft problems and another learning not just the car, but making pacenotes and the whole BRC experience – job done.





# Beta Somerset Stages Rally

## PEREZ MAKES IT A HAPPY RETURN BUT ITS NO PARTY FOR PETCH

It's almost fourteen months since 2010 BTRDA Gold Star Champions Steve Perez/Paul Spooner ventured out in their Ford Focus WRC (last year's Malcolm Wilson Rally, to be precise!) but, be that as it may, it didn't stop them taking victory on the Beta Somerset Stages Rally, even if it was only after the tie-break had been invoked. A faster time on the opening stage, the first of two runs up Porlock Toll Road, set them apart from Stephen Petch/Ian Windress whose similar Focus arrived back at the finish in Bridgwater on identical penalties.

For his part, Petch set three FTDs during the day and should be very pleased with his progress. Twelve months ago, he was still getting used to his Focus but was denied a finish when starter motor failure prior to Porlock cost him a potential fifth. Second overall this time brings with it a shed-load of points - and we all know what they make!

Perez' success came at the expense of erstwhile Championship leaders, Paul Bird/Aled Davies. 'To finish first, you must first finish' must be a phrase echoing in their ears after fastest times on eight of the first nine stages in the south-west had, unsurprisingly, put them into a sixteen second lead. That, however, was before a broken driveshaft on SS10 pitched them off the road and into retirement.

Third and, if there had been one, the prize for 'furthest travelled' was Dave Weston Jr who journeyed down from Aberdeen to take the start in Minehead with Kirsty Riddick in a Subaru Impreza WRC. An incorrect time on one of the early stages had initially kept them well off the leaderboard but, once remedied, a fairly comfortable podium finish was theirs. Moving on from their disappointment on the Malcolm Wilson Rally, Luke Francis/John H Roberts were never lower than 7th quickest on any of the twelve stages during the day and went on to take their Lancer EVO9 to a well-earned 4th overall and 1st in B13.

Over the past few years we've come to expect some cracking results from Group N cars in Somerset, and they didn't disappoint this time! After 43 miles of competition, the EVO9s of Tom Naughton/Andi Mort and Pat Naylor/Ian Lawrence finished just one second apart in 5th & 6th places respectively, while another brace of 'Production' Lancers, in the capable hands of Russ Thompson/Andy Murphy and Roland Llewellyn/Jamie Edwards were 8th & 9th. In the midst of this melee for Production Cup points, Martin & Dawn England (who, coincidentally, had one of the shortest journeys to the start from their home in Ilminster) were a fine 7th in their B13 EVO X.

On the subject of points, those of you who've been paying attention since the start of the season will have noticed that, with three BTRDA Rally Series events gone, very few crews have escaped unscathed on each occasion. Take a bow, Russ Thompson and Andy Murphy who, having kept a clean sheet thus far, now find themselves in the exalted position of Gold Star Championship leaders. Bet they didn't see that coming! Similarly, Matthew Robinson/Sam Collis' pursuit of the Silver Star trophy has, to date, gone without a hitch and they are currently the leaders' nearest rivals.

In spite of his Somerset DNF, Paul Bird had already amassed enough points from his second place on the Wyedean and Malcolm Wilson victory to keep him in 3rd place and, likewise, Wyedean winner David Bogie is 4th. 'Ah, David Bogie', you enquire, 'what happened to him?'. Well, it would be fair to say that he and Kevin Rae have had better days - 6th after the first stage but then ignition coil failure saw to it that their Focus WRC wouldn't see the end of the second, and it's a hell of a long way back to Dumfries, especially with nothing to show for it!...

*Continued on page 36*



**Steve Perez**



**Stephen Petch**



**David Weston**



**Luke Francis**



**Russ Thompson**





# Primrose Trophy Rally 2014.

This was the first running of a new event, the brain child of Matt Kizuik and the old Goat himself Moz Ellison. I believe Matt had hawked the idea around a number of clubs and Clitheroe and District MC offered to let them

run the Rally under the CDMC banner, offering help and advice along the way. Matt took the brave decision to run the event under a NAT B Navigation permit, which meant the route instructions would have to be (at least in part) plot and bash. P&B events have come in for stick recently and it's certainly true to say that pre plot is the preferred format for road rallies in the north west. Nevertheless a good entry of 31 Cars lined up at the excellent start venue at the Blackburn and Darwen services on the M56, tempted by 160 miles of the NW finest roads, they were not to be disappointed.

Steve and I were running Car 19 in the 1360cc 205 and eager to see what Matt and Moz had lined up for us, how were they going to run the fine balance of having P&B without upsetting the pre-plot diehards?, how were they going to get a result?, (it was a strong field) could they find the roads without treading on too many toes?. We would soon find out.

First car was away at 22.01, so we left at 22.20 a simple marked map took us west up the M56 and off near Burnley up to TC1 on a Yellow on Deerplay Moor. Time allowed was a generous 84 minutes and as we approached the control which was in a large layby, a handout appeared through the window with both sides of an A4 sheet full of map references. This, apparently, was the whole route right to the finish, except it wasn't quite as simple as that. The earlier documentation had made it clear there would be handouts at other locations, generally at the start of the Regularity sections, interesting... Off from TC1 the route immediately turned back north towards Burnley down the A671 before winding through Merelcough to TC2 on the Yellow leading to the back of Hebden Bridge, this was a slack section with not particularly sharp timing. Things got a little tighter next around the tricky roads on the outskirts of Todmorden and Blackshaw Head, but most crews stayed clean to the start of Regularity one which took in the narrow and rough Widdop Road. A handout at the start gave the locations of four NAMS, with a MR and approach directions, interestingly this actually altered the route as the NAMS were not on the shortest routes between the earlier MR's, sneaky... secret check early on made the first section to IRTC1 very tricky to clean and all the crews dropped time most well over two minutes, some were thrown by the handout and missed the control entirely. Our run was not the best, we wasted too much time slowing for the NAMS too early and dropped 3.16, but got all the NAMS.



## Beta Somerset Stages Rally *Continued from page 35*



**Tom Naughton**

Stephen Petch and Luke Francis are tied for 5th, with Tom Naughton just a couple of points adrift in seventh. The Plains is next - Bird's participation in the forthcoming Rally Barbados will mean that his car will be 'in transit' at that time. Hence, it's unlikely he'll be in Welshpool while, in spite of his late start, there's still plenty of time for Perez to make up lost ground. Interesting times ahead for all concerned...

**Andrew Haill : BTRDA**

*Photos Courtesy of Ralliphotos Wales*



**Clitheroe  
& District  
Motor Club**



A Neutral down through Trawden and Colne, saw us setting off North East up the yellow towards Lothersdale. Another handout with a set of Tulips actually only confirmed the route we already had from the original Map references, but it still had to be plotted to check it, slowing you down. It worked for me too as it gave me enough distraction to wrong slot taking the first slot right instead of the second, doubling back dropped us behind two cars and cost us a couple of minutes as the route wound its way around Cowling, Elslack and Lothersdale to the finish on the outskirts of Skipton. This area is well known to Pete Jagger (it's his own test track apparently!) and Henry Carr who uses the roads on the Jubilee and IDMC 12 Cars and they took nearly 5 minutes out of us!

The Petrol Halt was at the Shell Station at Crossflats, giving us time to fill up and take a break, Dan Robinsons Mk2 RS2000 was looking a bit worse for wear, with a big dent in the front and a Fan Blade through the radiator, they would retire. Heading back out we took the A65 North to Gargrave then another Regularity section up through Eshton, slot right of the narrow Bridge at Winterburn, another narrow Bridge at Newfield Hall and turning right at Bell Busk, the finish plotted just next to the railway line so it was no surprise that the Network Rail working Party had a few Rally Cars screeching a to halt next to them with a clip Board out of the window!. A quite run through Hellifield brought us to the start of the next section just east of Halton East. We were due another Handout and the road ahead could take us left or right, but from the NAM diagrams it looked pretty clear to me that we would slot left, so we took the risk of setting off flat out without plotting the handout. It proved to be a good move as we passed the car in front, sat pondering their options then had a ding dong battle with Car 20 a Yellow Rover. The section took us to an IRTC just after Tosside, where we turned north at the cross roads.

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# Primrose Trophy Rally

*Continued from Page 36*

We got delayed a minute or two here due to some confusion with the Marshal, then another problem with the Timecard saw us sat for about five minutes at the control just south of Clapham, with Cars passing us at regular intervals, I was steaming, we had been given a wrong time and couldn't set off without getting a penalty. Eventually when we did get going we headed south down the Bowland Knotts road, Steve mindfull of the nasty not as map left over crest (98 726626), which had nearly caught us out a few times. It was perhaps just as well for us that we had dropped back a few minutes, we would have been just a few yards behind the Rover as we went over that crest and it HAD caught them out, they were about hundred yards off the road having rolled twice!. We pulled over to check they were OK, which thankfully they were. The NAM diagram on the top of Bowlan Knotts was a little further north than we expected and this lead to some controversy at the finish, we found it OK, but struggled with the next one at a cattle grid, I was convinced there was only one grid, but the board was not there and we spent a few minutes dithering about looking for it in the fog. It turned up a mile or so later at the next cattle Grid!. A fast a furious run down hill and through Gisburn Forest, saw us visiting the two car parks in the Forest picking up 6 more codeboards, car 18 had beached themselves on an earth bank in the first one.

Regularity 6 started just south of Slaidburn (we managed to get a strange 1 minute penalty at the start of this... not possible!) and went south west through Cow Ark, a close escort from a Police Car had us minding our P's and Q's and dropping a couple of minutes before he turned right as we slotted left in to a long way round triangle and another code board. The last section nearly had us missing the last codeboard in a NAM near Turner Fold, but luckily we found it after wrong slotting up a private lane and doubling back again.

Back at the finish an excellent Breakfast was promptly served and the wait for the provisional results was short, not short enough for a few protests mind... the codeboard in the NAM above Bowland Knotts was half a grid square out from its MR and the very last one was slightly out too, but protests were rejected citing Force Majour (French for tough Titty!) as it was the same for all of us. Final results had us a reasonable 12th on 23.16, Andy Pullan guiding Ian Bruce around in the Proton picked up 8th with 16.08 and Pete and Henry used local knowledge to good effect and brought the Yellow Peril in at 7th on 15.45. James Tyson and Neil Harrison took the top spot in the Mini on 5.53

So, was the Primrose a success as a first event?, well I'd say a resounding yes. If I had to be critical perhaps there was too much mileage in built up areas, but it's difficult using Widdop without doing that and so many good roads have been well rallied, options are limited for a new event in the North West. Well done guys!.

*Ian Mitchell CDMC & Ilkley & DMC*



*James Raven*

## NORTH WEST RACING CHAMPIONSHIPS HEAD FOR WALES

All 3 North West-based Championships ventured west to Anglesey for their second meetings of the season. Changeable weather conditions had an impact on all categories.

### CNC HEADS NW SPORTS/SALOONS

This series enjoyed two races at the Ty Croes Circuit over the final weekend of April. Joe Spencer put his father's Locosaki on pole for the first of these encounters. Robert Spencer allowed his son to take over the drive as Joe's car had been sold to Dave Fuller and his new chassis (which will be identical to his father's but "shinier"! ) was still being built-up.

Spencer's best lap was a whisker faster than Garry Watkins could manage in his Westfield even though Joe was not running at the end of the qualifying session due to a fuel line collapsing. A rain shower just before the race on Saturday made the track damp and tyre choice – or lack of it – was to prove decisive. Watkins went for intermediates and these proved to be the best option as he cruised to victory 4 seconds ahead of Spencer who only had slicks or full wets available (he had fitted the latter). Paul Rose took the final place on the podium as he found his Saker a handful in the slippery conditions. Sunday's weather was drier and this time Watkins qualified on pole in the morning ahead of Rose and Spencer – the first 3 were covered by little more than a second. Watkins looked to be enroute to his second victory of the weekend until the closing stages when he tripped over a car he was lapping. Spencer would have inherited the win had he not retired with suspected piston ring failure therefore Rose was surprised to find himself on the top step of the podium.

### DEMON TWEEEKS/SPARCO XR CHALLENGE

Two weeks after the Sports/Saloons, the classic Ford hot-hatches ventured to Anglesey for two races. The qualifying session for the first encounter underlined what an open category this is with the top 6 cars covered by a second.

The track was wet for race 1 and it turned out to be a straight fight between the XR2s of Tony Rudd and Lee Shropshire although this was neutralised for 3 laps when the Safety Car was scrambled because John Biddulph spun on the exit of the final corner and was collected by Ben Lamont. Once the marshals had cleared these Fiestas out of the way the two leaders produced a thrilling final lap. Rudd fluffed a gear-change on the exit of Rocket and this enabled Shropshire to get a run on him into Peel. While the latter got ahead, he was on the tighter inside line which compromised his exit and enabled Rudd to power back to the front before they reached the Corkscrew meaning he took the win.

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## **NORTH WEST RACING CHAMPIONSHIPS HEAD FOR WALES (Continued from Page 37)**

First Escort XR3i home was that of Jonathan Wells who was running with dry tyre pressures and intermediate suspension settings. As Sunday's second race of the weekend was run in drier conditions (with a grid set according to the finishing positions of Saturday's thrash) Wells had the best set up. He was able to work his way up from third, taking a decisive lead from Rudd by going up the inside into Rocket on lap 5.

Jason Hennefer was once again the lone Fiesta Si entrant and he recorded two sixth place finishes.

### **AVON TYRES FORMULA FORD 1600**

The Formula Fords had a double header at the same meeting as the XRs and in the Post89 class James Raven had the latest specification Ray to drive after the teething problems that forced him to use the older 2008 chassis at Oulton Park's season opener had been ironed out during a test at Brands Hatch. Nonetheless, Raven didn't have the pace to take pole for either of the races during the dry qualifying session as he was pipped by Stuart Gough's Van Diemen RF92. (For both Post89 and Pre90 classes a single qualifying session saw the first grid set by the drivers' quickest lap and the starting order for race 2 determined by their second fastest time.)

In the wet conditions that prevailed for race 1 Raven was simply in a class of his own and romped away to win by almost 16 seconds. Gough struggled to come to terms with the treacherous tarmac but came home safe in second as David McArthur and Doug Crosbie in Van Diemen models LA10 and RF00 respectively squabbled over third with the former coming out on top. Raven did the double in the slightly dryer second encounter although it took him until lap 2 to get the better of Gough at The Banking. Around the same time, the McArthur/Crosbie battle for third was resolved when Crosbie spun exiting the final corner.

Having enjoyed a great start to the season at Oulton Park with a pole and two race wins, Pre90 man Jamie Jardine (Reynard 84FF) had to be content with two starts from second on the grid as Chris Hodgen outqualified him in his Van Diemen RF89 however Jardine kept his unbeaten run going in the races. Hodgen led the first outing but soon had to yield to Jardine when he found his set up wasn't working in the wet conditions. His disappointment was compounded when he was delayed by a backmarker on the final lap and allowed Stuart Jones (Reynard FF89) to take second.

Following a poor start in their final event Hodgen recovered to catch and overtake Jardine. He looked to be enroute to his first win of the season but was re-passed when Jardine regrouped and made greater use of the dry line as the weather conditions improved. Jones was again on the podium in third.

**North West Racing Report by Dave Williams**  
**Photo Copyright Rachel Bourne**  
[www.bournephoto.co.uk](http://www.bournephoto.co.uk)

BOURNE PHOTOGRAPHIC  
*Creative Imaging*



*Garry Watkins  
Leads Joe Spencer*



*Wells Leads Rudd*

Lexophile is a word used to describe those that love using words in rather unique ways, such as "you can tune a piano, but you can't tuna fish", or "to write with a broken pencil is pointless."

A competition is held every year to see who can come up with the best one. (No. 18 Won)

1. When fish are in schools, they sometimes take debate.
2. A thief who stole a calendar got twelve months.
3. When the smog lifts in Los Angeles U.C.L.A.
4. The batteries were given out free of charge.
5. A dentist and a manicurist married.  
They fought tooth and nail.
6. A will is a dead giveaway.
7. With her marriage, she got a new name and a dress.
8. A boiled egg is hard to beat.
9. When you've seen one Shopping Centre you've seen a mall.
10. Police were called to a day care Centre where a three-year-old was resisting a rest.
11. Did you hear about the fellow whose whole left side was cut off? He's all right now.
12. A bicycle can't stand alone; it is two tired.
13. When a clock is hungry it goes back four seconds.
14. The guy who fell onto an upholstery machine is now fully recovered.
15. He had a photographic memory which was never developed.
16. When she saw her first strands of grey hair she thought she'd dye.
17. Acupuncture is a jab well done. That's the point of it.
18. Those who get too big for their pants will be exposed in the end



# Plains Rally

## Deja Vu - Or We Have Been Here Before

Twelve months ago Euan Thorburn and Paul Beaton came down to Welshpool for the Plains Rally and, for six of the eight stages, had to give best to Connor McCloskey before finally overhauling him to take victory. This time, the defending BTRDA Gold Star® Champions' Ford Focus WRC led the fourth round of the REIS BTRDA Rally Series from start to finish and it wasn't an Irishman who gave them most to worry about, but a Scotsman!...

Following a podium finish on the Somerset Stages, Dave Weston Jnr was back for more, going one better in Wales to take runner-up spot in his Impreza WRC. Stephen Petch/Ian Windress were also in the mix – on what we assume was the last event in their Focus WRC (they've entered the Rainworth Skoda Forest Rally in their new Fiesta R5), they were 2nd overall for the first couple of stages and then rounded the day off with FTD through Mick Jones' Woodyard. They are now third in the points table, equal with Luke Francis/John H Roberts whose Lancer EVO9, which was uprated from N4 to B13 during the winter, is repaying their faith in it with a series of top-notch finishes.

Early-season Gold Star Championship leaders David Bogie/Kevin Rae were intent on putting the disappointment of a DNF in Somerset behind them, but alas it was not to be. Their Focus was running in 4th place for three-parts of the day, but more punctures than they had spare wheels on the second run through Cwmcelli caused a second consecutive retirement.

Steve Perez/Paul Spooner enjoy a challenge but, from their point of view, the Plains seemed to be a rather unequal one! A number of niggling problems and one big one - a broken driveshaft - served to keep them down the order. 8th was the eventual reward – the Rainworth Skoda Forest Rally (aka the Dukeries) next and they will be one of the - if not the only - previous winners taking the start.

The Group N battle on the Plains was something to behold! Tom Naughton/Andy Mort (Lancer EVO9) came out on top in 5th place overall, Alex Allingham/Chris Williams

(Impreza N10) were next, five seconds adrift, with Pat Naylor/Ian Lawrence (Lancer EVO9) missing out on a Top Six finish by a mere second. Even more frustrating that they lost 12 getting used to their new brakes on the first stage. Russ Thompson/Andy Murphy were 10th

overall and 4th GpN scorers on the day, prompting co-driver Jamie Edwards to comment that 'there are some seriously talented people in BTRDA Group N - that's for sure!'. Accompanying Roland Llewellyn, he took 5th Production Cup points but, with five rounds remaining, the situation at the 'sharp' end is fascinating....

Bear in mind, firstly, that there are 20 points at stake for a 'win' on each event and that, as we approach the halfway stage of the season, the top four drivers are separated by just that margin. Having crossed the finish line on all four events so far, Russ Thompson not only

holds sway in the Production Cup but also in the Gold Star table overall. Next up is Tom Naughton who, following a problem that prevented him finishing the Wyedean, has come back and taken maximums on the other three. Pat Naylor also failed to finish the opener, while Roland Llewellyn travelled all the way from Haverfordwest to the Lake District to record his only DNF to date. So, the first weekend in (flaming?) June and everyone will be making a beeline for the East Midlands. Although the BTRDA Rally Series reaches its halfway stage whilst at Southwell Racecourse, no-one is in the slightest bit 'comfortable' and there is still plenty of time for things to change. However, while the clock is ticking, the alarm isn't due to go off just yet.

**Report by Andrew Haill : BTRDA**  
**Photos Courtesy of Ralliphotos Wales**



**Euan Thorburn**



**David Weston Jnr**



**Stephen Petch**



**Tom Naughton**



Well this month has been a complete write off for me after falling ill the day after the primrose rally and ending up in hospital!! I managed to get to GPMC's auto solo at Caton for an hour or so, and I have to say fair play to GPMC for putting on what appeared to be a great event and for finding a new location !

I'd like to thank all of you who were involved in the primrose rally for all your help and support and would like to confirm that despite ending up in hospital with uber high blood pressure after this year's event, we will be running the event in 2015. Maurice and myself have already been looking at some roads for 2015.

Finally I'd like to take a few minutes to talk about one of the nicest people I've ever met in the Motorsports community. As I'm sure you all know by now unfortunately Paul Brereton recently lost his battle with his illness and unfortunately passed away.

Paul was an amazing man with massive heart and unrivalled passion for the sport. When he fell ill and stopped competing, I kept in touch with Paul, we regularly had discussions about him chasing nurses around the hospital, and generally chewed the fat about rallying and life in general. When I fell ill, Paul messaged me saying I was stealing his limelight, and his nurses !!

At no point did he ever complain about things or have a bad word to say about anyone. It's a real shame there's not more like him.

Paul if you're up there looking down on us, I miss you pal, I'm sorry we never got to Mull this year as I'm sure it would have been a blast. But when I'm on the island in October I'll be sure to raise a few glasses to you mate. You will never be forgotten



## CLITHEROE youngster Tommi

**Meadows** had a rally of highs and lows at the Dale Stages in Pembrokeshire – but still came away with his result of the year. The 14-year-old finished eighth overall in the Pembrokeshire-based event his self-prepared Nissan Micra. The day of the rally dawned bright but early conditions on the stages were extremely slippery and tricky, meaning it was all down to pure driver talent to decide who would be the front runners. The Bowland High School pupil was quick from the start, taking third fastest time through stage one, only being slower than two competitors who have been competing for three years unlike Meadows who was still learning on only his third rally.

After stage four, the pair were in an impressive fourth overall, having dropped down from third after having had problems with the clutch slipping which lost them valuable time.

For the afternoon's loop of stages, the crew experienced problems with the clutch slipping even more towards the end of the longer stages, at some points in the stage there was hardly any drive at all.

"We dropped a whole lot of time with the clutch which dropped us down to eighth overall and we couldn't keep up with the other, more expensive Citroen C1s and Peugeot 107s which in the dry had a big advantage as they could get all the power down easily without spinning the wheels," said Meadows.

"The morning was more about driver talent, and I am happy that I have shown I can beat some of the other lads in cars with almost 30bhp more than mine."

After a high speed spin on the final stage of the event, Meadows and Oakey finished a credible eighth in the junior category, this being their best result to date.

Amazingly the winning junior William Creighton from Northern Ireland came 13th overall out of 68 entries on the rally against Subarus, Escorts and Mitsubishi's Evos – in his standard one litre Citroen C1.

"It's only early days, so I'm just happy to be getting finishes and slowly improving my times," added Meadows.

"The highlight of the rally was being third overall after the fourth stage before we had problems.

"I'd like to thank my sponsors James Alpe Limited, Chorley Group, Fuchs Oil, Proflex Shock Absorbers and A-Frame Engineering for all their help, not forgetting Ian Oakey for guiding me along and my parents for their encouragement and help." Meadows' next rally is on July 13 at the Brawdy Stages.





## Finally the Primrose ran.

Looking back I tend to think that we (Matt Kiziuk & I) both took on a little bit too much. Its one thing running a 12 car with just the two of us but a whole different level to run a full night event

The 12 car helped us in our preparation and gave us some experience but not nearly enough and whilst we had help, we could have done with more.

The original plan was to run at the beginning of August 2014 but for a whole variety of reasons the date of the event was brought forward to the end of April. This gave us ten & a half weeks to pull it all together.

During these ten & a half weeks Matt had a medical scare that put him out of touch for a week until it got sorted and then he had to go on a weeks training course down to Coventry and to make matters worse he was run off his feet at work and many is the night he didn't get home till gone 8pm. We could have done with another month (minimum) to get everything sorted. I was saying this to Steve Butler at the clubnight prior to the event and he said that no matter how much time you have - you could always do with more!

Whilst the event seemed to go down well with the competitors and it might have appeared to run smoothly, there were plenty of little difficulties that caused us both to get rather stressed out.

At 8pm on the evening of the event we were going to be short of marshals and I went into panic mode, my brain shut down and I couldn't think what to do (like everything else these days I blame it on getting too bloody old). Mr. Kiziuk to the rescue issuing orders and bringing me back to dealing with things but still only at half cock and not functioning as I should have been.

Matt was also stressed out but continued to plough through it all, dealing with everything that came his way and eventually it was all over.

I got to the finish, after manning one of the controls, and was dispatched back to IRC 5F to finish the job of clean up crew. Derek (our course closing car and clean up crew) had taken the occupants of car 20 to hospital. By the time I had picked up all the remaining boards the awards had been presented and there was no one at the finish. And (more importantly) I had missed breakfast! On the Monday after the event I get a call from Matt. He tells me that he had collapsed and blacked out on the Sunday night and he was going to pop in to the doctors and get checked out. The Doc diagnosed stress and told him to take a week off work. Whilst in town he decided to get his eyes tested. Good job he did. The Optician told him that he was not in need of spectacles but did need to get to hospital. He was suffering from a condition (cant remember the term used) that was putting pressure on his optic nerve. Whilst in hospital they diagnose High Blood Pressure and that has also affected his kidneys. After 4 days of being hooked up to drips his eyesight & blood pressure has improved and the kidneys are also on the mend but he is not over it yet

Whilst sitting bored and depressed in Lancaster Royal Infirmary Matt has been having thoughts about next years event and the roads he wants to use (why cant he just relax and ogle the nurses)

In the future Matt is going to be on Rabbit food, entering the London Marathon and buying loads of new clothes that will fit his new slim line figure (but not just yet)

One little disappointment was the number of Novice entries. We had meant the Primrose to be an easy intro into P&B for Novices so to only get 3 Novice crews was a bit of a let down.

## Grumpy Old Git



MANX  
NATIONAL  
rally



Cant seem to get away from talking about Matt Kiziuk at the moment : Matt was all set to go to the Manx National until he was admitted to hospital. I had said that I might go too but in the end decided that I would stay at home and use the cash I would have spent on going to the Isle of Man on building a new Computer (for the techies out there - 6 core, solid state HDD, 8gig of RAM & water cooled, should be a flying machine). However, Matt was not fit to go and on the Wednesday before he was due to sail on the Thursday he rang me to go in his place (Hotel & ferry already booked & paid for) so off I trot to the Isle of Man accompanied by Dion & Dezzar from CDMC. Met up with MJ, Matt Worden & David Barratt on the Boat - all there to service for Steve Johnson & Steve Butler in the Micra. Arrived in Douglas, booked into the Hotel and then up to the Grandstand to sign on and get our marshalling locations. After signing on there is not a lot to do for the next 24 hours (1st car away 7pm on the Friday) so we help out a little with the setting up of the service area and then its into town for food and a little light refreshment where once again we are with the crew of the mighty Micra of Steve Johnson and despite the pleasant company it was a relatively early night for us all. Friday sees us have a leisurely breakfast before going back to the Service area to look around the cars. Well impressed with the Protons! MAS seem to be struggling for marshals so we are re-allocated and between the three of us we are now covering three consecutive junctions on stages 3 & 6 on the Friday night and on the Saturday we are doing the rejoin on stages 8 & 13 (Knocksharry) and I am also doing Radio on SS11 (Parville). Decide that it might be prudent to find our way to all these locations in advance, plus we get to see around the Island. Get back from our tour and grab a Pizza before setting out for our stint at St.Marks. We get ourselves on location and wait. First 20 or so cars through and not a lot of excitement then an enormous gap - someone has gone off in a very tight and narrow section and waiting for recovery. Then it started to pour down and crews awaiting to start the stage are on slicks - could be hairy. The inevitable happens and more offs. With the Road Closure coming to an end and no chance of getting all cars through, stage 6 is cancelled (now 1am Sat morning). Back to the Hotel and up early for Saturday, except getting Dion & Dezzar out of bed did prove a problem. Drop off the two sleepy heads at Knocksharry, watch first 20 cars and its off to Parville. On the way it rained again and a wet Parville is very slippery. It was like driving on glass. A couple of offs but nothing too serious. Pick the lads up from Knocksharry and back to the Glitzy Presentation do. Following the awards I decided that an early night was in order but not my room mates. So at god knows what time of night it was but we finish up in some Pizza joint in the middle of Douglas before making our way (some might say staggering) back to the hotel.

Bright (thats not the word) & early (ish) next morning we have a run round the TT course before heading for the Ferry back to Liverpool

Great long weekend on the Isle of Man

# Paul Brereton

## AKA 'The Barrow Taxi'

About 5 years ago I attended Morecambe Car Clubs Prize Presentation night and sitting next to me was a rather big chap, Paul Brereton.

We got to chatting and discovered that we had both returned to Motorsport for the same reason (the loss of our wives). As the evening progressed we swapped tall tales of daring do and reminisces and formed a friendship that I count as one of my most valued.

I managed to talk Paul into doing a regular column in the Newsletter as the 'Barrow Taxi' giving us a round up of his exploits every month

In the years following we tried and tried to do an event together but one way or another it never happened until the beginning of 2013 when we managed to do an Eden Valley MC 12 car. After the 12 car we were talking about the 'Good Old Days' and about motorsport in general and Paul asked me if I fancied doing the odd Classic Rally with him in his RS2000.

We decided that our first Classic would be the KLMC Devils. Neither of us knew what to expect and whilst we struggled round the route with the car not running right and me learning about how to call the tests and coping (not very well) with regularities we never stopped laughing. We both enjoyed ourselves so much that we decided to do the NES-CRO series together. We did the Ilkley Jubilee followed by the Berwick & Lakeland Classic Rallies and laughed all the way round these events. On the Lakeland one of the organisers told us that if we took it a bit more seriously we might do a bit better! But where was the fun in that?

We had entries in for the Doonhammer, Solway and the Durham Dales when Paul phoned me to tell me he that he was not feeling very well and was going into hospital for tests. 6 weeks later he was diagnosed with Liver Cancer. Did that dampen his enthusiasm - not a jot, he was still full of it, telling me about the plans that he had for the car and the events we were going to do when he was cured.

We rang each other up at least once a week and told each other our latest politically incorrect and/or dirty jokes. Paul was always upbeat and was determined to beat his illness so that he could get back out and do some more rallying unfortunately Paul finally lost his fight at 11:30 on Sunday the 18th of May

Paul enjoyed everything about the sport. He was usually one of the first to arrive at scrutineering. By arriving early it allowed him time to take in the atmosphere and get round to chat to everyone.

One of Pauls most endearing qualities was the giving of his time. He would give new and novice navigators a run with him, often forgoing a good result, just to allow that navigator to gain experience.

I can not think of anyone who was held in the same high regard as Paul was by everyone within the sport.

I, and everyone else in rallying will miss him so very, very much.

I have let everyone I know about Pauls passing and keep getting asked 'How are you?'

My reply has been 'Devastated but I'm fine'.

In truth I want to scream and shout. I want to lash out, kick the neighbours cat, I want him here. I want to hear him laugh and say 'oops' as we slide past the Stop Astride line : AGAIN!

I will miss the great lummoX enormously but will retain the fun and memories forever

**A funeral service and cremation will take place at Thorncliffe Crematorium, Barrow-in-Furness (LA14 5PD) on Friday, June 6th 2014 at 1pm.**

**Family flowers only please, donations if desired for The Liver and Pancreatic R&D Cancer Charity may be sent c/o the funeral directors.**

**Friends please meet at the crematorium. Enquiries and donations to George Hall & Son Ltd, 9-11 Buccleuch Street, Barrow. Tel. 01229 820514.**



## Paul Brereton The 'Barrow Taxi'

1944 - 2014



*Maurice Ellison*



# Out & About with Gemini

## The Magnificent Golden Microphone Trophy

After Round 6 we now have a clear Leader : Tony Jones  
At the recent ANWCC meeting we had 2 Gemini Members out of the 3 Draws, each winning £25 : Lee Skilling & Peter Langtree

Tony Jones	G 56	56 Pts	Ian Davies	G 23	46 Pts
Les Fragle	G 3	40 Pts	Stuart Dickenson	G 13	36 Pts
Eve & Graham	G 18	36 Pts	Lee Skilling	G 37	36 Pts
Peter Langtree	G 48	30 Pts	Adrian Lloyd	G 14	30 Pts
Chris Woodcock	G 25	30 Pts	John Ellis	G 33	26 Pts
Chris Jarvis	G 12	26 Pts	Ian Winterburn	G 4	20 Pts
Tony & Avril Lee	G 7	20 Pts	Keith Lamb	G 9	20 Pts
Mark Wilkinson	G 11	16 Pts	Steve Coombes	G 5	10 Pts
Paul Henry	G 24	10 Pts	Alan & Les	G 39	10 Pts
Mark Dickenson	G 26	10 Pts	Duncan Stock	G 31	10 Pts
Derek Lord	G 44	10 Pts	Geoff Ingram	G 58	10 Pts
Graham Cookson	G 2	10 Pts	David Grady	G 38	10 Pts
Robbie Mortiboys	G 27	10 Pts	M&S Broadbent	G 55	10 Pts
Pete Donnelan	G 20	6 Pts	Simon/Liz Daley	G 47	6 Pts

## PLAINS RALLY 2014 -

First but by no means least I wish to thank you all for a great job you all did on the event. Some of you may not have known but I was working from a new location we have found as this year we had an extra stage in Pantperthog and this location has always had very difficult radio comms from the dovey triangle - I believe the radio coverage was the best we have ever had on the event, I wish to thank the Farmer who let us onto his land.

I have already received a couple of emails from the team see below, first another excellent report from Ian Davies Gemini 23 – See pages 33 & 34 The second which I was delighted to receive came from Robin Mortiboys [ using Roger Schofield Gemini 27 radio ] - I sure most of you will remember Robbie who some years ago had to leave the team due to ill health, he even sold all his radio equipment and I'm so pleased to hear his voice once more over the air waves - WELCOME BACK ROBBIE.

With Robins permission, see below:-

*Hi Bill*

*I am very happy that I decided to go out on a rally after so many years. I know I made a few mistakes, mainly through lack of practice and memory. You don't know how many times I wanted to call myself Gemini 17 and then I go and call as Gemini 57.*

*I am also glad that I chose the Plains to be my 'comeback. The number of people who stopped at my junction to say hello and pass on nice comments was, in its own way, very humbling, it is always good to know that people miss you when you are not around.*

*I hope you will allow me to join you one future events.*

*Please add my comments to your Thank you list. It was amazing how well I remembered the voices on the radio. Most I have never met, but I know their voices so well. The one thing I hadn't forgotten was how hard you work as control. How you keep all that information in your head I will never know. The friend who was with me asked what happens if you need a comfort break and he was very impressed with your dedication when I told him you inserted a catheter before the event started lol. I will use either 17 or 27, whichever suits you best. If I remember right the radio sends a code that links it to Roger as 27, so if that is better for you I will stick to 27.*

*As for the Gemini 57 I have no idea where that came from. The car that stopped on my junction was 144 so it didn't come from there.*

*Robin Mortiboys*

Note - Some 20 years ago Robin was Chief Safety and Communications Officer on the Plains Rally amongst many other jobs - Bill

## 2014 Events & Dates

**8th June**

Blackpool South Shore MC  
**Keith Frecker Stages**  
Weeton

**29th June**

Warrington & DMC  
**Envile Stages**  
Ty Croes

**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

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# John Overend Memorial Stages Rally 11<sup>th</sup> May 2014

Beary eyed it's a 4:45am alarm call in Liverpool, before heading out into an overcast morning for the 2 hour drive over to Melbourne Airfield to support the event and Stuart Dickinson as Gemini Control. About twenty miles or so before the venue the heavens open and it begins again to pour the sort of rain that you just know is going to soak you.

Arriving at the venue I join a very long line of cars as we crawl towards what I thought was the usual signing on and then into the stage. But oh no not this time, leaving the warm dry comfort of my Land Rover like others we stand in the by now torrential rain to yes sign on and collect a can of pop and crisps, but no Chief Marshal ?. Instead we all trudge back into our cars and join another queue another 25 yards or so down the track to get out and wet again as we queue to finally get our stage posts and paperwork from the Chief Marshal. Getting wet twice in the space of ten minutes so early in the morning is not my idea of a good start to the day or the way to run anything !.

Leaving signing on we then head onto the perimeter roads and airfield and boy do we get a real sense of what is ahead...water and mud by the lorry load. The water was so deep on the stage in places that you really had to be careful about the bow waves you created and what the water was hiding underneath. Once in stage it was time to park up and await first car due at 09:00, preceded by a very nice Escort Mark I course car in what my DIY paint chart would say is 'white with a hint of vanilla'.

My location at Post 24 behind one of the raceway grandstands provided me with a good view of the stage and merge as the cars left the adjacent start and then came around on their next lap. Although the rain had by eased off parts of the stage were actually underwater, quite deep in some places. On checking in I informed control of my post, with yellow flag and 'life jacket' onboard, essential safety kit in such wet conditions. Early cars coped surprisingly well with the very wet conditions with only a few sideways moments, although some of the front wheel drives suffered some heroic torque slides as they applied full power on the wet and muddy surface. Car 41 driven by Paul Fox a Scooby provided some excitement as he came around to me on his second lap and there was quite a visible fire under the car, thankfully although I made a 'safety' call he then entered the long flooded straight and the fire was soon drowned out, although sadly he stopped at the next junction. I must say that the marshals on the start next to me did a sterling job (all day) in the conditions. 53 cars started and a creditable 52 completed the stage.

Stage 2 a repeat of the first accounted for a few more cars as some mechanical gremlins crept in, not helped I'm sure by the somewhat stressful conditions. As the passage of the cars was forcing some of the water off the stages and in part with a fair wind some parts actually began to dry out, although later topped up by the occasional shower. For the next pair of stages the stage set up crews and marshals had to make some changes to the route moving bales and other stage furniture to vary the route. Into Stage 3 the challenging conditions continued and Adrian Gemini 14 at Post 3 had a car "beached" on tyres with all four wheels spinning off the ground, he eventually needed the service of recovery or was it a tug to bring him back to dry land. Fair play to the organisers the marshals draw was announced during this stage. Car 32 on the next stage was coming into the merge ahead of me and their light 'plastic' bonnet on the Mark II flew up and the navigator had to get out and rip the offending bonnet off the car, to be collected later by the marshals and returned to the service crew for a lightening 'Blue Peter' fix to allow them to continue.

At the end of Stage 4 there were major course changes to be made and the timing schedule allowed an 80 minute 'lunch' break to make the changes. Unfortunately they took longer than planned and the break stretched out to 97 minutes, although probably understandable given the difficult conditions. An impromptu air display by a bi-plane and fighter plane high above the venue provided a much needed distraction.

With the route in effect reversed I moved to a safer location behind the grandstand and the fun continued. Stages 5 & 6 saw the loss of some more competitors as once again mechanical issues rather than major offs depleted the field. At the end of this pair of stages we were down to 44 runners, still a pretty good field given the testing conditions. Once again major stage changes were needed for the final pair of stages and the change around crews made reasonable time making the required changes to the stage layout. The penultimate stage flew by as crews took advantage of the by now drying conditions, although the drive from the stop line back to the paddock was still largely underwater. I then witnessed one of those strange unexpected moments that rallying sometimes brings as one of the venue staff appeared in a Hi Vis jacket at the side of the stage with a petrol powered strimmer and proceeded to cut the weeds at the base of the Armco as the cars passed by on the other side !!.

For the last stage 41 cars lined up for the final very respectful 9.8 mile stage and some were really trying and in some cases perhaps a little too hard. An urgent 'safety' call came over the airwaves as Car 27 cartwheeled end over end in a huge roll out at post 7. The car behind number 29 (Mike Herrington / Rachel Heel) immediately stopped to their immense credit given the severity of the crash in front of them to see what assistance they might give. Thankfully after an agonising wait both crew members climbed out of Car 27 and appeared OK.

With the last car into the stop line the Course Closer a Kia 4WD entered the stage but instead of just completing one lap they continued along the stage, at 9.8 miles in a Kia they were never going to beat the bogey time of 7.51 minutes or it seemed the target time of 19.36 minutes and agonisingly we had to wait for them to slowly traverse the stage before being given the all clear to leave the stage. To be honest some cars didn't wait for the closer and as service barges and other vehicles entered the stage I also joined the convoy to leave the venue (once it was safe to do so). It had been a long and very wet day and waiting for the closer as suggested was not good for my blood pressure !

*Ian Davies (Gemini 23)*



# The Plains Rally 2014

## Stage 5 Dyfi

What a difference a week can make, last week at Melbourne Airfield it was biblical flooding, one week on and its dust storms that plague SS5 Dyfi !. A leisurely start for once as I leave Liverpool about 08:30 for the very pleasant drive down to Dyfi. It's a fine sunny morning only spoilt by the hoards of caravan and boat owners all of whom seem to only have a third gear in their vehicles and blind extended mirrors.

Making good time once past the village of Corris it's time to pull off the main road and head towards the relocated stage start. Unfortunately with no visible, perhaps robbed arrows like quite a few I manage to wrong slot towards the start but finally find my way into the stage. Once signed on there is time to check the high band frequency with Chris Woodcock on the start as I will be running the positive reporting control for the Stage from my Junction 7 location. With channels agreed and tested I enter the stage for the 5 ½ odd mile drive through to Junction 7. The stage is as dry as a bone and even at slow speed the Land Rover manages to kick up huge hanging clouds of dust. Driving through the stage apart from the clearly identifiable radio crews I don't spot a single marshal in the stage.

At J7 I'm surprisingly alone, with no marshals and to begin with no spectators very strange as the road behind me eventually leads back to the road. Once I've set up the junction it's time to await the 'parade' of various Pilot cars, finally numbering six before Car 0 at 13:29. As usual in Dyfi there are mountain bike traversing the stage. Most are polite and take the warnings about rally cars to heart; however a small group think it's quite funny to tear down the junction tape and ride through, much to my annoyance.

First in at 13:34 are the 200 class led by car 201 Mat Smith and Giles Dykes in a nice and I have to say quite quick Ford Ka. Even such a petite rally car manages to kick up huge clouds of dust which with very little wind really hangs in the air and lingers beneath the tress. Of the 36 cars who enter the stage we only loose one Car 236 with mechanical woes at Junction 4. By now I am joined by one spectator who sensibly parks up behind me and after a little banter walks into the stage.

Next at 14:18 are the 100 class, with first Car 101 Ieuan Rowlands and Emyr Hall in what was at least at the start a white MkII Escort. These rear wheel boys really power slide through the junction and the dust reaches heroic levels, in many cases not dispersing before the next car plunges into the gloom. A couple more spectators now appear and set up on the corner. With lots of sun one decides to strip off to his CK pants and sensibly covers himself with a spray on sun cream. Unfortunately he hadn't really thought this through and covered head to toe in greasy sun cream as the cars thunder by the dust covers him. After a couple of cars he looks like he has been covered in breadcrumbs and is ready for the deep fat fryer !. Similar to the 200 class we only amazingly given the very challenging conditions loose one runner Car 144 who is off at Junction 3. I quickly pick up the loss of this car via the positive reporting radio system and am able to direct Bill in Radio Control to his likely position and he is soon found off the stage but safe.

After the briefest of gaps at 15:25 it's time for the 4WD mob and the first five cars all enter in order, led by Car 1 Euan Thornburn and Paul Beaton in a Focus WRC. These boys crank up the speed several notches and at times I really struggle to read the numbers off the cars in the thick fog like dust. For me the only real excitement in this run was when Cars 25 and 33 having wrong slotted off the public road suddenly appear behind my car at the Junction. Realising their mistake after about a ten point turn they hastily turn around and eventually make their way back to the correct stage start.

The final group of cars fly by and all complete the stage safely and the last car is into the stage just after 4pm. With an efficient course closer car, once the junction is packed up its time to head to the finish and home. All in all a well run stage although the very small number of marshals was quite a concern, only really compensated for by the eleven radio crews covering the stage.

**Ian Davies : Gemini 23.**



**Alex Allingham / Chris Williams**  
**Photo : Geoff Bengough**



*I only managed one brief snapshot (above) between cars, 'a view from the radio car, awaiting next competitor'*

## FOR SALE



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## Allianz joins Hamilton in supporting the MSA's road safety film competition

Leading insurance company Allianz has joined Mercedes F1 driver Lewis Hamilton in backing the MSA's new road safety initiative, with the top prize now including a trip to the Italian Grand Prix at Monza in September.

The inclusion of Allianz as a partner has allowed the MSA to extend the entry deadline from 31 May to 18 July and the winners will now be crowned at the Italian GP on 6-7 September instead of July's British Grand Prix.

Road accidents are still the biggest killer among 16- to 24-year-olds in the UK. 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:

The films will then be judged by a panel of experts including Hamilton, Allianz, Sky Sports F1 and the MSA. The two winning teams will join Hamilton at Monza to receive £2,000 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.

"We are delighted to welcome Allianz as a partner in this competition," said Ben Taylor, MSA Director of Development and Communications. "All motor sport competitors recognise that there is a time and a place for driving at speed or in competition and that is in a regulated and controlled environment at a track or motor sport venue. As a sport, we must encourage people to take responsibility for their own safety and that of other road users." Details of how to enter the competition, including full Terms and Conditions, can be found by clicking here:

[http://www.msauk.org/uploadedfiles/press/MSA\\_FIA\\_road\\_safety\\_film.zip](http://www.msauk.org/uploadedfiles/press/MSA_FIA_road_safety_film.zip)

**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**



## World RX head for the UK with record entry

A 37-car entry has been confirmed for the UK's inaugural round of the new FIA World Rallycross Championship at Kent's Lydden Hill, the Home of Rallycross, on 24-25 May.

Among the entries is crowd favourite Petter Solberg, who won the opening round in Portugal. "I'm really looking forward to Lydden," he said. "The circuit is a lot of fun to drive, because of all the elevation: it's a bit like a mini-Spa. I have to say that Pat Doran [circuit owner] has done a great job: you can see that he's put a lot of investment into the track to make it fantastic for the drivers and the spectators too.

"The British fans are so enthusiastic, with a passion for the sport just like mine," he continued. "British people really 'get' rallycross because it's always been part of their motor sport. And of course I have lots of fans in Britain, too, because we won the Rally GB many times, including my world title. So I'm very, very happy to be coming."

For more information or to purchase tickets, visit [www.lyddenhill.co.uk](http://www.lyddenhill.co.uk)

## Historic Committee to hold open forum at Silverstone

Competitors in historic motor sport are invited to attend a forum with the MSA Historic Committee at Silverstone on 17 June.

The forum is designed to give competitors a chance to discuss any historic motor sport topics with members of the committee, which represents the interests of historic motor sport and sets regulations governing the discipline.

The forum takes place at Silverstone's Stowe Building, starting at 2pm. Those wishing to take part must email [technical@msauk.org](mailto:technical@msauk.org) to register their attendance and indicate any particular topics they wish to discuss on the day.



## MSA awards publishing contract to *Motor Sport Magazine*

The MSA has awarded its members' magazine publishing contract to *Motor Sport*, one of the industry's most respected publications.

The quarterly MSA magazine was launched at the start of 2011 by London-based contract publishing house Think Publishing. It is delivered free of charge to the governing body's 44,000-strong membership.

Damien Smith, Editor of *Motor Sport*, said: "MSA members spend a great deal of their time and money taking part and following motor sport and are incredibly knowledgeable, so we hope this news will be well-received. We aim to use our wealth of knowledge and experience to enhance what is already an excellent magazine."

**"Moreover, *Motor Sport* is celebrating its 90th anniversary this year, so winning this contract is another cause for celebration. Hopefully, this will be a partnership which lasts for some time to come."**

The contract commences with the publication of the summer 2014 edition, published this month.

## New RLO appointed

The MSA has appointed Glyn Byard as the new Route Liaison Officer for Derbyshire and Nottinghamshire.

Byard takes over from John Thornhill, who has stepped down after almost 30 years in the role. The MSA is indebted to John for his long and excellent service.

For RLO details, click here: [http://www.msauk.org/uploadedfiles/msa\\_forms/compsandtrials/rlo.pdf](http://www.msauk.org/uploadedfiles/msa_forms/compsandtrials/rlo.pdf)



## Go Motorsport teams up with Pirelli Rally

Organisers of the Pirelli Carlisle RBF Rally worked hand-in-hand with Go Motorsport to maximise the opportunities presented by the MSA British Rally Championship season-opener.

In the week leading up to the rally, Peter Metcalfe, RDO for the North East & Cumbria, gave presentations at schools in Carlisle. Students got to see a rally car close up and take part in a quiz for the chance to flag cars away from the start line in Carlisle City centre and meet some of the crews.

As part of the ceremonial start Metcalfe, along with Scotland RDO Alison Clark and Wigton Motor Club, had a stand displaying entry level cars and running a free prize draw for the chance to win an entry – donated by five motor clubs – to an event open to standard road cars.

**"The draw's main aim was to get people thinking 'I could do that' and it certainly seemed to work,"** said Metcalfe. **"The rally organisers were very keen to work with the MSA. By working together we managed to raise interest in the rally and motor sport in general. The school visits were another way that the Rally and the City Council could work together for everyone's benefit."**



## AutoSOLO gets Combe fans behind the wheel

Motor sport fans were able to get behind the wheel at Castle Combe on Bank Holiday Monday after Go Motorsport RDO Andrew Bisping teamed up with Bath Motor Club to run an AutoSOLO.

Half a dozen drivers in a mix of cars gave passenger rides while commentators Ian Sowman and Bisping highlighted the many opportunities for people to get involved in club level motor sport as competitors and volunteers.

**"I'm delighted the AutoSOLO was a success,"** said Bisping. **"I believe it also open-up opportunities to take AutoSOLO to a wide range of non-motor sport events to reach new audiences in the future. I hope to see many more 'pop-up' AutoSOLOs around the country."**

Neil Thomas, Castle Combe's Sales and Marketing Executive, added: "Thanks to the efforts of Go Motorsport and Bath MC our faithful spectators now have a great insight of what lies between driving the school run and circuit racing, and that local motor clubs are the starting point of that journey."

## Technical /Regulations

### Tyre List correction

Please note an immediate correction to Tyre List 1B in Section L of the 2014 MSA Yearbook, as follows:

**MICHELIN**

\*TB15 (f & r) *should read* \*TB5 (f & r)

For further information, please email :  
technical@msauk.org

### Fraudulent seat homologation labels

The top image shows a possibly fraudulent homologation label. Firstly, it appears that the font may be incorrect. Secondly, this sort of label should be manufactured by punching out the relevant dates, not covering them with a marker pen.

If in any doubt, there are two basic checks that can be carried out, aside from checking the appearance of the label. Firstly, look at the general condition of the seat to judge whether or not the date of manufacture suggested by the label appears to be correct. Secondly – if necessary – strip the seat out, because it is quite common to find a manufacturing label on the underside of the seat pan.

The bottom image shows a label that was found on the underside of the same seat, confirming that it was actually manufactured in 2007, not 2011 as stated on the fake homologation label.



## Environmental spill kits

Competitors are reminded that in some disciplines it is mandatory to carry an environmental spill kit, which you may be asked to produce at scrutineering. Please check the regulations for your particular discipline to find out whether you need to carry a kit.

## Belt cutters

The MSA Technical Department wishes to remind competitors that from the beginning of this year it has been a requirement for all stage rally cars to carry belt cutters – see MSA regulation (R)48.10.11. – which must be accessible to both the driver and the co-driver.

## Competition numbers

MSA regulations regarding competition numbers have changed slightly and are as set out in (J)4. In all cases the white background must extend at least 5cm beyond the characters, irrespective of whether the background is oblong or circular.

Certain championships use the provisions of (Q)11.4 to have numbers displayed on vehicles' rear side windows but the systems cannot be mixed and matched on the car, nor within the championship.

## Regulation changes for consultation

The latest MSA regulation changes proposed by the Specialist Committees representing the sport's various disciplines can be found at [www.msauk.org/regulations](http://www.msauk.org/regulations)



## Endean visits Cornwallis Academy

Suze Endean, Go Motorsport's South East RDO, visited Cornwallis Academy with Maidstone & Mid Kent Motor Club, which provided four competition cars: a Sporting Trials car, a Mini Autotest Special, a Renault Clio 172 and a Citroen AX used for car trials and autotests.

Endean and MMKMC started by giving an overview of motor sport, including information on how to get involved as a competitor or volunteer and the different career options available. Each class then split into smaller groups in order to look at the cars in more detail, and to highlight the safety and performance modifications made to each vehicle.



# MSA appoints Ben Taylor to lead International Motor Sports



The Motor Sports Association (MSA) has confirmed the appointment of Ben Taylor as Managing Director of International Motor Sports Ltd (IMS), the MSA's wholly-owned commercial subsidiary, following an internal restructuring in the wake of the departure of former Chief Executive Andrew Coe last week.

Taylor has held the position of MSA Development and Communications Director since 2011, leading the MSA Academy young driver programme, the Go Motorsport club development scheme, the MSA's network of Regional Development Officers and the company's communications portfolio, including the current campaign to change the law to allow Closed Road motor sport in Britain.

In his expanded role, Taylor will continue to be responsible for those MSA activities in addition to leading the promotion of Wales Rally GB, the UK's round of the World Rally Championship, and the sporting organisation of the British Grand Prix at Silverstone through the IMS subsidiary. Taylor's motor sport career began as Press Officer for the Tyrrell F1 Team in 1997, followed by BTCC campaigns for Nissan and the championship itself. After another F1 season with Honda, he joined Orange as International Sponsorship Manager, working across multiple territories on properties as diverse as music, film, rugby union and Formula 1. In 2003, he returned to London agency MPA Fingal, working for clients including Silverstone, Honda and the MSA, before setting up his own consultancy four years later.

Alan Gow, MSA and IMS Chairman, said: "This restructuring is important for the MSA's strategic development. We recognised the need to put the growth and development of the sport at the heart of the governing body's activities, whilst also integrating many of the programmes and commercial opportunities.

"Ben has done an excellent job heading up the MSA's development activity, creating a new department and establishing dynamic programmes that evolve year on year. He has a wealth of experience, not just from within motor sport, and this promotion is a natural extension of his current role. I am certain that he will lead IMS with real vigour and continue to serve the sport with great success."

Ben Taylor, IMS Managing Director, said: "I am thrilled to have been given this exciting opportunity to extend the MSA's development work into a fuller commercial brief. In particular, I look forward to working with the IMS team and everyone involved in the organisation of Wales Rally GB to build on the great platform of last year's event.

"We have a fantastic long-term partner in the Welsh Government, whose commitment last year made such an impact on the success of the rally. We look forward to working with them to integrate the rally further into the fabric of the country and demonstrate the extraordinary positive impact that motor sport events can have on a region."

## Drifters try AutoSOLO

Ipswich-based drifters tried their hand at grassroots motor sport for the first time in an AutoSOLO taster event, organised by a consortium of motor clubs.

The Association of Eastern Motor Clubs, Anglia Motor Sports Club, Eastern Counties Motor Club and West Suffolk Motor Club joined forces and invited the drifters to the West Suffolk Motor Club AutoSOLO and Autotest, held at Debden on 27 April. Suze Endean, South East RDO, added: "The clubs and association hope to run a further taster AutoSOLO on 20 July at Woodbridge, to give more drifters the same opportunity."

Club membership is available on the day; for more information on the event contact Tony Burchnall via [tony.burchnall@gmail.com](mailto:tony.burchnall@gmail.com)



## 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](http://www.GoMotorsport.net)
- Help us to set up a visit to your local school by emailing the relevant contact details to [info@GoMotorsport.net](mailto: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](mailto:info@GoMotorsport.net)
- Include Go Motorsport advertisements in your event programmes. Artwork is available from the 'downloads' section of [www.GoMotorsport.net](http://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

## 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 with Paul Gilligan

**Aston Martin At The Crossroads** : While Rolls-Royce, Bentley (see below), Jaguar and Land Rover boom, Britain's other iconic brand Aston Martin is having less happy times. Unlike the others it is experiencing heavy losses, sales are 40% down from the peak, the Chief Executive has become part-time Chairman and not yet been replaced, David Richards has gone. All in all not a happy picture.

In spite of losses last year of £17M Aston were able to raise additional capital of £500M which included Daimler (Mercedes) taking a 5% stake. Mercedes have agreed a contract to supply engines and it is rumoured that Aston will be able to dip into other areas of the Mercedes parts bin. In areas like climate control, electronics, infotainment Aston lag badly against mainstream cars never mind supercar competitors. The £500M will be used to fund much-needed new models.

Although they grew sales 20% on the US last year the weakest area of sales performance for AM is the World's largest car market – China. They only sold 400 cars there last year. There are several problems. Aston were late to the party in China, China is not a sports car market, limousines and large 4x4s are preferred. And (seriously) awareness of James Bond is very low in China. Of the 400 Chinese sales almost 75% were of the Rapide 4 door saloon. RR and Mini prosper under BMW, Bentley under VW. A full blown Mercedes takeover of Aston could bring them the same result. And an expansion of the range to include no doubt a large, fast, and very expensive 4x4.

**Meanwhile Bentley Moves Forward** : Last year Bentley sold just over 10000 cars, Aston just over 4000. Under VW Bentley are investing heavily in new models and new people. 90 new engineers and over 50 apprentices are being recruited and £800 million has been allocated for new model and facility developments. New models include the much awaited 4x4, due in 2016 and reportedly styled very differently to the prototype shown last year. By 2017 3500 4x4s a year will be made in Crewe bringing total Bentley sales to over 15000 a year.

There seems no end to the World's love affair with big expensive 4x4s. Waiting lists for Range Rover and Range Rover Sport are lengthening not shortening, and although there was a whiff of discount a few months ago, that has virtually disappeared now.

**GM Fined \$35M** : In 2001 GM discovered that faulty ignition switches were causing some of their cars to be involved in accidents. In total 11 people lost their lives as a result. As you'd expect GM recalled cars possibly affected to change the ignition switches. However they didn't rush to do so. In fact they didn't action the recall until earlier this year, that's right 13 years later!

The US Government has fined GM \$35M for this delay, the maximum penalty allowed. There are moves to raise this maximum to \$300M. Even this will pale into insignificance against the payouts GM will be made to make to the families of those killed or seriously injured. In such a litigious country as the US these are expected to total around \$1.5 BILLION! Many will say a penalty deserved.

**European Car Sales Continue To Recover** : Whilst car sales in the UK have been rising strongly since early last year, it is only now that Europe as a whole is following. YTD sales are 6.6% up on last year. Spain, which suffered almost worst of all, is 29% up, and 25 of the 30 European markets are up.

Renault came back from intensive care to post the greatest increase at over 10% up and very close to overtaking GM for 3<sup>rd</sup> place in Europe behind VW and Ford. With Italian sales still weak Fiat showed one of the lowest increases. Amongst the smaller brands Dacia (up 32%) and Skoda (up 22%) were very strong.

**Who Covers The Market** : Industry analysts divide the new car market into segments, like Mini, Super-Mini, SUV (4x4) in various sizes, Large Saloon/Hatch etc. Then manufacturers can examine their performance in each segment to spot weaknesses and therefore opportunities to increase sales. Of course not all manufacturers cover all segments, in fact in Europe nobody covers all.

Ford and GM cover 12 out of 14, but are still comfortably outsold by VW who only cover 10. What might happen when VW plug those gaps? Renault, having killed off Laguna, Modus, and Espace only cover 7 out of 14 which must limit future growth. Most exposed of all Fiat only cover 5 segments, and two of those with Punto and Bravo, both products on their last legs. In fact as one analyst commented recently Fiat can now be justly described as the 500 Car Company, with the 500 representing the lion's share of their sales.

A broad spread of sales spread risk for a manufacturer. What happens to Fiat if they get the 500 replacement wrong? Broad spread also helps selling to fleets. Others recognise this. Relatively new entrants the Korean manufacturers Kia and Hyundai already cover 9 of the 14 segments. As the British motorcycle industry proved in the 1960s, moving to ever smaller segments to avoid Asian competition is not a good plan. At the end of the day you have to fish where the fish are, something Renault and Fiat need to look at.

**Electric News** : The first electric car "supercharging" point is about to go live at the South Mimms Services where the A1 meets the M25. This will enable an electric car to receive a charge in 20 minutes that will propel it for a further 130 miles. More Motorway Supercharge points will follow soon. Catch is that only one make of electric car can use this facility. That's the US designed and built Tesla which launches in the UK next month. The other catch is that Tesla prices start at £70000, so hardly a volume player. There are plans being talked about to establish a motorway network of fast charge points that will suit other electric cars, but just talk currently. Meanwhile the first 4 months of 2014 saw only 1547 pure electric cars registered in the UK, so customers remain unconvinced.

One of the big barriers to increased sales is cost. Even after the Government grant of £5000 a Nissan Leaf will cost you £21000 for the most basic model. Similar sized petrol cars are around half that. However with used buyers also unconvinced and wary of the high cost of battery replacement you can get a 12 month old Leaf for little more than half of new cost, and a 3 year old one for about 30% of new price. Those are far higher depreciation rates than similar petrol cars experience. OK you're saving on fuel, but when you factor in battery replacement as well as depreciation there is no doubt that going green is very expensive and beyond the means of most. For the moment at least. Tesla, with a 300 mile range and 20 minute re-charge shows what's possible. If you have £70000 that is.

I remain, as my regular reader knows, unconvinced.

**Paul Gilligan** [pg@gvcontracts.co.uk](mailto:pg@gvcontracts.co.uk)



# WRC : Rally Argentina

**Jari-Matti Latvala took his second victory of the season when he won Rally Argentina, 12 months after claiming his maiden podium for the Volkswagen team there.**

The Finn, driving a Polo R, headed team-mate Sébastien Ogier by 1min 26.9sec. It was Volkswagen's ninth consecutive WRC victory, breaking the record held by Citroen.

Kris Meeke claimed his second podium of the season in a Citroen DS3. The Frenchman completed the four-day event, round five of the FIA World Rally Championship, 5min 54.7sec behind Latvala in third.

The duo enjoyed a see-saw battle on Friday which ended with Latvala on top. He dominated Saturday's leg while Ogier had tyre and overheating issues, and started the final day with a 31.0sec advantage.

Conditions were appalling, with thick fog and deep mud in the classic El Condor and Giulio Cesare stages. Ogier refused to chase Latvala and the gap widened by almost a minute through the four stages covering 76.78km.

Ogier claimed maximum points in the Power Stage and now leads Latvala in the championship standings by 24 points.

Meeke, under pressure after crashing in Mexico and Portugal, never put a foot wrong. He kept a wary eye on the closing Andreas Mikkelsen and headed the Norwegian's Polo R by 23.6sec.

Mikkelsen endured a scare when his alternator's warning light flashed on at the end of the final stage. A broken alternator belt forced him to retire on Friday, but this time he made it back to the Villa Carlos Paz finish with no further dramas.

Thierry Neuville broke a driveshaft on his Hyundai i20 early in the final stage but came home in fifth ahead of Robert Kubica. After a crash-plagued season, Kubica promised to sacrifice some speed and his tactics paid dividends.

Elfyn Evans was seventh on his Argentine debut ahead of the similar Ford Fiesta RS of Martin Prokop. Three stage wins in the final day propelled Mikko Hirvonen into ninth and WRC 2 winner Nasser Al-Attiyah rounded off the top 10.



## Rally Australia



**COFFS COAST NSW**  
**11-14 SEPT 2014**

- Based in Coffs Harbour, almost halfway between Sydney and Brisbane on the New South Wales coast.
- Stages held over a mix of shire roads, in public use throughout the year, and private tracks.
- Compact route which rarely strays more than 35km from Coffs Harbour service park.
- A super special stage next to the service park starts in a former velodrome oval, before breaking out onto town centre streets and finishing back in the oval
- A mix of hard base roads, some tight and twisty and others fast and flowing.
- Shire roads are lined by trees close to the edge in many places.
- Many stages travel through dense rainforest and the low angle of the sun in mornings and evenings can create a 'strobe' effect as it flashes through the branches

# Lewis Hamilton wins Spanish GP over Mercedes team-mate Rosberg

Lewis Hamilton took the world championship lead from Mercedes team-mate Nico Rosberg with a closely fought victory in the Spanish Grand Prix.

Hamilton leads Rosberg by three points as his fourth win in a row finally made up the ground he lost by retiring from the season-opening Australian GP.

The Briton led from start to finish to win a tense battle with Rosberg, with the rest of the field far behind.

Red Bull's Daniel Ricciardo was third and team-mate Sebastian Vettel fourth.

The world champion produced a superb recovery drive from 15th on the grid to finish ahead of Williams' Valtteri Bottas and the Ferraris of Fernando Alonso and Kimi Raikkonen.

Hamilton converted his pole position into a lead at the first corner and built a 2.6-second lead over Rosberg by lap 13.

But the German closed in to within 1.6secs over the next four laps until Hamilton made his first pit stop on lap 18.

When Rosberg stopped three laps later, Mercedes split the tyre strategies between both cars, just as they had in their close battle in Bahrain two races ago, putting Rosberg on the 'hard' tyre whereas Hamilton had been fitted with the 'medium'.

Hamilton was told he needed to maintain a four-second gap by the time of his second pit stop, while Rosberg was told he had to get the margin down to two seconds if he wanted to win the race.

Hamilton made his final pit stop on lap 43, fitting the hard tyres. And despite a delay fitting a rear wheel, he was a comfortable 4.8 seconds ahead when Rosberg emerged from his final stop on the medium tyre two laps later.

Rosberg inexorably closed on Hamilton through the final stint and was close enough to be able to use his DRS overtaking aid as they entered the penultimate lap, but was unable to pass.

Hamilton had to lap Raikkonen as they headed down the straight into the final lap but was able to retain the lead. Fernando Alonso leads team-mate Kimi Raikkonen Alonso passed Ferrari team-mate Raikkonen with a thrilling move late in the race

Behind the dominant Mercedes cars, Ricciardo lost a place to Bottas at the start but the Red Bull was much faster and leapfrogged ahead at the first stops.

Vettel was in excellent form as he recovered from a gearbox failure in qualifying and consequent five-place grid penalty for changing the part.

Red Bull put the world champion on a three-stop race, and after his final stop on lap 52 he quickly passed Ferrari's Kimi Raikkonen and closed in on Bottas and passed the Finn on lap 63.

Alonso, initially planning two stops, switched to a three-stop strategy in a successful attempt to beat Raikkonen, who led him in the first part of the race.

Alonso had spent the first stint of the race stuck at the back of a three-car train led by Lotus' Romain Grosjean and Raikkonen.

Against the usual protocol, which dictates the driver leading on the track out of two team-mates gets first-call on pit-stop timing, Alonso made his first stop a lap earlier in an attempt to pass Raikkonen. It failed when Alonso hit traffic on his out lap, so the Spaniard switched to doing an extra stop.

He rejoined after his final stop right behind Vettel and while he was unable to keep pace with the German, who passed Raikkonen on lap 56 before setting off after Bottas, Alonso closed on Raikkonen.

After a couple of laps failing to get past on the main straight, Alonso tried the outside of Turn One on lap 64, cut back into Turn Two, followed Raikkonen closely through the difficult and fast Turn Three and out-braked his team-mate into Turn Four, to the delight of his adoring home fans.

Raikkonen appeared to question Ferrari's strategy on the radio on the slowing-down lap, asking "who made these calls" and suggesting he "seemed to be getting second choice". Afterwards, Raikkonen admitted he had "wanted to clarify a few things".

Behind the Ferraris, Grosjean took Lotus' first points of the season in eighth, ahead of the Force Indias of Sergio Perez and Nico Hulkenberg.

Jenson Button beat McLaren team-mate Kevin Magnussen to 11th place.

The Dane lost a place to Vettel on the first lap when he had to pull out of an attempt to pass Button at the chicane, but fought back to finish just 0.6secs behind his team-mate





# Lewis Hamilton finishes second to Nico Rosberg at Monaco

**Nico Rosberg beat Mercedes team-mate Lewis Hamilton in a tense fight for victory in the Monaco Grand Prix.**

Hamilton, still angry from what he saw as Rosberg's gamesmanship to seal pole in qualifying, tracked him for much of the race.

The Brit dropped back with an eye problem in the closing stages but held off Red Bull's Daniel Ricciardo.

Ferrari's Fernando Alonso was fourth in a race punctuated by two safety car periods.

The race was a slow-burner which came alive in the closing laps as Ricciardo challenged Hamilton, and a series of dramatic incidents led to constant changes for the lower points positions.

It started with enormous tension between Hamilton and Rosberg following the controversial outcome of qualifying. Rosberg was cleared of wrongdoing on Saturday after a stewards' investigation into a trip into the escape road on his final qualifying lap, which prevented Hamilton completing his own lap and challenging him for pole position. The stewards declared it an innocent driver error, caused by the German pushing too hard on his final qualifying lap. But Hamilton clearly believed that Rosberg had done it deliberately, a view that was shared by a number of ex-F1 drivers in the paddock.

Mercedes non-executive chairman Niki Lauda said before the race:

"This thing we have with Lewis accusing the other of doing something stupid; I tried to fix this this morning with Lewis but I couldn't. If they hit each other at the first corner then they have a problem with me." They didn't, Rosberg converting his pole into a comfortable lead as Ricciardo's slow getaway left Alonso boxed in behind him and team-mate Sebastian Vettel. Raikkonen took advantage, slotting into fourth at the first corner behind Rosberg, Hamilton and Vettel and ahead of Ricciardo and Alonso.

The first safety car was employed on the opening lap after McLaren's Jenson Button knocked Sergio Perez's Force India into a spin on the exit of Mirabeau. Vettel retired immediately with an engine problem as the race was re-started on lap four, and there was a typical Monaco stalemate until another safety car on lap 28 - triggered by a crash at the chicane by Sauber's Adrian Sutil. Almost the whole field took the opportunity to make their pit stops, but Hamilton complained over the radio to the team, saying they should have brought him in immediately they saw the crash, rather than wait until the safety car was actually deployed.

After the re-start on lap 31, Rosberg began to get messages that he was using too much fuel. Hamilton tracked him closely, but was never able to get close enough to make an attempt to pass him. But although the team prepared for a pit stop, he increased his pace.

In the closing stages, Ricciardo closed in quickly, catching Hamilton by lap 72, with six laps to go, but the Mercedes driver managed to hold him off until the end.

The result moves Rosberg back into the championship lead, four points clear of his team-mate.

Raikkonen ran third until the first pit stops, after which he needed to stop again on the next lap to replace a tyre punctured when he was hit by Marussia's Jules Bianchi, dropping him to 14th place.

Raikkonen recovered to challenge Magnussen for seventh place in the closing stages, only to try an over-ambitious move on the Dane into the Loews hairpin on lap 73. Both ended up stuck in the barriers, dropping Magnussen to 10th and forcing Raikkonen to pit for a new nose cone. He finished 12th

Button had passed Magnussen for sixth behind Force India's Nico Hulkenberg at the start of the same lap and he finished there ahead of Williams' Felipe Massa and Marussia's Jules Bianchi.

The Frenchman's eighth place was the best finish in the small team's four-year history and Bianchi managed to score their first points for ninth place despite a penalty for serving a previous punishment in an incorrect fashion. Lotus's Romain Grosjean was promoted to eighth in the final standings, with Magnussen 10th.



**Mercedes drivers Lewis Hamilton and Nico Rosberg have utterly dominated the start of the 2014 Formula 1 season, taking five pole positions and five wins between them in the first five races of the season, following sweeping rule changes within the sport.**

**The car is about a second a lap quicker than anything else on the grid, and the question since the beginning of the season has been why?**



The answer is to do with clever, innovative thinking on the engine - "a masterstroke", in the words of one leading F1 technical figure.

A unique design feature of the Mercedes V6 turbo hybrid power-unit allows it to have specific car design features, the combination of which means it produces more power, more efficiently than the rival engines from Ferrari and Renault.

And Mercedes' position as the works team means they were able to exploit it better than their customers.

### **How do the engines work?**

The new F1 engines are highly complex and innovative pieces of technology. They combine a 1.6-litre V6 turbo engine with two different pieces of hybrid technology.

A motor generator unit attached to the rear axle (the MGU-K) recovers kinetic energy during braking, stores it in a battery and reapplies it during acceleration. The amount of energy that can be harvested and redeployed from this is limited by the F1 technical regulations.

A second motor generator unit attached to the turbo (the MGU-H) recovers energy from the turbo shaft, which is turned by the exhaust gases.

This energy can then be used to either spin up the turbo prior to the driver pressing the accelerator - removing the delay in power delivery, or 'lag', that is inherent in turbo engines - or applied directly to the rear wheels to increase power.

The cars have two different fuel restrictions - a limit of 100kg of fuel for a race distance, and a maximum fuel-flow rate of 100kg per hour.

The amount of energy that can be recovered from the MGU-H is unlimited, so any energy that can be recovered from the MGU-H is effectively 'free' power for the engine. As a result, this has become a primary definer of performance in the new engines.

### **What's the secret?**

Turbo engines use a compressor and a turbine to generate more power than the same size of naturally aspirated engine.

The exhaust gases spin the turbine, which in turn drives the compressor, which compresses the ambient air before it goes into the engine. The air is then passed through an intercooler to cool it and make it denser for greater efficiency before being pumped into the engine.

### **2014 engines by numbers**

- 1.6-litre - engine capacity, reduced from 2.4 litres
- 6 - the number of cylinders, down from eight
- 100kg - the maximum amount of fuel teams can use during the race
- 100kg per hour - the fuel rate maximum

The turbine and compressor are normally sited next to each other in turbo engines. Mercedes have split them so the compressor is at the front of the engine and the turbine at the rear.

### **This has several benefits.**

The inlet air temperature is cooler, which means the team can use smaller intercoolers, reducing weight and taking up less space.

The airflow has much less distance to travel from the intake, through the compressor and intercooler into the cylinders. This reduces the pressure loss at the compressor, which increases power.

The design reduces dramatically the amount of piping required for the engine, giving a significant advantage both in total mass and weight distribution in the car.

It also inherently reduces lag in the turbo to almost nothing, so less power is required from the motor-generator unit attached to the turbo to spool it up before the drivers go on the throttle, so more of that power can be used directly at the rear wheels.

The reduction in the ancillaries - reduced intercooler size and less piping - means the bodywork can be more tightly reined in, giving better aerodynamics.

The layout also means the gearbox can be moved forward, which gives better weight distribution and centralises the mass of the car, allowing a more effective change of direction and use of the front tyres, which helps with braking and therefore energy harvesting.



# Classic Corner



- 1 June **Hughes Rally, Kent**
- 21 June **East Anglian Classic Norfolk**
- 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](http://www.vcrr.eu)

## Whickham & District MC The Shaw Trophy Classic Rally 15th June

Tests, Regularities and Navigation

Location Morpeth, Northumbria  
Contact Guy Wickham 01661 886845  
[guy.wickham@btinternet.com](mailto:guy.wickham@btinternet.com)  
Web Site [www.wdmc.org.uk/](http://www.wdmc.org.uk/)

## Wigton Motor Club Ltd Lake District Classic 29th June

Tests, Simple Regularities and Navigation

Location Penrith, Cumbria  
Contact Ron Palmer 01228 575153  
[ronpalmer777@hotmail.com](mailto:ronpalmer777@hotmail.com)  
Web Site [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

# NESCRO

North of England and Scottish Classic Rally Organisers



## 2014 CALENDAR :

Shaw Trophy	15 <sup>th</sup> June
Lake District Classic	29 <sup>th</sup> June
Summer Lanes	TBA
St.Wilfrids Classic	3 <sup>rd</sup> August
Durham Dales	7 <sup>th</sup> September
Doonhamer	28 <sup>th</sup> September
Illuminations	18/19 October
Solway Classic	19 <sup>th</sup> October
Hexham Historic	25 <sup>th</sup> October

## Chelmsford Motor Club East Anglian Classic Historic Rally

Saturday 21st June 2014

A round of the Historic Rally Car Register  
Clubman's championship.

Chelmsford Motor Club is pleased to welcome you to its annual historic road rally, The East Anglian Classic. We are once again delighted to be a round of the Autosessive HRCR Clubmans Rally Championship. This year the event will again be a one day format which will allow cars requiring a waiver of permit to take part in one of the most social rallies of the year and we are continuing our traditional Saturday format. The Old Ram on the A140 at Tivetshall St. Mary will again be our start/finish venue. We are confident you will receive a similar high standard of service and food.

This year we will again be running The East Anglian Classic Run, a closed to club event for pre-1986 cars, which avoids the need for competition licences and MSA log-books for Category 4 cars. Navigation for the Run will be by marked map, and the route and tests will be exactly the same as the Rally, so this will provide an 'bridge' between classic runs and the HRCR championship for those wishing to progress in their classic motorsport.

Again we will be supporting the East Anglian Air Ambulance, which provides airborne response across Norfolk, Suffolk and Cambridgeshire funded entirely by charitable donation. Competitors are offered the opportunity to make a donation using the entry form.

The route will cover around 150 miles throughout Norfolk and Suffolk. During the day there will be a number of special tests at some classic venues as well as some new ones. The type and format of last years regularities was well received and this years event will be no different although one section will be traditional plot'n'bash. We will be using some lanes for our regularities that haven't seen a rally car for many years.

This year's entry fee will include bacon rolls and coffee for breakfast, a light lunch and an awards buffet where you will be able to recall the day's exploits and hopefully collect some silverware.

The start and finish venue does have limited accommodation available which can be booked directly via their web site <http://oldramnorfolk.com> and there are many hotels and B&Bs nearby.

Regs : <http://chelmsfordmc.co.uk/EAC>

The event will start and finish at the The Old Ram Coaching Inn, Tivetshall St. Mary. Limited accommodation is available which can be booked directly via their web site <http://oldramnorfolk.com> and there are many hotels and B&Bs nearby.

## 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/)



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



**Ripon Motorsport Club**  
**ST WILFRIDS CLASSIC RALLY**  
**3rd AUGUST 2014**

Welcome to the second running of the St Wilfrids Classic Rally, which is again a round of the Autosessive HRCR Clubmans Championship 2014, this year the event is also included in the NESRO calendar. The event will start from the Thirsk Auction Mart and feature a number of special tests on a variety of surfaces, linked with regularity and transport sections with a lunch halt in Masham and finishing at the Angel Inn, Topcliffe. The entire route will be on OS Landranger map 99

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

**Wigton Motor Club Ltd**  
**29th June**  
**Lake District Classic Rally**  
and  
**Lake District Targa**  
**Sponsored by**  
**Lake District Hotels Ltd.**

There are three free entries up for grabs on this year's Lake District Classic and Targa events! As part of Wigton Motor Club's efforts to attract new blood they are offering three completely free entries to crews who have no previous motorsport experience. They will also receive mentoring on the event.

The events are on June 29<sup>th</sup> will start and finish at the Penrith Truck Stop close to Junction 40 on the M6. There will be no timing or regularities on public roads with results determined by the test times only. The route will visit a total of 20 tests, all of which should be enjoyable for both competitors and marshals alike.

There will be some simple pre-plotting of the route by map references and directions only and there will be ample time allowed for this before the start. Cars must comply with MSA Blue Book vehicle regulations Sections R 18 and 19 for the event entered. The Classic is a counter towards the Gates Tyres Historic Rally Awards. The entry fee is just £95 which includes coffee, lunch and a two course meal at the finish.

We are grateful for the continuing enthusiastic sponsorship of Charles and Kit Graves of Lake District Hotels Ltd whose help enables us to maintain the entry fee at previous levels.

Lake District Hotels have made special rates available at the George Hotel in Penrith for those seeking accommodation.

We look forward to seeing you and promise a choice of two enjoyable events with limited road mileage without any trickery, sufficient time to pre-plot the entire route and an early finish.

Entry forms are on the website: [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)



## Club development:

Five tips to planning an event Patrick Coyne discusses the five tip checklist you need to go through when planning an event. It can be hard running a sport, dance or recreation club.

The people involved are often volunteers and finances are sometimes tight. In fact, our Sports Club Survey in 2013 found that 24% of clubs were losing money each year. And that's why maximising your clubs revenue streams is vital. Whether it's a boot fair or a barn dance, events can help your club generate that extra little bit of income that you need to keep running. But what do you need to do to make sure you plan a successful event? Here's the Sport and Recreation Alliance's check list:

**Why are you holding the event?** : This is really important. If you are setting up an event for a specific reason, for instance to buy a piece of kit or to help fund a tour, say so. If you can tell a personal story of how attending an event will help your club, and therefore the local community, people will be much more inclined to come.

**What are you going to do?** : Here it really is a case of going back to that old showbiz phrase, **"Give the people what they want"**. Canvass people – ask your friends and family what kind of events they'd be interested in attending. In fact, get as many of your club members to go out and do the same. Collate all these ideas and have a good old-fashioned brainstorming session. Make sure you properly discuss the ideas that are proposed and think about practicalities – things like cost, feasibility and the workload involved. It may be a great idea to turn your local swimming pool into an underwater laser quest, but is it really possible in your mostly or solely volunteer-run club? Probably not. So make sure you keep these factors in mind when you sift through the ideas.

**What's your budget?** : Here it is essential to: Identify the overall cost of the event – it is critical to get accurate estimates of everything: publicity, prizes, staff, venue, entertainment, decorations, equipment rental, food, drink... it all needs to be accounted for. Have a contingency budget – although you want to make sure your initial budget covers the entire costs involved with running the event, it's rare that anything in life goes 100% to plan. By having a little cushioning, you can recover if something goes wrong. Make revenue projections – know your bottom line, and by that we mean the minimum amount of money you need to bring in so that you break even. This will determine your pricing structure when accounting for how many people you expect to attend. From there, consider how much the club would like to make from the event and then outline how many people must attend in order to reach those goals.

**Where are you going to hold the event?** : This is crucial. If you are one of the lucky 47% of facility owning clubs across the country, then you may just have your venue. If not, can you get somewhere that's free or subsidised? Use your own and your members' contacts and friends to see if you can manage to get a suitable facility for a cheaper price. Wherever you decide to hold the event, again think about the practicalities of your event in relation to the venue. Does it: Have the right capacity (not too big or too small)? Have an alcohol licence (if needed)? Supply food or cutlery (if needed)? Have enough access to power sockets? Have a sound system (if needed)? Have its own staff or an external company that provides them? Have security (if needed)? A first aid kit? Disabled access? Adequate parking? If you consider all of these points, you should be on solid ground going forward and picking your venue.

**How are you going to run the event?**

Once you know what your night is going to entail, you know where it will be, and you know (roughly) how many people to expect, you need to think about the actual logistics of running it. The "it'll be fine on the night" school of thought isn't one we at the Alliance would recommend for a stress-free night, and for us, a little bit of preparation goes a long way. Devising a checklist of all the things that must be done to ensure your event runs smoothly is key and should include as many steps as possible. It's the little things that are often forgotten, so make sure questions like "Have you brought tape and scissors for the decorations? Or have the seating plans been printed off?" are included. Other important points to consider are assigning a first-aider and making sure you have a clean-up team for the end of the event! Even if you think the steps are obvious, put them down. It's definitely much better to be over-prepared than underprepared. When planning your night make sure everyone involved is assigned to their own specific roles and that they are given break periods during the event to relax and enjoy themselves. If someone is given responsibility and takes ownership of their specific tasks it is much easier to keep them focussed and they can take pride in what a success your event has been. Finally remember to thank or acknowledge all the people who have contributed. And that's it.

Using this checklist is not the only thing that will ensure your event is a success, that's down to you. But by using these suggestions as a foundation we at the Alliance are sure you can pull it off. - See more at: <http://www.sportandrecreation.org.uk/blog/club-development/27-05-2014/club-development-five-tips-planning-event#sthash.iCVER45P.dpuf>

## PLAY MORE WITH MARS MILK : £300 Donation to help Clubs run Events

MARS Milk is seeking to encourage people to play more with the launch of an exciting new initiative, the MARS Milk Play Fund. The fund, which runs from May 1 2014 until September 30 2014, will donate cash awards to sports individuals and clubs in need of extra funding, whether they need new kit, help with travel costs, extra pitch time or competition entry fees. Each month, ten deserving applicants will be selected to receive **a donation of £300**. There will also be a £1,000 award for the monthly People's Choice award, where the public can vote for their favourite individual, club or team. Michelle Frost, spokesperson for MARS Milk explains why the fund has been launched:

"Unfortunately, the tough economic climate has meant that less funding is available for sports individuals and clubs. Our hope is that the fund will help clubs to recruit new members and encourage sporty individuals to play for longer." Every month the MARS Milk Play Fund will also the chance to win the latest gadgets and fun days out to share with friends.

The fund is open to residents of, and clubs and organisations based in the UK and Republic of Ireland only. Applicants must be 18 years or over and only one application will be accepted per person, club or organisation. Applications to the fund can be made on the MARS Milk website [www.marsmilk.com](http://www.marsmilk.com) from May 1 2014.

# **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**

**Hillclimb (production and specials) cars**

**Classic cars**

**Hot Hatches**

**Anything unusual that you might have**

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](mailto:frazer.metcalfe@rotatingferrets.co.uk)) or myself ([mark.smith@rotatingferrets.co.uk](mailto: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](http://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](http://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 organised by Wigan & District Motor Club.

## **Mablethorpe & District Motor Club Wolds Rally**

### **22nd June**

Mablethorpe & District Motor Club are pleased to announce a new event for 2014. The event to be named the Wolds Rally will be a single venue event for 2 wheeled drive cars only and restricted to 45 cars. It will be held at the ex RAF Ludford Airfield in the Wolds of Lincolnshire. The event will take place on Sunday 22nd June 2014.

The last time the Wolds Rally ran was 2007 at ex RAF Swinderby and had run for eight year before that. MDMC are delighted to resurrect the event and Clerk of the Course Mick Smith said "It's nice to have a Wolds Rally again following its demise as a multi-venue event in 1991. We are looking forward to welcoming competitors back to Lincolnshire."

Entries will be at a premium so competitors are advised to enter early when regs are available online at [www.mablethorpedmc.co.uk](http://www.mablethorpedmc.co.uk) in early April.



**33 Acresfield Road,  
Middleton, Manchester. M24 2WT**  
**0161 643 0151 or 07973-816965**  
**email :**  
**[gazzard.accts@btinternet.com](mailto: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](http://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](http://www.anwcc.org)**

## **DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS**

**Contact**

**Gemini Communications**  
***Bill Wilmer 07973-830705***  
**[w.wilmer@btinternet.com](mailto:w.wilmer@btinternet.com)**  
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# **Newtown & District Automobile Club**

## **Wheels 4 Robbie**

### **Targa Rally**

**Sunday 15th June 2014**

#### **At Throckmorton Airfield near Pershore**

This is a special event for us..... For those of you who follow Rally Rides on the dreaded Facebook you may be aware that he has a fabulous friend called Robbie Young.

Robbie is 17 and like me and you he relies purely on the reliability of his wheels. Unfortunately Robbie's wheels are a necessity due to his illness. Sadly he suffers from many health issues and severe cerebral palsy which confines him to his wheelchair.

He currently has a specialist wheelchair which he has nearly outgrown and our aim is to go one better and raise the funds towards a rough terrain type wheelchair. This will enable his family to take him to places which are currently very difficult.

One recent highlight for Robbie was a wild weekend of entertainment when his dad Chris pushed him in his current wheelchair into the depths of the Grizedale forest to watch the Grizedale stages.

The success of this event could help to make so many more adventures a reality to this cheerful young man. Should we be fortunate enough to raise beyond the cost of the wheelchair, our plan is to let Robbie present this to Derian House Children's Hospice. This is his second home where such wonderful staff look after Robbie and so many of his friends.

Regs have now been approved by the MSA and these along with the Online Entry Form will be available via the NADAC website <http://www.newtown-mc.co.uk> in the next day or so. Please keep checking the site for more details.

Approximately 40 miles of driving tests used during the day and as we have to run the event as a Clubman event you will not need a competition licence but you MUST produce a NADAC club card at signing on (competitors who are not members can pay £5 for membership until 31.12.14)

It is a condition of entry to supply a marshal crew per car not per entry and they will be given a food voucher for use in the canteen for their help.

#### **NO MARSHAL NO START.**

#### **PLEASE READ THE REGULATIONS CAREFULLY**

50 entries available and these will be received on a strictly first come, first served basis via the online system only and will not be confirmed until full payment has been received (and cleared).

Spectators are more than welcome – car parking £5.00 per car and any other donations you wish to make will be gratefully received.

Any initial enquiries can be made to the Entries Secretary, Michele Petrie via email –

**[michele.petrie@btinternet.com](mailto:michele.petrie@btinternet.com)**

## **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](http://www.nickygriststages.co.uk) or by contacting the Entries Secretary Adrian Hardy on 07758464401.



*Photo Credit to Klint Kinrade*

## **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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## **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 25<sup>th</sup>**

**A date change sees the event now running on October 25<sup>th</sup>** 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](http://www.rogeralbertclarkrally.org)**



## Warrington & District Motor Club JRT ENVILLE STAGES RALLY

Sponsored by:- JRT Motor Services, Latchford, Warrington

**Sunday 29th June 2014**

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



## REGULATIONS

Regs : [www.warringtondmc.org](http://www.warringtondmc.org)



## Manx Rally EUROCAR'S Championship MOTORSPORT.COM 2014

### 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



**Myerscough College**  
Providing opportunities for all

## Myerscough College Open Day and Country Fair Sunday 8th June Clitheroe & DMC



**LOOKERS  
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Regs available from  
[www.cdmconline.com](http://www.cdmconline.com)



13-16 NOVEMBER 2014  
**WALES RALLY GB**  
RALLY OF LEGENDS

**13th - 16th November**  
[WALESRALLYGB.COM](http://WALESRALLYGB.COM)

## MAKE A DATE IN YOUR DIARY!

### WALES RALLY GB

13 - 16 NOVEMBER

Compete against the best in the world on the classic Welsh forest stages. Incentives for British Amateur entries make it easier than ever to compete on your home WRC round.

### WALES RALLY GB NATIONAL

14 - 16 NOVEMBER

The hugely popular Wales Rally GB National, encompassing the best of the WRC stages, is the perfect end to the national rallying season.

### WIN YOUR ENTRY WITH THE ROAD TO WALES

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.



[WWW.WALESRALLYGB.COM/COMPETITORS](http://WWW.WALESRALLYGB.COM/COMPETITORS)

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

**Dave & Julie Harwood at  
Road & Stage Motorsport Ltd.**



**Whitegate,  
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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.

***Rally of the Midlands***

**20th - 21st June 2014**

2014 see's the twelfth running of Rally of the Midlands. This year sees some exciting developments with the event based at Leicestershire's Mallory Park race circuit where there will be static displays and demonstration runs of some iconic Group B rally cars from the 1980's, organised by Rallying with Group B. The circuit plays host to Rally Headquarters and scrutineering and houses the central service park for the event.

There will be over 70 miles of competitive stages ranging from fast tests at Mallory to more technically challenging stages at MIRA rounded out by others reminiscent of the RAC rallies of the 70's and 80's at local stately homes. The event will feature demonstration runs at the head of the field and is a qualifying round of the Kingsway Insurance Heart of England Rally Championship in association with DMACK Tyres and the ANCC Stage Rally Championship sponsored by Thresfield Garage, Ravenoil & Midgley Motor Cars.

Online Entry : <https://www.rallies.info/webentry/2014/midlands/webentry.php>

**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](http://www.aberystwythmotorclub.co.uk)**



The inventor of the Harley-Davidson motorcycle, Arthur Davidson, died and went to heaven.  
At the gates, St. Peter told Arthur. *'Since you've been such a good man and your motorcycles have changed the world, your reward is, you can hang out with anyone you want to in heaven.'*  
Arthur thought about it for a minute and then said, *'I want to hang out with God.'*

St. Peter took Arthur to the Throne Room, and introduced him to God.

God recognized Arthur and commented, *'Okay, so you were the one who invented the Harley-Davidson motorcycle?'*

Arthur said, *'Yeah, that's me...'*

God commented: *'Well, what's the big deal in inventing something that's pretty unstable, makes noise and pollution and can't run without a road?'*

Arthur was a bit embarrassed, but finally spoke, *'Excuse me, but aren't you the inventor of woman?'*

God said, *'Ah, yes.'*

*'Well,'* said Arthur, *'professional to professional, you have some major design flaws in your invention !'*

1 *There's too much inconsistency in the front-end suspension*

2. *It chatters constantly at high speeds*

3. *Most rear ends are too soft and wobble about too much*

4. *The intake is placed way too close to the exhaust*

5. *The maintenance costs are outrageous!!!!*

*'Hmmmm, you may have some good points there,'* replied God, *'hold on.'*

God went to his Celestial supercomputer, typed in a few words and waited for the results. The computer printed out a slip of paper and God read it.

*'Well, it may be true that my invention is flawed,'* God said to Arthur, *'but according to these numbers, more men are riding my invention than yours'.*



## The Keith Frecker Memorial Weeton Stages Sunday 8th June 2014

Welcome to the 16th running of our annual rally at Weeton. As usual we aim to provide a no nonsense event ran by competitors for competitors utilising the smoother parts of Weeton camp.

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

Online entries are now open, entry fee is £225 with a post dated cheque option, bank transfer possible  
Repairs to pot holes will be carried out leading up to the event, please remember you do not have an entry until you have paid

Regs : <http://www.bssmc.com/>

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## Phil James

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# Acknowledgements

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

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

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The **intention is** to publish this EMag  
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SD34MSG Delegates for them to forward to their  
Club Members as they wish.

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**Monday 30th of June**

**PLEASE Email Reports etc. to**

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

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

## Warrington & District Motor Club JRT ENVILLE STAGES RALLY

Sponsored by:- JRT Motor Services, Latchford, Warrington

**Sunday 29th June 2014**

Regs : [www.warringtondmc.org](http://www.warringtondmc.org)



## G&PMC

### Memorial Road Rally

**7/8 June 2014**

Regs and entry forms can be downloaded from

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

Maps 97, 98, 102 & 103 will be required and once  
again it will take the same no nonsense format  
as in previous years

### Marshals wanted

please contact

**Ian Farnworth (chief marshal)**

**on 07866950693**

before 9.00pm

or email via the GPMC web site

## G&PMC

### Heroes Stages Rally

**Weeton Army Camp**

**28th September 2014**



33 Acresfield Road,

Middleton, Manchester. M24 2WT

0161 643 0151 or 07973-816965

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