

# August 2014 spotlight



**Photo : Tony North**

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

Volume 04 Issue 08 August 2014 Maurice Ellison



Motor Sport Group

# Chairman's Chat

What has Massa or Williams done wrong that they have their car taken out of the race on the opening lap in successive F1 races, GB and Germany ?? There has to be a system that penalises the offenders, and while the driver and team can't be awarded points because we will never know where they would have finished the races, although I would have said high up, how about penalising Raikkonen & Ferrari and Magnussen & McLaren a 25 point maximum score each ? Having said that there are some penalties that can be applied like going outside the track limits but if you are a four times champion they don't seem to be applied – Vettel at Silverstone, it's a bit like the top clubs being awarded penalties that clearly were not. On a positive – what a brilliant result for Lewis in the last two races, on the podium from almost last on the grid, he certainly has some gritty talent.

## 50th Anniversary Gymkahana

At the last committee meeting it was agreed to cancel the 50<sup>th</sup> Anniversary Gymkhana event planned for Sunday 10<sup>th</sup> August as there had only been one entry submitted. Much work had been put in to make this a successful event but it was thought better to cancel it then rather than let venue owners down at short notice. I am very disappointed at the response to the event and wonder what club members want, clearly the cost of the event was not an issue at £10 for a full day event during which competitors would have had some fun with no risk of writing their car off unlike several who did just that in Greystoke recently having spent many times that amount with nothing to show for it.

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



Gazzard Accounts Ltd

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

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# SD34MSG - Member Clubs & contact details



## Accrington MSC

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

## Manx AS

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



## Bolton-le-Moors MC

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



## Motorsport (NW) Ltd

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



## Bury AC

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



## CSMA (NW)

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



## Mull CC

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

## Pendle & DMC

Contact : Ray Duckworth  
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Tel. : 01282-812551  
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## Clitheroe & DMC

Contact : Maurice Ellison  
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: 07788-7237241  
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## U17MC-NW

Contact : Steve Johnson  
Email : steve.johnson@csmaclub.org  
Tel. : 07718 051 882  
Website :

## Garstang & Preston MC

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



## Stockport061MC

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



## High Moor MC

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



## Wallasey MC

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## Lancs & Cheshire CC

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Tel. : 0161-2919065  
Website : www.lancashireandcheshirecarclub.co.uk



## Warrington & DMC

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



## Lightning MSC

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

## Wigan & DMC

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



## Lancashire A.C.

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



## 2300 Club

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





**Motor Sport Group**

## Contacts

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<b>Individual Compiler:</b>	
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<b>Website</b>	<b>: <a href="http://www.sd34msg.org">www.sd34msg.org</a></b>
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<b>None Race/Rally</b>	<b>: David Barratt david.pbarratt@tiscali.co.uk 01254-384127</b>
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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 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

### Steve Johnson

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

### Les Fragle

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

### Maurice Ellison

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

## 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**  
**Promenade Stages Rally**  
Plus New Flood Lit Friday Evening Stages and Rally Village

**Friday 5th & Saturday 6th September 2014**

**Friday 5th September**  
2.00pm - 6.00pm See all the cars as they pass through the pre-rally safety check section.  
7.00pm - 10.00pm See the cars compete on the flood lit stages.

**Saturday 6th September (8am - 6.30pm)**  
Continuous rallying action as 90 top class rally cars tackle 10 demanding special stages around the twists and turns of New Brighton's unique closed road circuit.

**How to get there**  
Kings Parade New Brighton on the Wirral. Just follow the rally arrows from Junction 1 of the M53 motorway to the spectator car park.

**Admission / Parking Charges**  
£5.00 per car or £3.00 per person on foot (children accompanied by an adult are free!)  
Including a detailed programme & spectator guide.

**Proudly supporting In aid of the Fire Fighters Charity**

**WIRRAL**  
For further information please see [www.wallaseymc.com](http://www.wallaseymc.com)

## JRT Enville Stage Rally – Anglesey Circuit

Sunday 29th June saw Warrington MC's JRT Enville Stage Rally at the lovely Anglesey circuit. WMC was represented by about 10 members who came out for the day to marshal / man the start line. We got very lucky with the weather, which can be a bit hit and miss on the island! Unfortunately I don't have any reports from the event, just a couple of photos from some members....



## Wirral IFB - Auto Expo 12th June 2014

On the 12th June Alan Smith arranged some WMC involvement in an Auto Expo, attached to the Pageant Of Power with the aim of club and prom rally promotion. A host of supercars were on display at Birkenhead docks, and these supercars were to take place in a "tunnel run" through the Wallasey Tunnel. WMC had a small stand, with Paul Evans bringing his Mk2 Escort along and Neil Philpotts bringing a Mitsubishi Lancer Rally car along. Many flyers were handed out to advertise the prom, and the weather held out, and made for a nice day, with some spectacular cars....



## Trackrod Rally Yorkshire 26/27th Sept

I am asking for your assistance to help man our stages Ilkley & DMC have been asked to run the Dalby stage again on this years event which is running Friday Night and Saturday lunchtime Times are as follows Friday Night: We get the Historics first and they are due at 20.10 and these are followed by the Landrovers Saturday: Historics first again and due at 11.39 and again followed by the Landrovers. Trackrod Forest stages is due at 14.42  
**Mark Dickenson 07900564239**

# Garstang & Preston MC

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



Thought you might like this one. Seen whilst waiting for a delayed American Airlines flight out of the wonderfully named 'Will Rogers World Airport' in Oklahoma City. By law, public buildings have to provide 'adequate tornado shelters'. There were two of these in the airport ... one in the gents and one in the ladies. Presumably this is Oklahoma's way of telling you that, once the tornado arrives ... you are really IN THE SH\*T.

And why was my flight back to Chicago delayed? Nothing less than a Tornado warning! Only in America. I had been in Oklahoma City for a casino exhibition. One of the exhibitors was the casino division of Hard Rock, Inc. and I just HAD to get a picture with the huge Jimi Hendrix styled guitar that was the centrepiece of their booth. Once again, only in America! Hope all is well ... Best wishes,

*Dave Orrick G&PMC*



**Garstang & Preston Motor Club** is pleased to announce we intend to run the **Preston Regardless Road Rally on Sat/Sun November 29th-30th, 2014.**

This event will count towards the SD34 Road Rally Championship and is being staged as part of GPMC's 50th anniversary celebrations.

At this stage the proposed route is in the final stages of being agreed and will go to the RLOs involved and to the MSA in due course.

The event will run on Maps 102, 103, 97 and 98 and will be approximately 148 miles. It will run on a road rally permit and is likely to include a 'beginners' road rally within the overall rally in an effort to attract newcomers to the sport, as well as expert, semi-expert and novice classes.

The usual organising team that puts together the popular GPMC Memorial Road Rally will be involved and I would like to thank Steve Kenyon, Terry May and Ian Farnworth, in particular, for their support and encouragement as I take the plunge and become a Clerk of the Course for the first time. If anybody has any queries feel free to post on this thread. More details will be announced as soon as we have them and regs will be available from around the beginning of October.

**Alan Barnes**

**Clerk of the Course**

**GPMC Preston Regardless Road Rally**

# Garstang & Preston MC

## Pendle DMC

## HEROES STAGES RALLY

### WEETON

### 28th SEPTEMBER

However there are several stipulations that were unanimously voted on, these being.

**The minimum we will run the event with will be 35 crews...if that figure is not reached by the closing date 12th September, then it will be cancelled.**

**With 35 entries we mean 35 !!!!!..**

**if we get 33/34 IT WILL NOT RUN !!!**

**both clubs are adamant on this.**

**So the emphasis is down to you the competitor...basically get your entry in...or possibly loose the event for the future.**

**Please do not come with excuses...**

**WE need the entries full stop !!!!**

Regs will be available by the weekend, and I will email them out to the competitors from the last Heroes rally and also the Lee Holland.

The onus is now on YOU ...the competitor.

Sorry to be so forceful but that is the way it is.

Cheers Rod

**GPMC will be holding our second auto solo on the 14th September. Limited entries available. If interested please contact Louis Baines**

An Arab Sheikh was admitted to Hospital for heart surgery but prior to the surgery, the doctors needed to have some of his blood type stored in case the need arose..

As the gentleman had a rare type of blood, it couldn't be found locally, so, the call went out.

Finally a Yorkshireman was located who had the same rare blood type.

The Yorkshireman willingly donated his blood for the Arab and after the surgery, the Arab sent the Yorkshireman, as appreciation for giving his blood, a new BMW, some diamonds & \$100,000 US dollars.

A couple of days later, once again, the Arab had to go through corrective surgery. His doctor telephoned the Yorkshireman, who naturally was keen to donate his blood again.

After the second surgery, the Arab sent the guy a thank-you card and a box of Quality Street chocolates.

The Yorkshireman was shocked that the Arab did not reciprocate his kind gesture as he had anticipated. He phoned the Arab and asked him: "I thought you would be as generous as before, that you would give me t'BMW, diamonds & t'money, or summat as like, but you only gave me a thank-you card and a box of Quality Street, how come?"

To this the Arab replied: "Aye lad, but tha knows I now have t'Yorkshire blood in me veins".

# Clitheroe & District Motor Club



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

## What's On at CDMC

**Tuesday 5th August**  
**Dave & Steve Head**  
An Evening  
**NOT TO BE MISSED**

**Tuesday 12th August**  
**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 19th August**  
**CDMC Visit to**  
**M-SPORT**

Max 18 people  
Min 10 people  
£20 per person

We must have confirmed names for security purposes prior to the event  
Contact Chris Woodcock  
07973-830695



**Tuesday 26th August**  
**The Month in Review**  
Come & Tell us What you have been up to

## September Dates

2nd Georgia Shiels  
9th Committee  
16th Dave Orrick

## June 2014 Clubnights

### Tuesday 1st July : Golf Comp



Whilst rain stopped play for the Tennis at Wimbledon the competitors at the CDMC Annual Golf Competition, held at Highfield Golf Course in Higher Wheelton, basked in glorious sunshine. Yours truly having a reasonable round until holes 7 (10 shots) & 8 (12 shots) & much swearing. Then it was off to the Hoghton Arms to exchange stories of 'If only' & 'But for'. Bit like apri-rallying really. A very enjoyable evening

#### Top 5 places

1st Mitch Dyson 45 (& the £50 Prize Money), 2nd Chris Woodcock 54, 3rd Adam Ellison 58, 4th Maurice Ellison 63, 5th Heidi Woodcock 68

### Tuesday 15th July BBQ & Car Suspension Set-Up Night



Apparently tracking is the most important factor affecting a cars handling according to Chris Woodcock (followed by camber and then bump steer) - I have heard of it all but I didn't understand a word of it! The technical side got far too complex for me especially when it got onto 'corner weights' and balancing the car. However, the BBQ & company was very good.

### Tuesday 22nd July : Table Top Rally : Map 103



Well it should have been a table top rally but there was a power cut in Waddington and so everybody sat outside and enjoyed the sunshine and the 'craik' and watching the 'plastic plod' try to catch speeding motorists going through the village. Nobody got lost and it was generally agreed that this was the best table top so far this year !

### Tuesday 29th July : Grass Autotest



#### Grass Autotest Results

1st Martin 'Wiggy' Whittaker  
2nd James 'henchman' Walmsley  
3rd Mat 'Beaver' Kiziuk  
4th Dion Wild 5th Chris Woodcock  
6th Ste Hudson 7th Will Martin



# WARRINGTON & DMC

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



between Warrington & Northwich.CW9 6JD.

**August 2nd**

We are again, intending to run an autosolo taster event and car display at Newton-le-Willows town show on August 2nd (Saturday). If you can come down to help, compete and/or display your vehicles it would be most appreciated. Let me know what you can bring on the day. Last year was a great success so let's build on this



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

## Lancashire A.C. Diary Dates



- 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.



**The Club Meets at 8pm onwards**  
 Every Thursday at **Rising Sun, Hazel Grove.**  
 The 4th Thurs of the month is an 'Away' event

- September 11** – Committee Meeting 8:30 pm  
**October 9** – Committee Meeting 8:30 pm

## Lancashire & Cheshire CC



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

- September**    12<sup>th</sup>      Indoor Autotest  
**October**        10<sup>th</sup>      Transters Teasers (Quiz)  
**November**    14<sup>th</sup>      Guest Speaker (TBA)  
**December**    12<sup>th</sup>      AGM & Social

# Bolton-le-Moors MC

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



- |                        |                          |
|------------------------|--------------------------|
| Thursday, August 7     | DVDs                     |
| Thursday, August 14    | Playstation/Scalextric   |
| Thursday, August 21    | Tabletop Rally/Quiz      |
| Thursday, August 28    | Committee Meeting        |
| Thursday, September 4  | Indoor Autotest/Sprint   |
| Thursday, September 11 | Marshals & Rally Meeting |
| Sunday, September 14   | BLMCC Autosolo/PCA       |
| Thursday, September 18 | DVDs                     |
| Thursday, September 25 | Committee Meeting        |

## Pendle District Motor Club "August" Hill Climb Scammonden



**SUNDAY 17th August 2014**

This event is the final part of the Scammonden Dam Hill-climb challenge, which is free to enter and organised by the three clubs using the venue, Mid Cheshire Motor racing Club & Mg Car Club (Northwest). Please contact the entries secretary for details.

We are most grateful, for the continued support of the challenge from [www.rwdmotorsport.com](http://www.rwdmotorsport.com)

**Regs** : [www.sd34msg.org.uk/wp-content/uploads/2014/07/Scamm2014-Regs.pdf](http://www.sd34msg.org.uk/wp-content/uploads/2014/07/Scamm2014-Regs.pdf)

## Remember the SD34MSG Presentation Night ?

Rod Brereton (Pendle & DMC), who organised the event for us has received the letter below

11th July 2014

Dear Mr. Brereton,

Thank you so much for your donation of £209.00. Your support is making a huge difference to the lives of some truly inspirational people

Former Sergeant Mick Brennan, 34, is in the Combined Services Disabled Ski Team and was part of ParalympicsGB team at the Sochi Winter Olympics 2014 in Russia. Mick was injured in a suicide bomb attack in November 2004 while serving in Iraq with the Royal Signals. He lost both legs above the knee and suffered a serious injury to his brain and, following the incident, spent 15 days in a coma.

He says "Help for Heroes has been there every step of the way helping me achieve my Paralympic dream and have the best quality of life possible. In 2011 the charity launched the Quick Reaction Fund and paid £27,000 for the necessary work to make my home accessible to me at last. In 2012 H4H supplied me with a new sit-ski".

"I've also spent time at the Help for Heroes, Tedworth House Recovery Centre, using the world class adaptive sports facilities. I've been out of the military environment for ten years so its been brilliant being back amongst the guys".

"I want to thank everyone who has funded H4H—you really have helped to change my life for the better." H4H wants to be there to support Mick and Heroes like him for the rest of their lives, but we cant do it without you Than you SO much for your support

**Bryn & Emma**

**Co-Founders - Help for Heroes**

**RACE2RECOVERY**  
BEYOND INJURY, ACHIEVING THE EXTRAORDINARY



**Wallasey Motor Club**  
presents the

**promenade stages**  
**rally**

Plus New Flood Lit Friday Evening Stages and Rally Village

**Friday 5th & Saturday 6th September 2014**

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**Admission / Parking Charges**  
£5.00 per car or £3.00 per person on foot (children accompanied by an adult are free!) including a detailed programme & spectator guide.

**Proudly supporting**  
**In aid of the**  
**Fire Fighters**  
**Charity**

**WIRRAL**  
For further information please see  
**www.wallaseymc.com**

## Clitheroe & D.M.C. Hall Trophy Stages Rally 22<sup>nd</sup> November 2014



A round of the following Championships

**SD34MSG Stage Rally Championship**  
**ANCC Stage Rally Championship**  
**AEMMC Stage Rally Championship**  
**ANWCC Stage Rally Championship**  
**F1000 Junior Stage Championship**

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



On the B1205, Near Blyton Lincolnshire

# 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.

# SD34MSG



## 2014 Championship Rounds at a Glance

### SD34MSG

#### Non Race/Non Rally

Date	Event	Club
<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

#### Stage Rally Championship

Date	Event	Club
<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

### SD34MSG

#### Road Rally Championship

Date	Event	Club
<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

## 2014 SD34MSG Inter Club League

Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	550	1	1
Clitheroe & DMC	519	2	2
U17MC-NW	453	3	3
Warrington & DMC	282	4	4
Stockport 061 MC	180	5	6
Wallasey MC	137	6	7
Wigan & DMC	132	7	8
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	187	1	5
Lancs & Cheshire CC	128	2	9
Pendle & DMC	121	3	10
Accrington MSC	111	4	11
Manx AS	78	5	12
Lancashire A.C.	40	6	14
Mull CC	0	7	=17
Division C		Position	
Club	Points	Div	O/A
High Moor MC	49	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 29th July 2014

## SD34MSG 2014 Calendar

Date	Type	League	Club	Title	Venue - Notes
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
5/6-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**

**Marshals Championship**

**All SD34MSG Member Club Events**

**See SD34MSG Calendar Above**

**for Dates of Events**



***Gemini Communications Team***

***MOTORSPORT MANAGEMENT SAFETY SYSTEMS***

***Serving Motorsport for 45 Years***

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

## Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Andrew Williams	62.67	U17MC
2.	Steve Price	59.51	BLMCC
3.	Steve Lewis	59.18	CDMC
4.	Roger Barfield	57.59	U17MC
5.	Daniel Barker	45.84	CDMC
6.	Stephen Kennell	41.33	CDMC
7.	Steve Johnson	39.97	U17MC
8.	David Robinson	20.93	U17MC
9.	Simon Robinson	19.80	U17MC
10.	Steve Butler	19.64	CDMC
11.	Hazel Johnson	10.00	U17MC
11.	David Barratt	10.00	AMSC
11.	David Goodlad	10.00	BLMCC

*Last Updated : 28th July 2014*

## U18 Championship

O/A	Competitor	pts	Club
1.	Scott MacMahon	55	U17MC
2.	James Williams	36	U17MC
3.	Ben Wild	30	U17MC
4.	Alexander Tait	17	U17MC

*Last Updated : 30th July 2014*

## Individual Championship

O/A	Competitor	Q	pts	Club
1.	Steve Price	Y	68	BLMCC
2.	Steve Lewis	Y	61	CDMC
3.	Steve Johnson	Y	49	U17MC
4.	Steve Butler	Y	46	CDMC
= 5.	Mathew Jakeman	Y	38	HMMC
= 5.	Gary Jakeman	Y	38	HMMC
7.	David Barratt	Y	15	AMSC
8.	Maurice Ellison	Y	15	CDMC
9.	Andrew Williams	N	57	U17MC
10.	Scott MacMahon	N	54	U17MC
11.	Roger Barfield	N	49	U17MC
12.	Daniel Barker	N	47	AMSC
13.	Stephen Kennell	N	36	CDMC
14.	Alexander Tait	N	35	U17MC
15.	James Williams	N	30	U17MC
= 16.	Antony Dixon	N	29	PDMC
= 16.	Ryan Moyler	N	29	CDMC
= 18.	Neil Harrison	N	28	CDMC
= 18.	Pete Tyson	N	28	CDMC
= 20.	Simon Boardman	N	27	CDMC
= 20.	Paul Taylor	N	27	CDMC
= 22.	Dave Whittaker	N	26	CDMC
= 22.	Ben Wild	N	26	U17MC
24.	John Richardson	N	19	BLMCC
25.	Tony Harrison	N	18	CDMC
26.	Eric Wilcockson	N	17	BLMCC

*Last Updated : 29th July 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	Y	106	B	HMMC
2	Antony Dixon	Y	80	C	PDMC
3	Stephen Johnson		79	A	U17MC
4	John Richardson		55	C	BLMCC
5	Mark Booth		29	C	SO61MC
= 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	Y	105	B	HMMC
2	Steve Butler		79	A	CDMC
3	Ryan Moyler	Y	78	C	PDMC
4	Eric Wilcockson		56	C	BLMCC
5	David Barratt		53	A	AMSC
6	Matthew Kendall		28	C	GPMC
= 7	Ian Raynor		27		CDMC
= 7	Steve Coombes		27		GPMC

*Last Updated : 2nd July (after Enville Stages)*

## Road Rally Championship

O/A	Driver	pts	Class	Club	Final
1	Richard Hunter	39	E	AMSC	
2	Pete Tyson	37	E	CDMC	
3	Pete Jagger	30	S/E	BLMCC	
= 4	Tony Harrison	26	E	CDMC	
= 4	Dave Whittaker	26	S/E	CDMC	
= 4	James Taylor	26	S/E	CDMC	
= 7	Ian Bruce	23	S/E	BLMCC	
= 7	Paul Buckel	23	E	CDMC	
8	Mark Standen	20	E	G&PMC	
= 9	Steve Mitchell	15	E	CDMC	
= 9	Simon Boardman	15	E	CDMC	
11	Derek Long	14	S/E	BLMCC	

O/A	Navigator	pts	Class	Club	Final
1	Paul Taylor	56	E	CDMC	
2	Richard Crozier	43	E	G&PMC	
3	Neil Harrison	38	E	CDMC	
4	Andy Long	34	E	BLMCC	
5	Ian Mitchell	27	E	CDMC	
6	Steve Butler	26	E	CDMC	
7	Sasha Herriott	25	E	AMSC	
8	Ian Rayner	16	E	CDMC	
9	Maurice Ellison	14	E	CDMC	
10	Ian Farnworth	11	N	G&PMC	

*Last Updated : 12th July 2014 (After Beaver)*

# 2014 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last up dated 16th July 2014*

### Accrington MSC

Tracey Smith 30

**Total Club Marshalling Points : 30**

### Bolton-le-Moors MC

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

**Total Club Marshalling Points : 170**

### Bury AC

### Clitheroe & DMC

Jez Turner	70	Maurice Ellison	60
Steve Lewis	30	Dionne Wild	20
Matt Kiziuk	20	Chris Woodcock	10
Dave Barratt	10	Steve Brocklebank	10
Heidi Woodcock	10	Katie Woodcock	10
Steve Butler	10	Paul Buckel	10
Gareth Shephers	10	Kev Haworth	10

**Total Club Marshalling Points : 290**

### CSMA (NW)

Graham Bray 10 Eve Fisher 10

**Total Club Marshalling Points : 20**

### Garstang & Preston MC

Les Fragle	60	Graham Chesters	10
Steve Kenyon	10		

**Total Club Marshalling Points : 80**

### High Moor MC

### Lancs & Cheshire MC

### Lightning MSC

### Lancashire A.C.

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

**Total Club Marshalling Points : 80**

### Manx AC

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

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

**Total Club Marshalling Points : 160**

### Stockport 061

Ken Wilkinson 40

**Total Club Marshalling Points : 40**

### 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	30	Billy O'Brian	30
Denise Burns	30	Steve Prince	30
Joanne Mackman	30	Dave Read	30
Ann McCormack	30	Colin Burgess	20
Colin Cresewell	20	Stuart Deeley	20
Mark Spiers	20	Robbie O'Brian	10
June Deeley	10	Jason McCarthy	10
Ian Harwood	10	Sandra Withenshaw	10

**Total Club Marshalling Points : 340**

### Wigan MC

### 2300 MC

# ‘Spotlight On’ Dave Williams

**Correspondent : North West Racers. See Pages 34 & 35**

**Born:** Chester, 1965

**Lives:** Chester

**Married to:** No one... lucky me!

**Works:** IBM UK Limited as a Mainframe Performance Analyst.

Also “CEO” of Gramtext Media ([www.gramtext.co.uk](http://www.gramtext.co.uk)) which is my journalistic side-line. This doesn’t provide any income but provides plenty of enjoyment!

I love to write about motorsport however I have Cerebral Palsy as a result of oxygen starvation during birth which damaged the part of my brain which controls motor functions. This meant it was impossible to develop a journalistic career in my late ‘teens (1980’s) – not least because a severe speech impediment made it difficult to conduct interviews. At that time I did the sensible thing and concentrated on gaining an HND in Computer Science as that is an area in which I have no physical limitations. Using a purpose-built giant keyboard operated by my toes, I can type at a fair old rate – hence the nickname “Fast Toes”!

I obtained the HND in 1986 and was taken on as a trainee computer programmer by my local electricity board (ie pre-privatisation) 3 years later after submitting a great many job applications which were rejected. While it wasn’t what I wanted to do in an ideal world, things have gone well and my IT career has provided plenty of satisfaction.

In 2008, some of the senior marshals at Oulton Park heard about my former journalistic aspirations and invited me to write a column for their newsletter. Rather than produce waffle off the top of my head I thought their readers would prefer to read the back-stories of those they watched competing week-in, week-out.

By this time the World Wide Web had connected everyone’s computer so I began emailing questions to the prominent drivers who regularly competed at Oulton Park. To my delight, their answers provided excellent material. Over the past few years I have electronically interviewed everyone from a former marshal competing in his first ever race to Sir Stirling Moss and Martin Brundle. The latter I asked for their recollections of competing at the Tarporley Track.

Gradually others asked to make use of my writing services and that has culminated in covering a few meetings at Anglesey for Autosport. I cannot tell you how marvellous it was to see my name published in the magazine I used to devour as kid – although I suspect the reality is that they struggle to get anyone to go to the extreme North West of Wales to report for them!

In recent years, my computing and communicating skills have combined. I have set up websites and manage their content for the BRSCC’s North Western Centre.

For 2014, I am providing a monthly round-up of the North West-based racing championships for Spotlight Magazine.

**Clubs:** Very proud to be a life member of the British Motorsports Marshal’s Club alongside true legends such as Tom Dooley and Derek Walker. I write a column in the North Region’s newsletter “Outpost”

Member of the BRSCC. I am responsible for the websites of the North Western Centre ([www.brsccnw.com](http://www.brsccnw.com)) and Formula Ford 1600 Championship

([www.brsccff1600.co.uk](http://www.brsccff1600.co.uk))

Member of Chester Fans United. Owners of Chester FC which was formed by supporters when Chester City FC went bankrupt. The club is run almost solely by volunteers and I contribute by proof reading their Matchday programmes

Former member of Chester Motor Club... but life got too busy

**How did you get involved in Motorsport:** My dad was a mechanic and sold second hand cars from the forecourt of his petrol station. I inherited his love of anything with wheels and an engine. A pedal car shaped like an F1 racer was my favourite possession as a kid and quite possibly the exercise provided by propelling it around our yard strengthened my legs and prepared them for plenty of typing when I grew up.

My father regularly took me to Oulton Park where we got to know some of the marshals who let me sit at the end of the pit-lane. Being so close to the action was fantastic! My father passed away when I was 15 but my long suffering mother began taking me from then on. Some 33 years later, my mum still holds court at the end of the pit garages but now that I have a powered wheelchair I can take myself all over the Tarporley Track



*Continued on Page 17*

## Spotlight on Dave Williams continued from page 16

**1<sup>st</sup> comp car:** Not my car but as a teenager I was taken on a fast lap of Oulton by none other than Gerry Marshall in his Triumph Dolomite Sprint. That blew my mind!

**Favourite car:** I find it impossible to pick one. They all have something that interests me from Formula 1 cars that defy physics with the speed at which they change direction to humble little superminis. It's all about having the correct vehicle for whatever situation you are in, James Hunt used an A40 van on the road because in that environment he could drive flat out without travelling at a dangerous speed.

The favourite cars of our childhood always stand out however so, for me, they would be the E-Type Jaguar, Ford Capri Mk 1 (in yellow with a black vinyl roof) and the JPS Lotus 72... but then how could I miss out the MGB GT (chrome bumpered of course), Triumph Stag, Jaguar 3.8 Mk 2, Mini Cooper, Ford Escort Mk 1 with work's 'arches, Lamborghini Miura, all Ferraris regardless of era (except the current California model), the original Lotus Elan... Like I say, there is no way I could choose one favourite car!

**Most memorable moments:** Two driving performances stand out.

A Formula 3 meeting at Oulton Park in the early '80s was supposed to include a race for celebrities in a fleet of Talbot Sunbeams but for whatever reason no one turned up to compete in it. The organisers decided to fill this void in the programme by allowing the first two qualifiers from each of the other events to contest a trophy dash in these little rear-wheel-drive hatchbacks. The poleman from the Formula 3 encounter was a very youthful Ayrton Senna. The speed at which he took the corners was far beyond that which anyone else could muster and he won by a huge margin. While I was never a fan of the win-at-all-costs mentality that he brought to Formula 1 (although that became the norm in many areas of society during the '80s) I will always remember that amazing display of raw speed in an unfamiliar vehicle.

Fast forward to the mid-90s and I was watching the RAC Rally's Tatton Park Special Stage. Right in front of me was the apex of an open left hander. When Colin McRae flew through the corner he seemed to be on a different level to everyone else. His Subaru was pointing 40 degrees away from the direction it was travelling. His brother Alistair tried to take the bend in a similar fashion but lost control and had a quick spin. In comparison to the two brothers everyone else seemed to be on a Sunday drive.

**Most help from:** My dedicated and loving parents. Not only for so much help but also for encouraging me to have an "anything is possible" attitude. The governor of my school who spent hours of his own time developing an input device to enable a disabled person to use a computer. I was fortunate to be selected as the pupil who would get most benefit from such a project. The staff at Manweb (as my local electricity board was called in 1989) for being open-minded enough to offer me a job and enabling me not only to fulfil my potential career-wise but to give me the opportunity to make friends with so many of my colleagues. I would have had a much lonelier life otherwise. The marshals at Oulton Park, especially my namesake David Williams who invited a bright-eyed youngster into the pits so many years ago. Also, Eric Ridler and the late Alistair Garrett who restarted my writing career by asking me to write for Outpost.

Competitors in the BRSCC and BARC Championships for providing so much information often via quite unconventional means.

**Advice to others:** Treat life as a motorsporting event! While only one person can win, that doesn't necessarily mean they are having the most fun or getting the greatest satisfaction! Everyone has their own target to achieve, even a backmarker is flat out trying to improve his lap/stage time... and aiming not to finish last!

In the same vein, through being disabled I have derived a huge sense of accomplishment from finding a way to do things that most people take for granted. From going out to work and holding down a full-time job (despite many "experts" telling me it would never happen) to closing a pair of curtains as part of my quest to live as independently as possible.



***Being presented with the BRSCC 2013 NW Achiever award***



***Closing curtains***



***In the Pits getting the News***



***Toe operated Keyboard***



# KERoD

Well what a weekend for Sport!, Wimbledon Finals, the Football's still rumbling on, Tour de France was going down a storm In Yorkshire, The British Grand Prix..... and the Kick Energy Rally of Derbyshire.. who could forget that little gem!. Well we hadn't, we even had a Marshal signed up and agreed within minutes of the controversial no Marshal no Start rule being announced, cheers Jez you are a star!. Steve's Clio 172 was making a welcome return for this event too, having proved to ourselves the 205 was pretty much the slowest Car in North, the switch has been made. The Clio is sporting a Roll cage , some decent Harnesses an upgraded Sumpguard and a set of 15" Knobbles, which just squeaked in underneath the wheel arch, squeaked is the right word too as the Rubber was frequently contacting the Plastic all night!.

The KEROD had a good turnout of 47 Cars , a number SD34 crews were out, IDMC had Iain Tullie, out with Carl Hawkins in the Proton at 3, Pete Jagger and Henry Carr in the Yellow Peril, sporting a Yellow jersey badge at 26, fortunately Pete had left the Lycra at home. We were seeded 31, I hoped we could beat that as it seemed a bit low to me. Starting at the usual place, Guy Robinsons's packing facility in Chesterfield and offering 100 miles or so of Derbyshire's finest roads it was going to be a good night.

We picked our route instructions up just after 11.00PM and had an hour to plot the route, the navigation was simple and clear with no tricks and we had the route down nicely in time to leave the car park to go through MTC. A little surprise was in store straight away when we were handed a Test Diagram and sketch map, in the absence of the popular thrash through Steve Perez's Forest, MCC had laid on a Special test around a Gravel store half a mile up the road. This turned out to be a bit of a night mare for us, very twisty and a bit confusing, we got a pretty rubbish time partly due to having to rewind part of it.

A short run out then to the first proper section at TTC2 just past Holymoorside, just nicely out of the Town and a quiet twisty lane. We formed in a short queue behind Car 29 the White 205 of Nathan England and Ian Farnworth, Car 30 was missing so we would have a two minute gap. I love this part of any event, the anticipation, the atmosphere, watching and listening to each Car in turn counting down and charging off into the night, our turn next, Spot lights on Road gently turning Left in front of us, just about a Cars width and lined with Trees, I call the Road as best I can, gently left about 200 yards into slight right, slight left 100 yards long 45 right, 5, 4, 3, 2, 1 Steve doesn't do Wheel spinning starts, but Clutch out the Wheels bite and the Engine note hardens as the Clio rockets off, it feels a quick Car after the 205 (probably because it IS!). In True RoD fashion this first section is a dropper and cost us just 24 seconds, reasonable. A cleaned section then two more droppers through NAM's near Crowhale Reservoir and Cordwell, cost us some more time, but things seemed to be OK as we had caught and passed Nathan and Ian by this point. A quiet section through Stoney Middleton brought us to the entrance to the Black Harry Quarries, A rough crossing, but we are getting to know this place now, though still dropped 1:56, average performance. Quite again down through Ashford in the Water and west from there through the fast yellows finishing the section with another long White into STC12s another 1:55 dropped. A quick, clean competitive run down through Parsley Hay and east again along the Long Rake Yellow, doubling back at the slot hairpin right to finish just before Middleton then on towards Elton, taking the White through the Farmyard and out across the Fields back on to the Yellow near Elton Common. The times seemed Ok to me, we were on it well enough on the Tarmac and OK on the Whites, nobody had caught us but to be fair we hadn't passed anybody else since Nathan and Ian either, but a check at the petrol Halt showed we weren't looking so good really, we were beating the seeding, but only by 1.... !

The second Half started on the long White towards 'The Nook' and then south towards Parwich 1:42 dropped, quiet along the B Road and Grange Mill and another fast competitive through two NAMS into Matlock, quiet through the Town then a tight section through 2 more NAMS south of Tansley nice and quiet around Crich and then on it again heading north. This next section caught me out, the route looped south east near Butterley and came back to within about 50 yards of itself, only I made the classic mistake of missing the first bit of the loop!. We arrived at a RCP and had the card signed, but had gaps next RCN and RCO oops!... now what, fortunately I spotted another small loop to the west of us, meaning we could nip around that, not pass through RCP again and fortunately escape going back through ST26, the DSO at the Give way we arrived from the wrong direction at got a bit confused, but we got away with just dropping 5 minutes, but no WD's on the Card and no missed PC's either... phew!. Just two more sections one with a nice White up through a Farm and we found ourselves back at Chesterfield for a very welcome Breakfast. Given the position at Petrol and considering the cock up in the second half, we weren't expecting much of a result and didn't get one either, 33rd overall and 8th in class on 29:42. Guy Robinson and Max Freeman took the win with 5.57, Richard Hunter took maximum SD34 points with second guided by Sambo Collis, Carl Hawkins and Iain Tullie made up for their disaster on the 061 and took third. It was certainly another good Rally of Derbyshire though, fast and plenty of droppers, with the good showing of Whites, well done to everybody at Matlock MC. We clearly just need to push a bit harder!.



Ian & Steve Mitchell  
Photo :  
[mandh\\_photography@live.co.uk](mailto:mandh_photography@live.co.uk)

# U17MC-NW J4, M65 Darwen Services Autosolo 19/20th July



## On the weekend of 19th-20th July I travelled to Darwen Services near Blackburn for a Production Car Autotest,

I took part in the training day on the 19th and this proved to be a very useful day, it had been raining earlier in the day and by the time I arrived (from Sheffield) it had started to dry out and become quite greasy and this was doubly challenging for a driver of a young age like myself as the test is very tight and challenging even for experienced competitors and has been said to be like the Monaco of Autosolos.

The next day I turned up at the event, I was in the second group so I was marshalling first, this is a great opportunity to see the other competitors and contribute towards the smooth running of the event.

In total I had 16 runs of the test and I improved with every run I completed, I finished the day 1st overall with FTD (fastest time of the day) this was my first ever FTD and after an unsuccessful event at the same venue was a very welcome change in my luck.

I have been Autotesting/Autosoloing for over a year because I was very fortunate to win the Disabled Driver Scholarship provided by Loughborough Car Club due to a muscle wasting condition that I have, this has taught me lots of very valuable car control skills that I have taken into my circuit racing in the BRSCC Fiesta Junior Championship, this has been commented on by many top-level professional drivers.

I think this is an amazing way to learn car control and to be able to compete in motorsport which has always been my dream and especially for such a small sum of money (£25).

I loved every minute of the weekend and I'm really looking forward to the next event which on 30th-31st August.

**Alex Tait : Accrington MSC**



## Bill Sturrock of Scotmaps needs our help – and we need to help him!

If it hadn't been for Bill, rallying in the UK might well have been stopped by now. If it hadn't been for rallying, Bill wouldn't be in the position he's currently in! We need to help. It's not just a moral duty, the sport owes him.

### **Please contribute whatever you can.**

When a former competitor sought to sue him following an accident on a rally 8 years ago, Bill had no choice but to fight the case. The competitor raised the action using a 'no win, no fee' legal team. They were looking for damages in the region of £2.5m and the Scotmaps insurance was limited to £1m. In other words, Bill was screwed either way, he had to fight.

Bill won the initial court case and the appeal, but it has cost him dear. His house and his business premises are under threat from the bank and there is no likelihood of him ever recouping his costs from the pursuer.

### **So why should we all help?**

Had Bill given in to this original action, it would have established a serious precedent in British motor sport which could ultimately have threatened the very existence of all disciplines of amateur motor sport in the country.

### **That's why we all owe him so much.**

The Sport's governing body, the MSA Ltd, also took the view that the loss of this case could have had a significant impact on the future of motor sport. A fund has now been set up to help Bill. It's not just the financial cost that is creating a huge burden, there is a personal cost too which cannot be quantified in money.

**Please donate whatever you can to help. All donations should be sent to:**

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



After Nigeria was eliminated from the world cup the Nigerian captain has personally offered to refund all the expenses of fans who travelled to Brazil.

He says he just needs their bank details and pin numbers to complete the transaction.

# Ystwyth Road Rally

Aberystwyth & District's Ystwyth road rally has always been on my list of events to do. It's a unique event which uses the private roads around the Sweet Lamb rally complex. The event is run very similarly to a Targa rally with several 'tests' with neutral link roads between, just run under Road Rally regulations. So this year was the year to head up and give it a go! So entry went in on the day of release with Dion Bee in the Violet Vauxhall Nova. Unfortunately for Dion car problems meant it had to pull out a week before the event so I gave Rhys Lewis in the Blue Nova a shout and we were all set.

Car 1 was off at 9:30 in the morning with the first loop starting down in the Sweet Lamb bowl, which gave a lot of the other crews a chance to watch everyone before they had to make a move. While we were watching a mishap happened with car 9, Jamie 'Butch' Wilson and Andrew Richardson, being guided up the wrong road between test 1 and 2 and missing the start of the second test, the neutral maps for the event weren't the best so it was possible to go wrong in places. Loop 1 included 6 tests ranging from 0.75 to 3 miles in length. Again at the finish once you had parked up after MC2 you could watch the remaining cars come through to the finish of test 6. A mention has to go to David Neary and Phill Haynes in the Proton Satria GTi for their effort at the 90 right 90 left just before the finish. Opting for the grass option and flying over the 90 right, into the bank and then flying over the 90 left, great effort but did end their day early. If anyone has any pictures of it I would love to see them!

Some crews did experience a shower of heavy rain during the first couple tests while it was raining on one part of the rally complex. It was quite amusing to see some people on one test in coats getting soaking wet and 1 minute later kicking up dust next to a marshal in shorts, t-shirt and a dust mask.

Andy Davies & Michael Gilbey in the Impreza were leading after MC2 (end of the first loop) with a time of 14.56, just 1 second ahead of Lewis Morgan & Cadog Davies in the Mk2 Escort. Rounding off the top 3 was Rhodri Evans & Lee Taylor another 12 seconds behind. James Nicholls & David Allman were leading class 2 with a time of 16.42 in the Vauxhall Nova saloon with Carwyn Evans & Andrew Davies leading class 3 in their Impreza with 16.59. Loop 2 was similar to the first loop mainly run backwards with a few changes and one different test all together. Test 9 had a tight hairpin left uphill which caught us out, but we were soon getting to grips with the layout of the event and having some fun!

Morgan/Davies were now on top with a time of 31 minutes, Evans/Taylor had jumped up 1 spot just 2 seconds behind with Davies/Gilbey now in third a further 7 seconds behind. Carwyn Adams & Richard Smith were now leading class 2 in the orange Mk2 Escort with 34.05. Evans/Davies were still leading class 3 with 35.17.

Loop 3 saw 3 tests all between 2 and 3 miles with a lot of things changed to keep the drivers guessing! The tarmac section on test 13 was good fun with 2 tight gateways at the bottom to chuck the car sideways through. Also the jumps at the end of the test was run the opposite way from earlier on in the day so you could get the car up to more speed and get a bit of air time! All I could think of was the video on Youtube from Wales Rally GB a few years ago of the crews hitting the hole after the jump (link), luckily there wasn't a hole for us but I did wonder while we were in mid air!

Morgan/Davies were still on top with 44.12, just 9 seconds ahead of Davies/Gilbey going into the final test. Irfon Richards & Andrew Edwards had moved up into the third spot just 6 seconds behind second. Adams/Smith were still on top of class 2 with 49.06 as well as Evans/Davies still leading class 3 on 51.45.

The final loop was just 1 test of several of the earlier tests added together to make a 4 mile loop. We decided to push hard as we were running 4th in class and thought we would try for that final podium position, but we tried too hard, both making a couple mistakes on the test which dropped up time and also dropped us back to 5th in class. It was a great final loop with some nice fast sections that were previously a neutral section. Also the large jump in the bowl was now used to get some more air time as Andrew Jones and Osian Pryce in the Mk2 Escort showed us!

Morgan/Davies were quickest through the final test giving them the well deserved win. An overshoot at a code board dropped time for Davies/Gilbey giving second spot to Richard/Edward, both crews finishing on 53.14. The class 2 win went to Adams/Smith after leading for most of the day. Evans/Davies ran into problems on the last test picking up 3 fails and losing them the top spot, a very quick drive from Jamie Pearson & David Price in the Mk7 Toyota Celica gave them the victory almost 3 minutes ahead of second in class.

Well done to Lewis Morgan & Cadog Davies on the well deserved win. It was a close battle at the top all day between a few cars. Also well done and thank you from all the competitors to Philip Ralphs and his team from Aberystwyth & District MC for organising a top event. I will definitely be back one day as this event has a great atmosphere and seemed more about the enjoyment rather than chancing points!



## PIDGEON POST

Photo by Neil Constable,  
[www.facebook.com/neil.constable.129](http://www.facebook.com/neil.constable.129)



**Daniel Pidgeon, Nav – Car 41, Vauxhall Nova (21st o/a)**  
**(British Road Rallying [www.britishroadrallying.com](http://www.britishroadrallying.com))**

**Former world rally champion Björn Waldegård will star at the UK's Rallyday show in September when it celebrates landmark anniversaries of two of the WRC's most celebrated cars.**



Walsergard, who lifted the title in 1979 and won 16 WRC rounds during his career, will commemorate the 40th anniversary of the legendary Lancia Stratos (pictured below) by driving an HF model – similar to the car in which he won the Swedish and Sanremo rallies in 1975.

Waldegård will headline a Stratos parade at Castle Combe race circuit during the 20 September show as well as driving on the Castrol Feature special stage. Rallyday also marks the 30th birthday of the MG Metro 6R4, driven in the WRC in 1985 and 1986 by Tony Pond and current M-Sport boss Malcolm Wilson. Twice British champion David Llewellyn, who competed in the 6R4, will be back behind the wheel and there will be a reunion of team members who developed the original car.

*"The 6R4 was a big part of my career and I have got very fond memories of it because it gave me my first International win on the Circuit of Ireland back in 1986. It was, of course, part of the Group B era too and that is something we all look back upon with great fondness,"* said Llewellyn.

Other highlights will be a display of period works rally cars from British Leyland Motor Company. This will feature vehicles from the 1960s and 1970s, including ex-works variants of the Morris Marina, Austin 1800, Austin Maxi, Triumph Dolomite Sprint, TR7 V8 and the famous Mini Cooper.



## Brawdy Stages Rally



Photo : Geoff Bencough

**TEG SPORT**

**PIRELLI**



Continuing his impressive credentials, Carnforth teenager Arron Newby was again in action as he added the Brawdy Stages Rally to increasing reputation by taking victory in South Wales.

Taking time out from the defence of his Eurocars Motorsport Manx Rally Championship which he comfortably leads, Newby and co driver Tom Woodburn headed for the Haverfordwest venue in Pembrokeshire with a top quality 65 car field assembled.

With six stages of 11 miles each around the fast military roads and some impressive machinery to compete against in the top ten, Newby knew the Beatsons Building Supplies and VP Fuels/Pirelli-backed TEG Sport Subaru as well as the crew would need to be on top of their game and so it proved.

Arron was fastest on the opening stage and in what is fast becoming typical fashion, gradually increased his lead by winning all remaining five stages to take a comfortable victory by well over a minute.

The result was his 15th win overall in just over two years and at just 19 years of age, cemented his reputation as one of Britain's brightest rallying prospects.

Arron Newby: "I'm naturally delighted to win and I'm especially pleased for Tom as this was the first win of his rally career. We primarily used the rally as a test for some new upgrades on the car which the TEG Sport team have been working hard on in recent weeks. Pirelli also sent us the new compound RX5 and RX7 tyres and they worked incredibly well in the heat. I'm now looking forward to the next Manx Championship round and as ever, thanks to Pirelli, VP Racing Fuels, Beatsons Building Supplies, Ravenol and the rest of my sponsors."

Stuart Newby, TEG Sport Team Owner: "A cracking rally, brilliant weather and a great result for us. We looked at the entry list and noticed there was a strong top 10 with a couple of World Rally Cars so to compete against them always gives us a good bench mark to see if the upgrades on the car are a step in the right direction. After setting fastest time on all six stages it was smiles all round at the finish. Arron once again drove a fantastic rally and never put a foot wrong all day. We had no problems and are now looking forward to the next event in the Isle of Man. Thanks to the sponsors and the team, we couldn't do this without you."

## Double Podium For Team Perez

Hot on the heels of his father's battling third place on the Nicky Grist Stages Rally, it was then the turn of 14-year old Seb Perez to claim the Kick Energy Rally Team's second podium of the weekend when he claimed a third place in the Kick Energy Junior 1000 Rally Championship on the Brawdy Stages Rally in South Wales.

The Chesterfield youngster had seconded experienced Welsh co-driver Paul Spooner into action and despite a steady start due to it being the first time he'd seen the stages whilst continuing to build experience in the 1400cc Kick Energy Nissan Micra, he sensibly played himself in

Soon, Seb was on the pace and challenging the leading crews, setting second fastest times on stages towards the end. However, there was drama on the final stage when he got a marker tyre caught underneath the car meaning he lost time stopping and reversing but he and Paul eventually reached the finish in a fine third in class and are up to fourth in the championship standings as a result.

Meanwhile, triple British and Historic rally champion Steve Perez was in action again on round six of the REIS BTRDA Rally Series in the classic mid-Welsh stages and after winning two rounds so far this year, had to settle for third on this occasion.

Driving the ex Marcus Gronholm Kick Energy Ford Focus WRC07 with Paul Spooner alongside, Perez led after the opening stage but an unmarked hazard on a bridge on SS2 saw him damage the chassis which hampered his progress for the remainder of the rally.

Despite the handicap, the Chesterfield driver set fastest times on two of the remaining six stages to remain in contention but at the Royal Welsh Showground finish near Llandrindod Wells, he had to settle for third place which still keeps him in contention in the title race.

Seb Perez: "I'm pleased with the result and glad to get some more competitive experience under my belt. The stages were good and I really enjoyed them. The car ran well and apart from losing time on the last stage we had a great run. Thanks to the marshals and organisers for a great event and thanks to my team and especially Paul Spooner for his help and advice in the car."

Steve Perez: "Like father, like son this weekend and to get a pair of third place finishes isn't too bad. As far as my rally went, we were hoping for a good run but after damaging the car on the bad bump on SS2, we really struggled to match the pace of the leaders thereafter. Still, it's some important points in the series and let's hope for some better luck on the Woodpecker."

### Brawdy Stages Junior Rally Results

- 1 Thomas Cooper/Paul Wakley Citroen C1
- 2 Charlie Barlow/Melanie Holmes Nissan Micra
- 3 Seb Perez/Paul Spooner Nissan Micra
- 4 Tommi Meadows/Ian Oakley Nissan Micra

### Nicky Grist Stages Rally Results

- 1 Paul Bird/Aled Davies Ford Focus 07 WRC 45:23
- 2 David Weston Jr/Kirsty Riddick Subaru Impreza WRC 45:26
- 3 Steve Perez/Paul Spooner Ford Focus WRC 45:42
- 4 Stephen Petch/Ian Windress Ford Fiesta R5+ 46:07
- 5 Desi Henry/Damien Duffin Mitsubishi EVO 9 46:38
- 6 Jamie Anderson/Chris Brooks Mitsubishi EVO 9 46:54

*Photo : Jucy Rally Photography*



*Photo : Geoff Bengough*

## Brawdy Stages Rally



### Tommi is fourth in Welsh rally

CLITHEROE'S junior rally ace Tommi Meadows achieved a season's best result at the Brawdy Stages in Pembrokeshire.

The 14-year-old and his navigator Ian Oakey made the six-and-a-half-hour journey to Brawdy Airfield for Tommi's fourth ever rally. Due to the stages being so open and fast, that meant the venue would suit the more powerful cars meaning that Meadows and Oakey would have to push extra hard to get a good result.

The pair set the sixth fastest time on stage one. One of the Bowland High School pupil's main rivals, Zak Hughes, retired on stage three with fuel pump issues. That meant that Meadows took the opportunity to move up to fifth, where the crew spent most of the day before another move up in position on the final stage.

"I'm over the moon with the result," said Meadows. "After having mechanical issues which slowed us down on the previous rally, it is brilliant that the car worked fine all weekend and allowed us to push."

*Lancashire Telegraph*

# Cairncastle Hillclimb in Larne

June the 20/21<sup>st</sup> is now in my yearly calendar for an excellent Motorsport weekend. I speak of course of the Cairncastle Hillclimb in Larne Northern Ireland. 2013 saw me take my first steps to compete in the Rally car, unused from the 2010 Mull! and following the excellent reception we had (Mick Tomlinson & Ian Mills) all vowed to return. This time in force. Mick had modified the car dramatically and I was really looking forward to competing again, but my hopes were dashed, by the news that my contract at work was not being renewed and my last day was to be Friday 13<sup>th</sup> (had to be). With the prospect of being out of work. I decided I would be going as a spectator etc. etc. As it happened it was renewed for 2 months until August 29<sup>th</sup>, but it then became a panic to source a towing vehicle, trailer etc., but there is next year ...providing I am still in reasonable health Anyway onto 2014, the Pendle party for the event consisted of Myself, Les (Eltringham), Steve (Dixon), Steve (Byrne), Mick (Tomlinson), Ian (Mills), Simon (Nicolson) and Ian (Wolfenden). Who I believe is the son of the Ex. World champion Formula 1 Stock car driver.

I spoke with the organisers about concessionary rates for the ferry, I used Nutts Travel last year and was pleasantly surprised. This year Kevin (Haveron), one of the organisers, asked me to send their 2014 (Nutts) quote and he would better it, and he did. My Clio and 3 passengers was £228, Micks van and trailer under £290 plus driver and two. The best one had to be Simon, with a large utility vehicle and trailer only £225!!!! Quite how that worked out I just do not know, Mick thought the extra was for the passengers. The person Kevin got the quotes with said no-one in P&O could better Alberta, was the manager at the P & O head office in Ireland.

We chose to travel from Cairnryan (Stranraer) on the 1pm ferry, it takes about 2 hours sailing, and Larne port is then 5 mins from our Hotel the same one as last year. This year everyone had a double bed to themselves!!!!

Once booked in we decided on a recce up the hill, and then some food in "Mattie's meeting House" after homemade steak pie and champ, swilled down with a few pints of Smethwick's bitter ...yummy.

We then decided to head back to Larne and the local ..."OLDERFLEET" pub, where we watched the dismal display of football, no more on that.

Following breakfast, and with the event not starting until 12 noon, 4 of us decided to take the 90 minutes coastal run up to Giants Causeway, last time I was there was in 1973 !!!!!, my how things have changed, there was only a Hotel and a souvenir shop, not a multimillion pound Heritage trust centre. Where in the past there was a fence and warning signs "steep cliffs"...Danger!!!!, there are now guided tours and footpaths. We decided on the multi play recoded tour from the headsets provided. A couple of hours later and visit to the gift shop...we were on our way ...be rude not to go around Bushmills distillery ...only 1.5 miles away.

Upon touring here I noticed the lids on the wash tubs "FORT VALE ENGINEERING" and underneath. PENDLE ....happy days.

As we were driving up to the Causeway, we went through several villages...one had a huge photo and the comments. Carnlough's) most famous son yup Liverpool's FC manager Brendan Rogers....One of his first teams he played for was Ballymena United in the 1990,s

Back to the Hillclimb about 3:30pm and things were in full swing, although there had been an off in which a 2013 MODEL GTR was seriously damaged. Due to the late time back, we had to park and walk to any viewing spots we manage this ok...and sat back to watch the Pendle duo attack the hill....I don't not have any results for the Friday event, but Simon in the Westfield claimed 3<sup>rd</sup> in class 6 beaten in to second by only a few seconds...still no worries Saturday to play out again..Mick was less successful finishing 5<sup>th</sup>, but in fairness the little buggy was giving some 40bhp to the others in his class. After the awards presentation, it was back to the Olderfleet and listen to a band and a disco, plus lots of beer !!!

The Saturday event started at 10am, which gave us plenty of time to get a better vantage spot, this we did, behind a stone wall and looking down the hill, we saw the cars for quite a while.

No accidents on the Saturday and but for a very small shower, no rain to bother anyone.

I have scanned and emailed Saturdays' result to Ray, but once again Pendle member Simon came up trumps and took 3<sup>rd</sup> in class again, but this time beaten into 2<sup>nd</sup> place by only by 0.96 of a second...not a lot in 1:65 miles, Mick again finishing 5<sup>th</sup> another excellent drive. After the prize giving we departed having been invited to a special meal !!!!



## Cairncastle Hillclimb in Larne

### Continued from Page 23

Due to an awful lot of uneaten food on last year's event, people heading home etc. etc. Larne motor club decided the BBQ would only be on the Friday....However "WE" had been invited to a club member's dinner in Larne's Masonic Lodge, after shaking hands with our hands underneath our legs ...only joking. We sat down to excellent food and alcohol ...a round being bought by Larne Motor Club themselves.

I was disappointed not to compete, but my "fluke" awards last year would not have happened this year, my best time on last years was around 112 seconds ???

First in the Rally car class, this year, was 79:58 in the ex Prodrive Manx Rally winning BMW, Second was Dessie McCartney, ex Circuit of Ireland Rally winner, in a Millington engined Darrian T90, third was an immaculate 2.5litre Millington engine Mk.II Escort which set a time of 80:96seconds!!!! Somewhat formidable opposition for a "Stump" like me. When we analysed the cars around PDMC classes. No sour grapes, but these people live for Cairncastle ...Simons competitors had all steel singing and dancing engines ..Whereas Simons is a "mildly" tuned Pinto.

The fastest time for both days was Graham Thompson in his "Homemade" single seater who was some 5 seconds faster than his nearest rival.

If anyone is interested the CRAIC rates up against Mull and is certainly a place to visit and compete. The only stipulation to vehicles production cars or others is they must have a roll cage, due I suspect to the speeds attained.

So what's next ...I have been invited as have the others to celebrate Larne Motor Clubs 60<sup>th</sup> Anniversary in November ...a proper formal "Do" I believe black tie (dikki bow ) etc. etc... Myself and Diane are definitely going. As it was there 60<sup>th</sup> anniversary they made a special offer...if you were/are 60 this year you would get 60 for 60 ...ie entry fee for both days for £60.

I cannot speak highly enough of the hospitality ...everyone remembering us from the 2013 trip ...Roll on the 2015 event.

There were some photos taken by Steve (Byrnie) but I have not got them yet. For those that use "uTube".if you put in Cairncastle Hillclimb there are about 28 short videos of the competitor...Video number 6 is Mick...Simons car is car 21.

**Rodders**

**(Rod Brereton, Pendle DMC)**



## 2014 RSAC Scottish Rally



### It was "3-in-a-row" for Jock Armstrong and Paula Swinscoe on the Scottish Rally. Podium finishes that is.

Castle Douglas driver Jock Armstrong and his co-driver, Paula Swinscoe, from Withnell in Lancashire, were hoping to build on their podium finishes on the Border Counties and Granite City rallies, the previous two rounds of the ARR Craib MSA Scottish Rally Championships in their Class 12 Subaru Impreza.

The Scottish Rally, based around Dumfries, uses stages that are quite local to Jock, and so the team really wanted to come home with a good finish.

Despite the electrical issues that dogged the first four stages of the event, the crew still managed to bring the car into service lying in 5th place overall.

With these issues resolved by the TEGSport and JoeDrive team, it was back out to try to catch up to the leaders, but with 3 of the 4 cars in front being World Rally Cars it was going to be tough. However, 3 stages later they had put in three 3rd fastest times, despite not running anti-lag due to the heat of the day, and were delighted to be rewarded with 3rd overall, behind 2 WRC cars.

This now puts the crew in 4th place overall in the Scottish Rally Championship, so it is still all to play for.

Thanks as always to all our sponsors.

The next event in the Scottish Rally Championship will be the Speyside Stages, on Saturday 2nd August, based around Elgin.

### Final Results

- 1 2 David BOGIE/Kevin RAE  
Ford Fiesta R5+ 0:41:33.8
- 2 1 Euan THORBURN/Paul BEATON  
Ford Focus WRC 41:37.3
- 3 3 Jock ARMSTRONG/Paula SWIN  
SCOE Subaru Impreza 43:46.4
- 4 16 Andy HORNE/Jim HOWIE Ford  
Focus WRC 44:03.7
- 5 5 Mike FAULKNER/Peter FOY  
Mitsubishi EVO9 44:08.2

**Paula Swinscoe (CDMC)**



# 2014 RSAC Scottish Rally



**Stourbridge's Richard Sykes had a disappointing end to his Scottish rally when he crashed out of the event while comfortably in the lead.**

The event, round three of the British Rally Championship (BRC) Challenge, commenced on Friday evening with a very popular spectator stage near Dumfries. Sykes and co-driver Emma Morrison were the quickest of the BRC Challenge crews by 1.6 seconds in their Bathams Brewery and G I Sykes-supported Citroën C2 R200.

Day two started with stages in Twiglees and Castle O'er. Sykes continued to set the pace, extending his lead to 5.8 seconds over Ross Hunter, although the stages were not without incident.

"The Friday stage went very well and it was great to be leading," said Sykes. "Day two got off to a fairly dramatic start, we hit a big hidden rock in Twiglees on the inside of a corner. The car was thrown up onto two wheels and I had to steer into the undergrowth to avoid rolling it. We just managed to keep the momentum going and took it steady to the end of the stage in case the suspension or wheels had been damaged. We made it to the end and then found a massive gash in the tyre so we were lucky not to have picked up a puncture. We'd also bent a ball joint. The tyre was changed and we headed to Castle O'er where we set another fastest time."

The ball joint was replaced in service and new tyres fitted ready for the longest section of the rally, a loop of four stages totalling 30 miles including a 14 mile test in Ae forest. After three of the four stages Sykes had built up a lead of 31 seconds but it was all to go wrong on the fourth stage of the loop.

"We pushed very hard in the three stages after service and we built up a very good lead. The suspension took a hammering and we had to stop and make some repairs as the strut body bolts had all come undone. We managed to make the repairs without incurring a penalty."

"With the lead we had we decided to maintain the position rather than take risks but disaster struck on the next stage. The event organisers had had to make an amendment to the route and it was too late for the pacenotes to be changed. We managed to borrow some notes from crews who were doing another event and had already had a recce drive of the stage."

"Unfortunately when we arrived at the amended section we found the notes were not right for us, the first corner was described as a medium when in fact it was very tight so I was going way too fast. We slid into a large ditch on the outside of the corner and smashed into a tree stump, ripping off the radiator and holing the sump. That was our rally over."

"I blame myself for the accident, we should've been more careful having not had chance to check that the pacenotes were correct. The only positive is that our two main championship rivals have already had one retirement on earlier rounds so it is still all to play for in the title race."

"We'll get the car up and running again and put it back into tarmac specification for the next round in Ulster. The Scottish was very disappointing but I will put that out of my mind and push hard for another win to keep up our championship challenge."

Image courtesy [raceandrally.co.uk](http://raceandrally.co.uk)

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

One day, two deputies in the Sheriff's Office answered an emergency call at a farmhouse. When they walked in, they found the nude bodies of a man and a woman in the bedroom. They had been shot to death.

When they went to the living room, they found the body of a man with a gun at his side.

"No doubt about it," one deputy said to the other. "This was a double murder and suicide. This guy came home and found his wife in bed with somebody else and shot them both. Then he shot himself."

"You're right," the other deputy replied. "But I'll bet you when the sheriff gets here he's going to say 'It could have been worse.'"

"No way. How could it be worse? There are three people in the house, and all of them have been shot to death. It couldn't be worse. You're on."

About that time, the old sheriff arrived at the scene. He walked into the bedroom and saw the two nude bodies. He then walked into the living room and saw the man on the floor with the gun by his side.

"No doubt about it," the sheriff said, shaking his head. "It was a double murder and suicide. This guy came home and found his wife in bed with somebody else and shot them both. Then he shot himself."

After hesitating for a moment, the old sheriff looked his deputies squarely in the eyes. "But, you know," he said, "it could have been worse."

The deputy who had lost the bet jumped up and shouted, "Sheriff, how could it have been worse? There are three people in this farmhouse, and all three of them are dead. It couldn't have been worse!"

"Yes it could," the sheriff retorted. "You see that guy there on the floor? If he had come home yesterday, that would be me in that bed!"





# ALMC STAGES RALLY

## Irish Podium Gives Stone Series Lead

**Blackburn driver John Stone thrust himself firmly into contention for the 2014 REIS Get Connected MSA Asphalt Rally Championship with a brilliant performance on the County Meath-based ALMC Stages Rally in Ireland this weekend.**

Driving the Legend Fires Skoda Fabia WRC, Stone followed up his two fourth and one fifth place finish out of the three rounds held so far with his best result of second place to move into the lead of the championship at the half way point of the season.

Along with Welsh co-driver Carl Williamson, the pair were embroiled in a day long battle around the classic Irish lanes with leading British and Irish crews including former champions Steve Simpson and Damian Cole as the crews battled the weather conditions as well as themselves over the 12 stages.

Seventh overall after the opening stage, the Lancastrian driver gradually upped his pace to move up the leaderboard into second place after SS6 but the tricky conditions continued with tyre choice proving to be a lottery and meaning the Dom Buckley Motorsport IRS-prepared car was occasionally not on ideal tyres on the ever-changing roads.

The pair combined caution with speed and arrived at the final stages in second place overall but dropped time due to having intermediate tyres on a dry surface and had to settle for fourth place overall losing eight valuable seconds on the final test, but second place of the registered championship contenders.

The nett result is John and Carl have climbed up into the lead of the 2014 REIS MSA Asphalt Rally Championship going into the Wilkinson Maintenance Tyneside Stages Rally next month.

John Stone: *"All things considered, I'm very pleased with the result given the difficult conditions and to take the lead in the championship is fantastic. I'm a little disappointed that we couldn't hang on to our place on the last stage but we were simply on the wrong tyres and the other two drivers weren't. It's been a great team effort and a great event so thanks to the organisers and hopefully we can maintain this performance on Otterburn in the next event."*

### Official Results

- 1 Hugh Hunter/Andy Marchbank - Subaru Impreza - 1:00:47
- 2 Damian Cole/Elliott Edmondson - Ford Focus WRC - 1:01:41
- 3 Michael O'Brien/James O'Brien - Ford Focus WRC - 1:01:41
- 4 John Stone/Carl Williamson - Skoda Fabia WRC - 1:01:49**
- 5 Alex Laffey/Jack Morton - Ford Fiesta R5+ - 1:02:33
- 6 Frank Kelly/Jackie Elliot - Ford Escort - 1:02:57
- 7 Graham Coffey/Jenny Gaebler - Ford Fiesta - 1:04:15
- 8 Mark Nangle/Nollaig Breen - Subaru Impreza - 1:04:27
- 9 Keith Robathan/Alastair Wylie - Ford Escort Mk2 - 1:04:29
- 10 Simon Chapman/Michael Calvert - MG Metro 6R4 - 1:04:41

### Championship Positions (after 4 rounds)

<b>1 J Stone</b>	<b>105</b>
2 D Atkinson	89
3 D Cole	88
4 S Simpson	84
5 A Laffey	71
6 D Tinn	69





## GEORGIA SHIELS PROVES HER POTENTIAL ON THE ALMC STAGES, DUBLIN

Eighteen year old rally driver Georgia Shiels from Catterall, near Garstang crossed over the waters to Dublin for the ALMC Stages last weekend to drive on some of the most technical and fast roads in the world. Georgia was very pleased to finish the rally a respectable 50th overall and 3rd in class having never driven the iconic Irish lanes before. She faced stiff competition in one of the least powerful cars competing, her Abarth 500 R1 car.

After her decision to pull out of the British Rally Championship last month, Georgia's last minute decision to compete in the ALMC Stages proved to be a successful one as she pushed her little car to the limits, surprising a few as she was close to the times of Subarus and Sunbeams with almost double the Abarth's BHP. Georgia's confidence grew throughout the day, showing that her roll on the Jim Clark Rally in May was just a distant memory with no effect on her driving ability or quick pace.

"I was shocked at how quickly I was back up to speed and my confidence returned" Georgia said, "If anything, I had less fear!!"

"Being invited to the Ceremonial start on Saturday night by the ALMC Motor Club really made myself and the team feel welcome... especially alongside WRC Ford Fiestas and Subarus. It was a real privilege to promote the Abarth and I look forward to another Irish event next month." Georgia's next event will be the Harry Flatters Rally on the 27th July in Mid Wales. She's really looking forward to getting back behind the wheel and beginning to drive the car on its limit. "Bring it on!"

Follow my rallying page: Georgia Shiels Rallying and keep up to date with my latest events!

**Georgia Shiels**  
**Clitheroe & DMC**



## STONE PAVES WAY TO THE TOP!...

Another excellent run in their Skoda Fabia WRC, this time on the ALMC Stages Rally, the latest round of the REIS MSA Asphalt Rally Championship, sees John Stone/Carl Williamson move to the top of their respective categories in the points table at the halfway stage of the season. They actually finished 4th in Ireland, just eight seconds adrift of a tie-break for runners-up spot after over an hour of competitive motoring and take over from Steve Simpson/Patrick Walsh whose Impreza WRC retired after a heavy collision with a chicane bale on a wet piece of road.

For the second time this year Damian Cole/Elliott Edmondson took maximum points - their Focus WRC was 2nd overall, having come out of the above mentioned tie-break to the good. However, after taking his fourth consecutive finish, Darren Atkinson (Clitheroe & DMC) finds himself a point in front of Cole. He and Phil Sandham were 12th in their Escort, in spite of a Stage 3 puncture which cost the duo the best part of a minute. Following up their recent win on the non-Championship Rally of the Midlands, Alex Laffey/Jack Morton were 5th overall in their Fiesta R5+, leaving the crew in a similar position in the points. Graham Coffey's WRC version was a couple of places behind them, taking a class win into the bargain.

22 Championship-registered cars accounted for more than a quarter of the total entry and, from them, Robathan's 9th overall was more than enough for top points in the Millington Rear-Wheel Drive Challenge, closing the gap slightly on leader Darren Atkinson. Simon Chapman/Michael Calvert rounded off the Top Ten in their Metro 6R4, pleased to improve on their 12th place in 2013.

Making their Irish competition debut, Tinn's 13th place in their Proton Millington also the first time such a car has been seen over there - earned the driver the John Horton Motorsport Management 'Star Performer' trophy on this occasion.

David Hardie/John McCulloch's bright yellow Impreza was 16th while Pete Rayner's Escort and Underwood's Nova finished a second apart in 23rd & 24th places respectively. For their part, the Underwoods took a class win and maxi Motorsport FWD Challenge points which they were leading before boarding the ferry from Holyhead....

New Championship recruit Abarth 500 on the road to record a finish and open her account in the AB Motorsport FWD Challenge. In an entry of 80, only 53 were registered as finishers and, consequently, there were bound to be some Championship casualties in amongst the retirements albeit, thankfully, remarkably few! In addition to Simpson/Walsh, Peter Taylor/Andrew Roughead stopped when their Fiesta S2400 suffered a broken driveshaft and Meirion Evans/Jonathan Jackson heading for a Top Ten finish in their Group N Impreza before it disappeared through a hedge in the closing stages!



This year saw me return to the tunnelling game working in London on the cross rail project and with this job I came to meet some fellow Motorsport enthusiasts. For those of you who don't know much about the mining industry a lot of the workers are made up of men from Donegal the home of the tunnel tigers and also home to the only true three day closed road rally outside of the wrc. The machine drivers on our job also owned rally cars and spent most of there hard earned cash building and running these cars on the lanes of Ireland. When I mentioned I was also into road rallying albeit a lot different to there close road version we immediately struck up a great friendship and chatted most days about cars, drivers ,engines and all other Motorsport related matters. Paul Gallagher our machine driver was entering this years Donegal rally a rally he has done for a good few years with a best result of 8th overall no mean feat considering his car is a 1600.He was suppose to be partnered by James Gallagher the Gaffer another one of our machine drivers but he has recently taken a job in Ryhad and couldn't get the time off so James brother Paddy was drafted in. These two had won the 2010 Sligo pallets tarmac rally championship together so no need for any introduction to the ways of each other's way of doing the job. With the rally looming i made the decision to go out and see what all the fuss was about. As soon as I mentioned I was planning on going out there to watch these mad Paddys I work with on the close roads of Ireland to the lads at Newton Motorsport they all immediately said we're coming too so Myles Gleave had the flights booked for four of us and I booked the digs. and away we went arriving at Knock Airport to a glorious sunny day with the hire car sorted we decided to check out the service park but had missed most of them so we hit the pubs of Buncrana needless to say we sampled many pints of the black stuff and ended up crawling into bed in the small hours. Breakfast eaten we headed up to park ferme to meet up with my pals from work whilst they waited for the time to collect there car and start the weekends fun.



The first stage we stood on a long downhill straight with a ninety right ninety left at the end. From car one to 200 they all were flying with the top boys being clocked at 136 mph passed us on a single track road blink and you've missed these lads. Our man with not rallying for three years was seeded at 72 bit he wasn't to bothered as like he said I'll re seed myself by the end of the first day and he was joking finishing in the 30,s and after day one in his mighty Toyota powered Escort Mk1. First day over more Guinness to sup and a fine feed ready for day two and more of the same high octane race fuel fumes coupled by burning rubber and men being clocked at over 130 mph again these men where amazing with escorts chasing wrc cars all over the place on dry tarmac.



Daniel McKenna was among the international cars in his national class Scanbitz escort with Gary Mcphillips chasing hard both cars powered by Millington Diamond engines and being used to there full potential bouncing off the limiters in top gear all over the place not many men have these kind of steel like Balls but the top thirty cars certainly piloted by men who had. Sadly Daniel went out with gearbox issues and Gary took the National win for the second year running our man Paul climbed to 19th and 3rd in class beating a lot of more powerful machinery a fair result by anybody's standards the international class was won by Declan Boyle a man who this season in the irish tarmac championship seems untouchable. Our thoughts on the rally are as follows why does anyone want to rally round a few cones on an airfield when they can come to Ireland and compete on a close road event for similar money it's a no brainier folks everyone is welcoming the lanes splendid the drink even better and the craic fierce. I fell in love when I went to Mull and was lucky enough to spend a couple of days reccing it with Alan Barnes this rally has spurred me to build a tarmac rally car but on visiting Ireland I'm certain my first taste of closed roads will be there next year. The events are run so slickly. A well worth visit to watch and a definite must do for any tarmac rally team before they die it's heaven roll on next year. Service crew wanted



**Steve Hudson : Clitheroe & DMC**

# Bird puts 4 wheels first then drives out for two.



Such is Paul Bird's passion for all motorised sport that he was in a rush to win the Nicky Grist Stages just so that he could escape quickly to follow two wheeled motorbike racing action elsewhere. Co-driver Aled Davies was therefore left holding the winners trophies at the end of the rally and looking so adept at doing so. Not that the result was a forgone conclusion with fast charging David Weston junior and Kirsty Riddick being just three seconds behind at the finish. In fact, the top four overall, B14 class runners, were only separated by 44 seconds which indicates the level of competitive action all day long. Steve Perez/Paul Spooner finishing 19 seconds behind in 3rd and Stephen Petch/Ian Windress on 44 seconds in 4th.

The first stage, Monument 1, saw Bird and Weston jnr post equal fastest times with Perez/Spooner. Bird/Davies and Allingham/Williams tied for third place just 6 seconds down.

Weston jnr/Riddick made the lead their own on stage 2, Route 60, after Perez/Spooner had a brush against a bridge which did not restrict them too much. Perez/Spooner were however to hold third place to the finish. It was Bird/Davies who were now the fastest crew out there and by the 2nd afternoon running of Route 60 they had taken the lead and held it to the finish line. Steve Perez was bemoaning the brush with the bridge and felt certain that without it he would have been in contention for top place. He also indicated missing his outings in the Stratos so watch this space.

Alex Allingham and Chris Williams were leading Group N4 by 9 seconds and mixing times with the WRC's in the 11 year old N10 with a scrapyard engine in 5th overall when on the penultimate stage the passenger ball joint failed. This left Jamie Anderson/Chris Brooks in 1st place in that N4 class, and 6th overall, a comfortable 49 seconds ahead of Roland Llewellyn/Jamie Edwards 2nd in class position.

It was class B13 that provided the 5th overall spot with Desi Henry/Damien Duffin, 57 seconds ahead of Wayne Sissons/Neil Shanks, both crews piloting Evo 9's.

The day overall was warm and mainly dry until the later part of the day and whilst plenty of dust was created the temperature was never going to reach the highs of the previous year. Nicky Grist had however again laid on huge quantities of bottled water in anticipation and to avoid any risk of discomfort. This consideration left all competitors and volunteers enthused about the planning and well thought out rally route which ran to schedule throughout. The major beneficiary of the well thought out and organised rally plan was the Ravenol Challenge winner, Neil Matthews, who could not have been any more complimentary towards Nicky Grist and the organising club team at Quinton Motor Club. Matthews, together with co-driver Jez Rogers also won their B10 class and finished 29th overall in their 1600cc Vauxhall Nova.

What is the attraction of this event that makes entrants regularly appear from overseas. By far the most distant crew were Stewart Reid and Molly Taylor from Australia who finished 36th o/a and 7th in their H3 class Ford Escort Mk2. Robert said "Oh, we just popped over to do a rally". Two Norwegian crews also made the entry list, Edvall Martin Stenberg and Siw Helen Stenberg who won their B11 class with a 25th overall placing and Kim Johansen with Morten Johansen in their Volvo 292. The Volvo unfortunately had its' engine fail on SS1. The Norwegian crews however indicated their intention to return next year.

Notable crews to retire from the rally were Mat Smith/Giles Dykes (Clutch), Luke Francis/John H Roberts (damage after bridge), Thomas Naughton/Andrew Mort (Bridge Damage) and Russ Thompson/Andy Murphy (Bridge damage).

Of the 147 starters of the rally, 107 finished and 38 retired with 2 unexplained. Rob and Mike Evett retired after SS5 saying they had left their sump guard at home for their 1400 Nova!!!!. Malcolm Bayliss and Siobhan Pugh made half way after using a shoe lace !!!! to effect an emergency repair and still finished the rally 87th o/a and 9th in class with their Escort Mk1 1600cc.

It is a testament to the strengths and the crews resolve, right through the classes, that a mere 21 minutes and 18 seconds separated the last placed crew, Chris Stratton/John Stratton in a MG ZR, from the winner.

All photos are the copyright of Jucy Rally Photography. Contact Lucy Owen-Moczadlo to indicate your interest.

**Article : Michael Davies, Photos : Jucy Rally Photography**



# The MORECAMBE Rally

**Brilliant, Brilliant, Brilliant ....**

**And NO 'But For' from me.**

**Fantastic Rally.**

**Really enjoyed myself.**

**Was still grinning on the Sunday night.**

**Still got a big stupid grin now.**

**Probably the best event I have done this year.**

**Might even be the best one I ever have done.**

Danny Cowell (CofC) and Morecambe Car Club have certainly raised the bar with this one.

My ride for the Morecambe Rally was young Ayrton Harrison (just turned 18) doing only his second ever Road Rally in his bog standard 1 litre Micra (we were seeded at the back - last car)

The start & finish venue was Burton Services on the M6. A short run out past Priest Hutton to MTC1/TC1 even got a few crews lost as they went through the village and mistakenly took the dead end slot triangle to Upp Hall rather than the later triangle further into the village (easily done 'cause the 1st triangle is obscured by a cycle route green dot on the map). A short run past Capernwray Hall and down to Sunny Bank, round Gressingham and to TC2 just over the bridge before Hornby. A 5 mile (ish) Neutral along the A683 to the first of the 'whites' up Ridge Lane.

This was the start of our difficulties (well - some of them). Ridge Lane seemed a lot smoother than last time I used it but about halfway through it took a turn for the worse and we landed rather heavily after one jump and from there onwards we had no reverse and depending on what bump we hit, other gears came and went spasmodically. (I am not mechanically minded enough to tell you what the problem was - just the outcome, Ayrton said it was something to do with the cross member being bent and interfering with the linkage, but I wouldn't know.) It was then Neutral to the start of Littledale. Over Littledale, Left at Crossgill and up round the hairpins on Caton Moor, along Haylotts, down to Butt Yeats crossroads, turn right and into TC.

Next section is down Wray white. We had managed to get past our Minute man and starting to fly. I had the window halfway down and soon wished I hadn't. The farmer must have been muck spreading. Off the white slot left, first slot right and up Meal Bank to the tricky Crossroads at Mill Houses, take the 1st (hairpin) left and through Russells to T.

## **WHOOOPS ! WD at the control at the T junc.**

I must have plotted the approach & depart the wrong way round. With no reverse we couldn't get the car round and take the correct route so we picked up a fail. Now back on the correct route (following lots of F'ing & J'effing from the left hand seat) and its into Wennington and then Melling white (long time since this has been used for the whole way) God! Melling White is a bit rough. - not as bad as the Derbyshire whites but still rough. Off Melling white, past Clifford Hall and we get past Matt Flynn/ Peter Littlefield as they take the inviting straight on to the Hall. (at this point, if you ignore the fail - and I wish I could - we are 58s behind Pete Tyson & in 3rd place)

Neutral through Burton in Lonsdale to Cantsfield White. See Ayrtons Dad (Tony Harrison) parked up. They had goosed a driveshaft (I think that's what he said) on Ridge lane where we damaged the cross member. Off we go and Ayrtons on a mission. I thought we were going off 3 times (always on my side too) but with terrific skill he kept it all under control and my fears were ill founded - dropped 11secs. (Pete Tyson dropped 6s - we were second quickest)

It's then neutral through Kirkby Lonsdale and up to Nook for the last section before Petrol. Tricky little slot to find the previous Junction left looks as though it's the correct turning but that just takes you round the back of a row of cottages and back onto the A65.

**Continued on Page 31**



## **Photos Courtesy of Duncan Littler**

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# The MORECAMBE Rally

*Continued from page 30*

Out of Control at Nook , 45R into Nam (slot Rt, hairpin Left - Code Board, 90 R) except we cant find the code board. Wasn't there but I am now a little distracted checking that I had got it correct when we reach the next Junction. 'Which Way?' is bellowed at me and another couple of seconds drift away as I find my place on the map. Into Control and we dropped 2m54s which wasn't too bad - 3rd fastest.

At Petrol, Ayrton tries to resolve the gear problem to no avail (got 4 gears but no reverse) and manages to secure the headlight units back in place with Gaffer tape, however, his attempts to get the bonnet to close fail and we do the rest of the event with cable ties holding it down.

Out of Petrol to next competitive up past Black Yeats to Warth, Turn right at Goose Green and left at Gatebeck Crossroads to next TC.

Neutral up the A65 past Barrows Green, Slot right onto the Helm. And a run along Hayfellside (don't know how we dropped 1m56s here but with a fail already in the bag - did it matter?) Road/Rail works on the Benson Hall road meant that there was a diversion from here taking us to Otter Bank.

Out of Control and immediately into NAM , then its hotfoot up the white, T junc turn Left, fork Right, and slot Right at Selside Hall (had a moments hesitation because it's a T junc but the map shows a fork in the road). Then I cock up twice on the run - I miss call the next 2 junctions. Fortunately they are both up hill so we roll back and get back on the correct route fairly quickly. Then its down to Patton Bridge and we are up the chuff of Dave Head/Ian Farnworth. I call the next slot left but Ayrton only sees it at the last moment (too busy trying to pass Dave) and we have gone past (we then have to go a mile up the road to turn around) From her we pass through Greyrigg and Cowperthwaite for the blast down Lambrigg to the end of section (pass Ian Newton/Simon Harrison parked up - Simon sat in the silly seat for a change and he was being a bit ill)

We start on the A684, first slot left, flat for half a mile, couple of not as map bends, Turn left at Borrans and the hairpin right and down to the B6254. Turn left and first left at Middleshaw.

Next comes Cock Up number 4 (or is it 5 now). Through Middleshaw and keep right , Slot right ignoring straight ahead white, Through Eskrigg and take right fork (miss white on left) along yellow. Except the yellow turns into a white. Sure I have got it wrong we have to turn the car round. No reverse - so we have to get out and push. Then we have to do it all again when I twig the yellow turns into a white where we turned round. Bigger again.

After the problems of the last sections we get it all right on the run to the finish which includes a run round Bandrigg, the forest at Old Park , Three mile House Heights to TC.

A run past Rigmaden then up to Mansergh White - last time I used Mansergh White was back in the 70's on the Devils Own. It is smoother and wider than I remember but as slippery as hell (but it always was).

Up Tosca, down Kitriding to Fowlstone and its all over (Denis Quinn is manning the last control)

I have already said what a brilliant event this was and how it has been hard to wipe the smile from my face. A lot of the enjoyment has come from how the roads were linked together BUT I don't think I would have enjoyed it half as much had I been sat in with someone else.

Ayrton Harrison is an absolute star. He put to shame a lot of more experienced drivers in far more powerful cars. If it wasn't for my cockups he could easily have had a top three finish in a bog standard 1litre Micra

As it was we still finished 10th O/A

Want to sit in with him again - if he will have me

**Maurice Ellison : Clitheroe & DMC**





## GREYSTOKE STAGES RALLY 2014

Sponsored by **P&R BENN**

Ey up chaps and chapettes! It's that time again where I write a weird and wonderful report about my latest rally exploits, but please be warned - 99.9% of the facts are guaranteed to be not-at-all factual (*including this one*). So here we go! Greystoke Stages Rally - one of my 'local' events, yet I'd never competed on it, just took photos. So when I got asked by Dave 'the crowd pleaser' Coleman whether I'd sit in with him, I couldn't really refuse! Especially when the car was a Skoda **WRC** (*this may be slightly inaccurate*)! All I was required to do was 'look cute' and 'wave', now these are two traits which come naturally to me – *this is debatable*.

Now, I'd never met Dave before, but there were a few things I knew about him already. Dave enjoys trying to roll cars; I'd say it's quite an interesting hobby to be fair. He is also an avid bee keeper, and can often be spotted stealing honey from wild hives across the Lake District. This causes a number of issues, mostly incredible sores and welts from the stings! Oh, Dave had also never seen the car before, let alone driven it! What could possibly go wrong...

So on to the day of rallying. The moment I lay eyes upon the Skoda **WRC**, I knew we were in for one hell of a day. You could just sense the power lying beneath her curvy carbon fibre exterior; it must have been approximately 450bhp. It was almost a dead cert that we were going to take the overall victory by a considerable margin!

**Okay, confession time.** The car wasn't a World Rally Car, it was actually a '96 Skoda Felicia, pushing approximately **45bhp** out of the engine, not 450. But let's be honest, who would want more than forty-five horses in one place! We also weren't likely to win by any margin. The rest of this report is about 20% true.

It is safe to say with that much power under the hood, we had an absolutely fantastic day of rallying. I honestly don't think I've ever laughed so much in a rally car as I did with 'the crowd pleaser' Coleman. We had a steady day in the Feli, pushing the 45bhp engine to the absolute limits...in third gear...once or twice, probably touching 50mph. It was awesome to see all the spectators out in force giving us hero waves as we skipped through the stages with Dave on the horn and me giving big waves and looking pretty. It was also lovely to see a certain backside of Joe Cruttenden, but we shan't discuss that any more – give it a wipe boyo!

Before I love you and leave you, I'd like to give a massive thank you to the lads at **JD Motorsport** for prepping such a powerful monster, to all the marshals who were out and about to run such a smooth event, and of course to Dave, for being such a top bloke in and out of the car.

**Dan Hurst West Cumbria Motorsport Club**





# Beverley & DMC Maple Garages Beaver Rally

With the Beaver and the Morecambe on consecutive weekends, quite a lot of head scratching went on before we finally decided to enter the Beaver. Mainly because both of us had always enjoyed the event in previous years, although Henry's history with it goes much further back than mine. This year, running much earlier in the year than normal, the event started and finished near Driffield with 130 miles of route on maps 100, 101 and 106 including 12 miles of whites.

The logistics were a bit interesting. Henry was competing on the Ross Trader Historic during the day and we worked out that, if nothing went wrong, he had time to drive 200 miles and get back for the Beaver. I drove the car over early evening, got noise and scrutineering completed, signed myself on and waited. A phone call reassured me that Henry had got away from Hereford on time, so off I went to the drivers briefing, paying unusually close attention and even writing a few notes.

With the event being true plot and bash with nothing to put on the maps until you left the start, everything worked ok. Henry arrived about 10.30 and just after 11.00 we were under way. The first hand out was map references but started as Neutral and took us to the first test at 'Swift Caravans' and the first competitive section which started on white in 0362 so it was all the map before we arrived for the test. The test started on tarmac then went onto gravel and ended on grass and claimed Steve and Ian Mitchell as they damaged the exhaust on their Peugeot and the repair done after test didn't survive the white and they retired shortly afterwards.

The handout for the next section was grid lines and spot heights and took us south and then east back to the test site to repeat the test. The course closer appeared as we were waiting at the test start, the suspension had collapsed on their Proton while on the first white then after the test we came across the course opener stuck on the white in 0666, at first we just came across a queue of cars as the white went down and then up a grassy footpath, most cars seemed to be getting stuck in the bottom but we didn't have any trouble and managed to also squeeze past the stricken course car which was probably down the extra ballast we carry – Henry reckons that the driver's pie consumption played a vital role.

A herringbone took us around Sherburn Wold and this section was more like the Beaver of the wintertime as visibility went down to only a few yards as a thick mist had developed. After a regroup at Sledmere a handout of tulips took you onto map 100 and the yellows south of Malton to fuel on the A64.

Matthew Atkinson was providing his usual excellent results service and times up to petrol were soon available. I had a look and assumed there was some sort of cock up as it showed us as 6<sup>th</sup> overall and leading semi expert crew. We were also around 30 secs ahead of James Taylor and Ian Graham in the mighty Proton Satria GTi.

As we left petrol we could hear the thunder in the distance and it wasn't long before the torrential rain arrived which lasted to the finish. These final sections started at Buttercrame Moor and covered the roads on the bottom of map 100 and top of 106. Due to the weather the white at Cheese Cake Wold was cancelled so it was just the final section along Millington Pasture and two more tests at 'Watt's Quarry' before the finish.

Largely due to a mistake by me on the first of the final tests and perhaps the superior horse power of the Proton, our lead over James and Ian had been whittled away and we finished 8<sup>th</sup> and 2<sup>nd</sup> semi – well driven lads !! The event was won by Carl Hawkins and Iain Tullie who were leading after Time Card 1 but then had been trailing Richard Hunter/ Gary Evans after Time Cards 2 and 3 but they dropped enough time on the penultimate section for Carl and Iain to regain the lead which they held to the finish.

To sum up it was a very good event which does deserve more entries. It was plot and bash but it was not difficult the handouts told you what the navigation was and it didn't seem to take too long to plot. Thanks to all the marshals who had to endure the rain for last few hours of the event and the organisers who had the weather and plenty of other things to cope with during the event - let's hope a few more SD34 crews make the journey and give it a try next year.



**Pete Jagger**  
**Bolton-le-Moors CC**  
**Car 16 The Yellow Peril**

# **NORTH WEST RACERS**

*With*

***Dave Williams & Rachel Bourne***

## **NEW WINNERS IN THE NORTH**

With the XR Challenge taking a mid-season break, the racing action in the North West focused on the BRSCC Formula Ford 1600 and BARC(NW) Sports/Saloons categories. It proved to be a breakthrough time for some with new faces appearing on the top step of the podium in each series.

### **BRSCC Avon Tyres Formula Ford 1600**

The Northern Formula Ford 1600 contenders have had a busy month with two race meetings taking place since Spotlight Magazine last went to press.

Their day at Oulton Park on 28<sup>th</sup> June began with a combined qualifying session for both Post89 and Pre90 classes. The wet conditions that prevailed proved to be a great leveller and it was Josh Fisher in his 1989 Reynard who set the best time no less than 2 seconds faster than anyone else. Tom McArthur was the fastest of the newer Post89 cars as his main rival, Doug Crosbie, hit trouble when a misfire on his Van Diemen RF00 caused the output from his exhaust to exceed the circuit's noise restrictions at the start of the session. After frantic work in the paddock to fix the problem he managed to complete a single flying lap at the end of qualifying.

The cars were split for their Northern Championship races but at the back of each grid an "Invitation" trophy dash set off 30 seconds after the main event for the other category of cars. When the Post89 runners competed for points there were a couple of firsts. Tom Hodgson (Swift SC94) had never led before but it was something he experienced when he got ahead at the start. Although the rain had stopped, the track was still greasy and this, combined with pressure from Tom McArthur in his Van Diemen LA10, contributed to Hodgson spinning the second time he tackled Hislops. McArthur moved ahead but immediately had Doug Crosbie closing in on him. Soon afterwards the latter hit the tyres hard at Druids and a delighted McArthur was left in the clear to take a maiden victory. His brother, David, was also very pleased with the success of his sibling – he was having a weekend off from competing due to an engine rebuild. In the Invitation Pre90 Trophy section Stuart Jones took the honours, bringing his Reynard FF89 home just 17 secs behind the overall winner.

Josh Fisher was the early leader in the Pre90 Championship encounter but was immediately in trouble as his brake bias mechanism failed, leaving him with no rear brakes. Whenever he attempted to slow for a corner the back of the car was attempting to overtake the front. Somehow he kept the Van Diemen RF89 of Chris Hodgen at bay until lap 5 when the Chorley driver out-braked him at Hislops in the decisive moment of the contest. Stuart Jones clouted a kerb heavily at Brittens and, having lost ground to the two leaders, he could not reel them in again as the track was now too dry for his intermediate settings. Tom McArthur made it a brace of victories in the Post89 Invitation race-within-a-race.

Two weeks later at Donington Park the Northern boys had a double header meeting for which they were joined by those competing in the Triple Crown and National Championships. With a top class field that included 2003 Formula Ford Festival winner Joey Foster in a Ray GR14, it was David McArthur (Van Diemen LA10) who was quickest in qualifying although the first 8 cars were covered by a second which foretold how exciting the racing was going to be!

Having taken two victories, Foster later reported that they were two of the most entertaining races he had ever competed in. They were indeed a couple of slip-streaming thrillers due to the strong headwind on the main straight which put whoever was leading, and making a hole in the air for everyone else, at a greater disadvantage than usual. Foster inherited the first win when category debutant Patrick Dussault, who had impressively took the chequered flag as the leader, was penalised for Track Limit infringements. Foster stood on the top step of the podium the following day after a hum-dinger of a battle with at least 8 other cars.

In the Pre90 class, Frodham's Jamie Jardine did the double in his Reynard 84FF after his nearest challengers, Stuart Jones and Chris Hodgen, collided early in the opening encounter. This put Jones at the back of the grid for race 2 while Hodgen elected not to compete at all. Although Jones had progressed to the runner-up position by lap 10, Jardine was well out of reach by then.



***First Win for Joe Spencer***



*First Win for Tom McArthur*

## CNC HEADS BARC(NW) SPORTS/SALOONS

The eclectic mix of road-based vehicles from this series visited Anglesey on 19/20<sup>th</sup> July for two races that each had its own qualifying session. Garry Watson (Westfield) annexed pole for the opening encounter with the Locosaki of Joe Spencer 0.8 secs slower. When the red lights went out these two fought for the lead until Watson's propshaft snapped as they headed into Peel for the seventh time. Although some debris hit Spencer's car, he motored on to take his first every victory since he began competing in cars during the 2012 season.

Qualifying for race 2 was interrupted when fog descended on the circuit. When the action restarted, in the absence of Watson it was Spencer who was the quickest driver while Paul Rose would be starting alongside him on the front row in his Saker. Although Spencer would be the initial leader, Rose powered ahead down the main straight on lap 3. The new second placed man kept in touch for another trio of circuits until he had a spin at the middle element of the Corkscrew. By the time he recovered, the leader was 10 seconds down the road. Spencer got his head down and despite lots of traffic due to the diverse entry on a relatively short circuit, he had the gap down to 1.2 secs when the chequered flag came out.

*North West Racing Report by Dave Williams*

*Photos Copyright Rachel Bourne*

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The organisers of **Rallye Dorset**, the planned final round of the 2014 Championship, have stated that their rally will not go ahead this season (see statement below).

The decision means that the 2014 BRC will be made up of six qualifying rounds, with the final event Rally Isle of Man counting as two point scoring opportunities. Competitors will now nominate their best five scores towards the final classification.

The statement from Southern Car Club reads: Following the recent Motor Sports Association (MSA) statement on the future of the British Rally Championship (BRC), in particular the decision to cancel the 2015 series, Southern Car Club (SCC), organiser of Rallye Dorset, has reluctantly decided to postpone this year's event, planned for **17/18 October**.

Under its former title, **Rallye Sunseeker**, the Club's blue riband event has been a round of the BRC for the past three years. After the end of a fruitful 15-year partnership with Sunseeker International and the re-brand to Rallye Dorset, negotiations over a new three-year title sponsorship deal were drawing to a successful conclusion when the MSA statement was released.

Unable to confirm the event's future status, with no BRC in 2015 and no clear idea of what may lay beyond, the Club's committee has withdrawn from the sponsorship negotiations. This leaves the Club with a large potential financial deficit, so postponement is the only option. We have discussed this in depth with our stakeholders - host town, support sponsors, advertisers and similar bodies - who are as sad as we are that, after 27 years as one of the leading motor sport events in the South of England, we have been forced into this position.

To the British Rally Championship, the British Historic, the Armed Forces Rally Team, the Defender Challenge By Bowler and the Association of South Western Motor Clubs, the Association of Eastern Motor Clubs- organisers, competitors and spectators of all those series - Southern Car Club extends a heartfelt apology, this situation is not of our making. To all those who have sent messages of support . . . Thank You!

*Issued by Southern Car Club Limited*

*12 noon Saturday 12th July 2014*

So July has come and gone, the year seems to have flown by so far! After a few months of feeling slightly worse for wear, I decided that this month I would try and get out and about a bit more and really wanted to look at the possibility of being out all night on a road rally again, so when Danny Cowell posted on Facebook looking for some help on the Morecambe road rally, I decided to offer my services and run as closing car.

So Saturday night came, myself and Melissa arrived at Burton Services ready for the event. Mel has never navigated before but decided she wanted to have a go at it. Danny had produced a marked up map for us showing all the boards etc so we jumped in the car and started to study the map. The route looked cracking using some of my "home" roads and I was really looking forward to getting out on the lanes again.

So now feeling quite comfortable with where I was going, I left Mel studying the map and went to have a chat with a few of the crews, it was great to see Dennis Quinn still out doing course car, I had a good look round the escort which still looks great!

By now I was full of the joys of the event, the adrenaline was pumping, I was rearing to go. I jumped back in the car and Mel dropped a bomb-shell.... "I don't think I can do this" she said..... Well the terror set in..... are we going to be lost, are we going to end up in the middle of nowhere with no idea where to go..... After about 10 minutes of panicking, the phone rang..... It was Matthew Broadbent, he had driven up from Manchester to marshal but unfortunately all the controls were taken and he had nothing to do... So after a quick discussion, Matt offered to jump in with us and man the maps.

We had TC1 as a control which was just outside Priest Hutton so after setting off the cars from here, we jumped in the car and set off along the route collecting the code boards as we went. The first section took us up past Capenwray hall to the Redwell road, over towards Gressingham and into Hornby. From here we went down the A6 to Caton Road just outside Lancaster. The next section used the Ridge Lanes by my uncles farm. Now this is the road I learned to drive on, infact I still have memories of driving my dads Volvo down this lane as a child. The lane has recently been re graded due to a building project on here so it's a lot smoother than it has been of recent years. We went steady away down the first half of the lane as its still quite rough for a road car, but once we had slotted over the motorway bridge I knew it was safe to give her the beans! I think it was here that I really started to enjoy the night as the car came round the sweeping right hander sideways !!

**We got to the end of the lane where the TC was to be met by a very upset marshal. Danny's sister was manning the control, she told us that one of the front cars through had left the control then the navigator had come running back, ripped the code board out of the NAM, smashed it up and thrown it into the bushes..... The description given to us was a dark haired man wearing a green T shirt and glasses. Now I don't know who this was, but who ever it was needs to take a long look at themselves, in my humble opinion, this is no way to conduct yourself.**

From here, the route went up over Stockabank, over Baines crag through Littleddale and on to Haylotts. This is where the much discussed "sheep" incident took place. Out of Haylotts and we still had the back markers in our sites, the route was now taking us up into roads I'm not that familiar with and Matt's map reading came into its own, he was calling every slot, every control, every bend was precise, the boy can really read a map as well as being a good driver. Petrol was fast approaching now, as we came round the backs of Kendal showground towards Crooklands, we could still see Bill Hignett in the sierra.

We had a quick splash and dash at Crooklands, dumped a boot full of code boards into one of the Morecambe teams van, grabbed a drink and headed back out up Butt Yeats. The route went out towards Kendal where we were then re routed down into Kendal due to a road being closed, from here we went back up the A6 towards Shap. The route then flirted round the outskirts of Kendal and headed up towards Killington, by now we were back on roads I know and myself and Matt were fully in the swing of things, oh and Mel was asleep!!

So the night was nearly over, a final flirt back down towards Old Town and we made it to the final control in one piece. We then followed Dennis back down to the finish and enjoyed a full breakfast at the services. I have to say it was a great night, everything seemed to run smoothly and it was nice to see Morecambe putting on a quality event again. Full credit to Danny and the team for all their hard work.

So still buzzing from the event, I headed over to CDMC's Tuesday night meeting with the old goat. We we're meeting in a field in Fence for a grass auto test that Steve Lewis had kindly sorted out and what a great turnout it was! We we're slightly late turning up due to work commitments but arrived at the field to see people having picnics, children playing on bikes and all club members and their families. What a great evening to bring people together. Dion, "the Pikey", Wild had brought up an old car he recently had taken in to scrap, Martin had brought his fiesta and Jez had turned up with the MX5 so all in all it was going to be an interesting night.

After watching the Seat scrap rocket going round a couple of times, I decided to have a go myself, however as I was in a high riding diesel, I thought I might have a go in that instead! 8 runs and plenty of fun later I managed to scab a 3<sup>rd</sup> overall.... Not bad for an old diesel smoker !!

Well that's it for another month, next up for me is chief marshal duties on the Clitheronian then hopefully out on the Preston Regardless at the end of the year



## Beaver Tales

**Mat Kiziuk with  
Mat Broadbent riding shotgun  
Morecambe Rally : Closing Car**



**Photo : Ryan Cowburn  
Red Rose Photographics**



# CRIME WATCH ?

Alan Ridehalgh sent me the two photos below  
Great memories came flooding back



MEMBERS of the Springhill Car Club who carried off the prizes at this year's presentation night. Left to right: Harvey Mason (best driver), Andy Stanworth ("Off the Road" champion), Ian Jeffrey ("Sportsman of the Year"), Alan Ridehalgh (best navigator), Eric Binns (2nd best navigator)



Springhill Car Club's trophy winners. From the left (seated) are: Harvey Mason, Ian Harrison, Tony Worswick and Steve Binns. Standing: Mick Grant, Alan Ridehalgh, Maurice Ellison, Arthur Sharples, Eric Binns and Dave Roberts.

get to was : Back in the 70's you went to your Club night and picked up news of other peoples events & exploits, collected regs and had a good old natter with other club members. Had the 'No marshal - No start' rule been in existence back then it would have been very easy to acquire your marshal at a Club night. Prospective marshals were there in abundance. I have marshalled controls with 7 or 8 volunteer helpers in attendance - the hard part was where to park all the cars at some of the controls.

So what's changed?

Well, we now have the internet and can get regs results & reports from events almost immediately. Competitors need not go to clubs to get the information about events - everything is there on line for them.

Or is it? If members don't attend club nights then the whole thing starts to fall apart. Clubnights are the best place to source a Navigator or Marshal. Clubnights are where you can rub shoulders and chat to with the guys who are out there competing and if you are a competitor its where you can meet marshals. Competitors attending clubnights attract others to come along. If members don't go to clubnights then where are the new ideas and committee members going to come from. If we don't have committees then who is going to organise the events we want to do. If you don't attend clubnights and let the committee know what events you enjoy, how are they going to know?

I have said it before and I will say it again

**The more you put in - the more you get out**

## Grumpy Old Git



I am probably banging the same old drum again (and again) but I am just back from marshalling on the Matlock MC Kick Energy Rally of Derbyshire where Matlock MC had introduced a 'No Marshal - No Start' rule for the event.

We had the inevitable frantic messages on BRF with crews asking for volunteer marshals. I could have been out marshalling for 8 or 9 crews if it was possible to get to that many controls

Previously to this there had been a debate about the very same subject as the practice of 'No Marshal - No Start' is a common occurrence on Welsh events. With a shortage of Marshals it is common practice on Welsh events for the crew to pay their marshal expenses and the current figure of £50 was bandied about.

Back in 2010 I went down to Bala to marshal on the PK and the chief marshal allocated me to a competitor who had turned up without his marshal. I was not looking for any reward for doing the job but the Chief Marshal insisted that the competitor handed me £30 and wouldn't take no for an answer, if I didn't take the cash I wasn't his marshal so with £30 in my pocket and the competitor despatched to signing on I then asked for details of my control. They didn't have one for me. All the controls, route checks, vias and passage checks had already gone. Eventually I was allocated MTC1 at the exit to the start venue and then supplied with a selection of places to go and spectate for the rest of the evening.

Personally, I have rarely enjoyed spectating on night events, I would much rather be involved and man a control. To me, you get a better feel of the thrill and excitement of the rally when you marshal. What was the point of ripping off that competitor of £30 when another marshal was obviously not required.

Must stop blethering on. What I was trying to

# Out & About with Gemini

## The Magnificent Golden Microphone Trophy

After Round 11 we now have a clear Leader : Tony Jones

Tony Jones	G 56	88 Pts	Lee Skilling	G 37	58 Pts
Ian Davies	G 23	56 Pts	Chris Woodcock	G 25	52 Pts
Peter Langtree	G 48	50 Pts	Les Fragle	G 3	50 Pts
Stuart Dickenson	G 13	48 Pts	Eve & Graham	G 18	48 Pts
John Ellis	G 33	42 Pts	Tony & Avril Lee	G 7	40 Pts
Mark Wilkinson	G 11	38 Pts	Keith Lamb	G 9	36 Pts
Chris Jarvis	G 12	36 Pts	Ian Winterburn	G 4	30 Pts
Adrian Lloyd	G 14	30 Pts	Paul Henry	G 24	20 Pts
Maurice Ellison	G 59	20 Pts	Michael Dodd	G 50	18 Pts
Duncan Stock	G 31	16 Pts	Ray Kavangh	G 46	12 Pts
Simon/Liz Daley	G 47	12 Pts	Pete Donnelan	G 20	12 Pts
Graham Cookson	G 2	10 Pts	Derek Bedson	G 21	10 Pts
Mark Dickenson	G 26	10 Pts	Robbie Mortiboys	G 27	10 Pts
David Grady	G 38	10 Pts	Alan & Les	G 39	10 Pts
Derek Lord	G 44	10 Pts	Tom & Vicky	G 53	10 Pts
M&S Broadbent	G 55	10 Pts	Geoff Ingham	G 58	10 Pts
Steve Coombes	G 5	10 Pts	Tony Turner	G 43	6 Pts

**Bala and District Motor Club Ltd**  
**Clwb Moduro Bala a.r Cylch Cyf**  
Presents

**'The D & C Rallying'**  
**Gareth Hall Memorial Stages**  
**Sunday 10th August 2014**

The Ranges, Trawsfynydd.  
Map Ref.; 124 / 737 307

This is to welcome, advise, remind and invite you to help with Marshalling and Safety Radio cover on this years event, if you can help let me know and I'll add you to the list.

The Clerk of the Course this year will again be Roger Evans and he has promised us good action all day and is hoping for a good entry of cars, the first car will become competitive at 09:15.

For more details and [when it's compiled] the entry List will be on the Club's web page: - <http://www.balamotorclub.co.uk/index.html>

Kindest regards - I look forward to hearing from you

Two high court Judges were caught on the same night riding their bikes without lights. to make things easier for themselves they agreed to hear each others cases.

The first Judge went on trial and the second heard the case.

The hearing Judge passed a sentence of \$50 fine.

Then they swapped places.

After hearing the case the Judge passed a sentence of 6 months imprisonment.

The other judge said "I only fined you \$50".

The reply was "Yes, but this is the second case like this today, and I intend to stamp this sort of thing out!"

I sent my blonde girlfriend out to get me a McDonald's. About half hour had gone by and I got a phone call from the police to tell me she had been in a car accident. Oh my god, what happened? I asked the copper He said "She misunderstood the meaning of 'Drive-Thru Window'"

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?

HAROLD: A teacher

Due to current economic conditions the light at the end of the tunnel has been turned off

## 2014 Events & Dates

**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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**Bill Wilmer**

**07973-830705 or**

**w.wilmer@btinternet.com**

**Aged just 14 years and a day old, I was about to co-drive for my Dad, Martin Page, in my very first rally.... In one of the MINI Cooper S Rally Cars of the Mini Sport Rally Team.**

I think that broke the record for the youngest ever co-driver; could you have been any younger? Unfortunately, Crail in June didn't really have the "Mull Rally factor" that I was used to. I went to my very first Mull Rally seven years ago and fell in love with rallying: I have been growing up with it and I haven't missed a Mull yet – Even if that does mean convincing your parents to let you skip school! In those seven years though, I never really got involved much with inside the car. I've 'navigated' Dad to the Mull noise test and to scrutineering, and even over the start ramp when he was driving the Course Car but that's it.

When I was younger I would always stand in the shadows, in my red team overalls and be called "Chief Mechanic" although in actual fact, all that involved was walking around the service area, sponge in hand to clean windows and spotlamps! Spectating was always a blast though – especially when you could hear the rally cars distant coughs and splutters from miles away! From my parents for my birthday, I was given my last name in big stick-on letters – no literally! It was to display alongside my dad's name on the rally car as co-driver! I just stared at them, shell shocked, completely unable to speak. Wow!

We drove that evening to Crail near St Andrews, about 2 hours away from our house in Aberdeenshire and went through the usual scrutineering and signing on but this time it was slightly different. I was no longer in the shadows but in fact in the driver's seat; well next to it actually!

I was very lucky to have a great mentor, Martin Cressey who co-drives for his own Dad in one of the other Mini Sport rally MINIs. He came along to coach me on all the do's and don't's of being a co-driver – having previously sat with my dad before. I couldn't have done it without him; answering my endless list of questions and I really appreciated him burning himself whilst fixing 'my' exhaust which Dad had managed to detach mid stage!

On Saturday morning I was ready to rally! – Yup, I was still fast asleep in my bed – so much for co-driving organisation. Having shoved some breakfast down me, I was finally ready for my debut rally. Kitted out in Daniel Barritt, Fords very own, World Rally Championship co-drivers' overalls that he very kindly gifted to me, I was finally sat in the seat. I went through my final checklist: Helmet, check! Harness, check! Time cards, check! Notes, check! Pen, check! Extra pen in case I lose that one, check! I was all set. My cement mixer stomach was churning faster and faster as panic swelled up inside me. I was finally doing my first ever rally and I didn't want to mess it up. My dad kept reassuring me of how it was just a "taster" but unfortunately for him, this made me feel ten times worse!

After the first few corners, I had found my flow and was gaining more confidence as I read more and more of the notes in front of me. Once that stage had finished, I remember saying to dad, "Your nae bad for an auld man!" Of course, as he always does, he just gave me his little chuckle as we proceeded back to service.

Everything was going fine until on the 6<sup>th</sup> stage, when we were going around an "Open hairpin" but in actual fact it was pretty tight. I was clinging on to the edge of my seat praying we wouldn't roll! At this point the car was on two wheels – fun times!

Unusually for dad, he was also multi tasking and was giving me running commentary as well as driving "flat out". "You see that guy there", he said to me as we caught the car in front, "He's going to lose it because we're putting him under pressure..... right about now!" And sure enough, he span right in front of us, thankfully we swerved just before we T-boned him! It isn't a rally if there's no drama!

After a very eventful and successful couple of days at Crail, dad and I finished 26<sup>th</sup> overall having started at 47 from a 90 car entry. To round off a fantastic weekend, I had the pleasure of being interviewed by the legendary, Motor-sport journalist John Fife aka – Jaggy Bunnet. As a new member of the Stonehaven and District Motor club, weighing six and a half stone, wet through I am now looking for more co-driving experience. Thank you to all the messages of support throughout the day and to everyone who helped make it possible. It was a long awaited dream come true.

Finally, I really like being part of Uncle Daniel Harpers' Minisport Rally Team..."cough cough".....move over Chris Campbell, there's a new Daniel Barritt in town – I have the overalls to prove it!





# MSA welcomes Prime Minister's support of campaign for closed road motor sport

**The MSA welcomes the Prime Minister's announcement that Councils are to be given the power to suspend the Road Traffic Act under certain circumstances.**

David Cameron was speaking during the opening of Williams Advanced Engineering's new facility in Grove.

"We have a great tradition of motorsport in this country and today we are bringing British motor racing back to British roads, to benefit local communities. As part of our long-term economic plan, we are backing our world-leading motorsport industry to support jobs, enhance skills and help us to build a more resilient economy"

David Cameron

This move, which has been the focus of a five-year campaign by the MSA, will have the impact of enabling properly organised and carefully regulated motor sport events to take place on closed public roads in Britain for the first time.

"This has the potential to transform British motor sport and is something that we have campaigned for over a very long period of time," said Rob Jones, MSA Chief Executive. "We are extremely pleased that the government has recognised the benefit of motor sport, not only to the UK economy but also to the sporting success of the country. It is a significant step forward and will bring Britain in line with other countries across Europe where this is already commonplace."

*"Motor sport has a huge following in the UK. These changes will provide more opportunities for fans to enjoy the sport locally and give a financial boost to local economies through the added benefits of tourism, shopping and spending"*

Sajid Javid, Culture Secretary

*"Motor sport events are great fun, extremely popular and make a valuable contribution to the economy. Allowing local authorities to organise carefully managed motor sports events is great news for the industry and will potentially benefit local communities around Great Britain"*

Robert Goodwill, Roads Minister





## MSA thanks BGP volunteers

Rob Jones, MSA Chief Executive, has thanked the 1,000-plus volunteers to made the 2014 British Grand Prix such a fabulous success.

"After such a successful weekend, it is important to recognise the army of more than 1,000 volunteers who made it happen," said Jones. "Whether trackside marshals, scrutineers, or the medical and organisational teams, their dedication and expertise once again set the standard for the rest of the world to follow.

"Without them, the event simply would not run, and we are indebted to them for their hard work, and that of their colleagues at the many thousands of other motor sport events held each year."

Every year the MSA holds a random marshals' prize draw. This year's winner is Paul Shillaker, (pictured with FIA F1 Race Director Charlie Whiting), a Pit/Startline Marshal, who will enjoy a trip to a European Grand Prix of his choice next year.

### The 2014 British Grand Prix volunteers:

- Spectator marshals: 335
- Course/incident marshals: 194
- Snatch/breakdown: 43
- Flag marshals: 86
- Rescue personnel: 20
- Paddock marshals: 14
- Medical personnel: 105
- Incident officers: 34
- Post chiefs: 43
- Pit/startline marshals: 46
- Scrutineers & scrutineer marshals: 51
- Senior marshals: 35



## MSA and Ford to bring FIA F4 concept to the UK

Following the tender process held last year to identify a partner for the introduction of the FIA Formula 4 concept to the UK, the MSA is delighted to confirm that it has agreed a contract with Ford to promote the new championship from 2015.

The championship, the title of which will be announced in due course, will bring to Britain the FIA's new world-wide F4 concept, designed to be the first rung of the racing ladder for aspiring young single-seater drivers starting out on the road to Formula 1.

Complying with the FIA F4 technical regulations, the championship car will use a carbon-fibre monocoque chassis – meeting FIA F3 safety standards – and will be powered by a 1.6-litre Ford EcoBoost engine mated to a paddleshift gearbox, plus wings and slick tyres.

**"This is a really exciting development for UK motor racing. By embracing the FIA F4 initiative the MSA, with Ford, are evolving the heritage of Formula Ford into the FIA's new structure for the future. The rationale behind this new championship is that it will replace Formula Ford as one of the leading British single-seater championships."**

Rob Jones, MSA Chief Executive

## MSA achieves FIA environmental accreditation

The MSA has become the first National Sporting Authority (ASN) in the world to receive environmental accreditation from the FIA Institute for Motor Sport Safety and Sustainability.

The FIA Institute launched its Sustainability Programme in 2012. Underpinning this is an accreditation scheme – the Environmental Certification Framework – the first to have been developed specifically for motor sport, which enables ASNs, teams, circuits, manufacturers and event organisers to determine their standards in environmental management and set policies to improve them.

**"We are delighted that the MSA has proven its environmental credentials and we welcome its commitment to achieving the top level of accreditation in the near future. The UK is a leading light in global motor sport and we hope this accreditation will help to improve sustainability in motor sport both in Europe and across the world."**

Gérard Saillant, FIA Institute President  
MSA Stakeholders wishing to apply for accreditation should email [training@msauk.org](mailto:training@msauk.org)

# MSA's Dean-Lewis visits MOD venue

**With new or improved venues sitting atop the wish list of many motor clubs, MSA Director of Training and Education Allan Dean-Lewis MBE visited the MOD site at Dundrennan on the Solway Firth for Solway Car Club's rally test day.**

The Solway Car Club has a long-standing relationship with the MOD at Dundrennan, where there is a network of private roads available for the club's use. With the club's main event being the Solway Coast Rally in August each year, the test day provided a good opportunity for a 'shakedown' in a friendly and relaxed way.

Dean-Lewis said: "Here is a small club who through their own efforts over an extended period of time have built a firm and understanding relationship with the MOD Commanding Officer which provides benefits all round, not least to the local community in terms of economic benefit when events are held. It is an excellent example of best practice, and the MSA has been pleased to support the club with grant aid to assist further improvements to the venue, particularly those designed to attract Junior drivers."



## Rally championships promoters confirmed

**The MSA English, Northern Ireland, Scottish and Welsh Rally Championships will retain their current promoters from 2015, following an exhaustive tender process by the governing body.**

Respectively, the promoters are the BTRDA, ANICC, SRC and WAMC. In addition, the BTRDA will continue to promote the MSA Asphalt Rally Championship.

The MSA is also pleased to announce that the tender lodged by the Roger Albert Clark Rally Motor Club Ltd for the MSA British Historic Rally Championship has been selected to go forward and is currently in the negotiation stage.

Rob Jones, MSA Chief Executive, said: "The Home Country championships, first run in 2010, are really starting to gather momentum and we had no hesitation in confirming the four existing promoters in their position for the next five years.

"The MSA British Historic Rally Championship was a much more difficult decision. The MSA has an excellent relationship with the Historic Rally Car Register and they have done a great job with the championship in recent years.

"However, having considered a number of tenders for the BHRC, the selection panel made a unanimous decision regarding the preferred bid. A subsequent meeting with Colin Heppenstall was very positive and although we have yet to conclude an agreement, I am very encouraged by the progress of negotiations for this important championship."

## Technical / Regulations



## Cameras

Competitors considering attaching a camera to their helmet are reminded of MSA Regulation (K)10.3.3(d) which states: 'There must be no alteration to the structure of a helmet. Where a radio intercom is fitted this should only be done in accordance with the helmet manufacturer's instructions. Fitment of cameras to helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved under one of the accepted standards.' Furthermore, at a recent event a camera was seen affixed to a car roof by a suction mount. (J) 5.20.5 states: 'Be prohibited from carrying cameras/ videos unless authorised by the Chief Scrutineer and Event Organiser.' A suction mount is not acceptable; there have been many examples of this type of fixing becoming detached and causing cameras to fly off cars.



## Wheel coverings and mudguards

The image shows yet another example of a wheel covering that clearly does not meet the requirements of MSA Regulation (J) 5.2.6. It also infringes Construction & Use legislation

## Technical / Regulations



## HANS FIA Homologation withdrawal

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

The lack of the screws can compromise the efficiency of the HANS® device, so only the HANS PERFORMANCE PRODUCTS SPORT II HANS (Medium and Large) with the homologation numbers FHR.034.11-A and FHR.035.11-A with tether carriers fixed with screws (see bottom image) can be accepted.

Please note that this information is only related to the HANS PERFORMANCE PRODUCTS SPORT II HANS Medium and Large sizes with the homologation number FHR.034.11-A and FHR.035.11.A distributed by SCHROTH.

## Regulations for consultation

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



## Harness issues

The image highlights two concerns. Firstly, it shows merged shoulder straps running from a single mounting point, which is not acceptable in MSA authorised motor sport – unless there is not actually a mandatory requirement for a harness, in which case any harness used does not necessarily need to comply with MSA regulations.

Secondly, the harness webbing straps disappear into the engine compartment – through the bulkhead – so in the unfortunate event of an engine fire, there is clearly a chance of the harness webbing straps being burnt.



## ROPS issues

Anybody installing Roll Over Protection Systems must follow MSA Regulation (K)1.3.1 which is clear in stating that: 'The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell.'

In the example pictured this requirement has not been met. It is not simply a case of non-compliance with regulations; it is also a matter of safety because if the vehicle rolled to the left the driver would clearly not be sufficiently protected. It also appears that the 50mm clearance requirement set out in (K)1.6.4(a) is not met.

### 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**

# The Ricoh Arena

## has launched a campaign to bring a major international motor sport event to the Midlands.

Voting has opened for people across the globe to choose the location for the 2014 Race Of Champions – and the Ricoh Arena is the only UK venue on the nine-strong list.

The Race Of Champions is the only event where the world's best racing and rally drivers from Formula 1, the World Rally Championships, Le Mans, MotoGP, NASCAR, IndyCar, Touring Cars and the X Games compete against each in identical cars.

Wembley hosted the event in 2007 and 2008 and this year the shortlist includes the Maracana Stadium, Rio de Janeiro, Brazil; Stade de France, Paris, France; Doha, Qatar; Bushy Park Circuit, Barbados; Friends Arena, Stockholm, Sweden; Commerzbank Arena, Frankfurt, Germany; Mercedes-Benz Arena, Stuttgart, Germany, and the Circuit of The Americas, Austin, USA, as well as the Ricoh Arena.

A "Fan Vote" has now been launched to find out where people want to see the Race Of Champions take place in 2014 to decide the winning venue.

Jacky Isaac, Ricoh Arena CEO, said this would be a massive coup for the Midlands and the Ricoh Arena to host the Race Of Champions over two days. "This year the Ricoh Arena has a fantastic opportunity to host motor sport's big end-of-season finale: the Race Of Champions," she said. "After the event taking place at Wembley Stadium, Beijing's Bird's Nest Olympic Stadium, the Stade de France in Paris, the National Stadium in Bangkok and many other prestigious venues, we are one of the final candidates still in the running to host the 2014 event. "It would be a massive coup for the Midlands and the Ricoh Arena to host the Race Of Champions – but we need your support! "We need to convince the organisers to come here which is not going to be easy considering the high-profile stadiums from across the world that we are competing against.

"We know we have the facilities, the infrastructure, the partnerships and experience to deliver a great event not to mention the passion and enthusiasm that is so real that you can feel it from our staff at the venue and the City Council who have worked tirelessly to help get this far in the bidding process. "The cars would use the Jaguar Exhibition Hall as a paddock area before driving down the tunnels into the stadium bowl and the pitch would be used as a race track.

"The event has attracted drivers such as Sebastian Vettel and Jenson Button and the current leader of the World Rally Championship Sébastien Ogier to drive against each other.

"One of the big benefits of the Ricoh Arena we believe is that spectators would be really close to the action.

"On top of helping us bring a world-class event to the region, everyone who votes has a chance to win prizes including a TAG Heuer watch and cool new Race Of Champions merchandise as well as the opportunity to secure the best seats at a reduced price if we win. "It would be simply amazing but we need your support!"

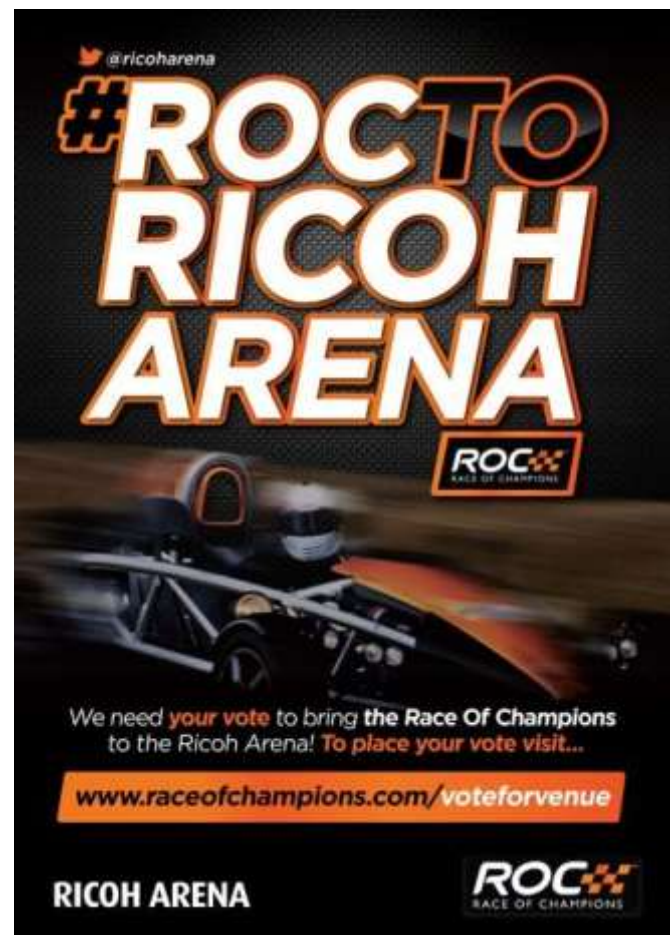
Cllr Ann Lucas OBE, Leader of Coventry City Council said: "When we hosted Olympic football here in 2012 we lived up to the occasion magnificently, and showed the world what a brilliant city Coventry is at hosting international events.

"Thousands of visitors were impressed by the warm welcome we gave them, the facilities at the Ricoh and the festival atmosphere across the city. I think that's going to be a great selling point for the Ricoh's bid, and I hope everyone can get behind Coventry to bring the Race Of Champions to the Midlands and to the UK.

"There's no better place in the world to showcase the best in motoring than Coventry, with our unrivalled history of motor manufacturing and engineering – a heritage that everyone in the city is proud of.

"That tradition of design and manufacturing innovation lives on today in firms like Jaguar Land Rover, the growing automotive engineering sector and the world-class reputation in this area of our two universities. We may not be the biggest place bidding for this race, but we're absolutely the best."

**To vote, please visit <http://www.raceofchampions.com/voteforvenue>**





## These are the first pictures of the facelifted Fiesta RS WRC that M-Sport World Rally Team drivers Mikko Hirvonen and Elfyn Evans will use at Rally Finland next week.

The car has new front-end styling, bringing it in line with the latest Ford Fiesta ST road car on which it is based.

The changes are chiefly cosmetic and are limited to a new front bumper and bonnet, plus modifications to the sump guard and ducting for the radiator and intercooler.

While the changes will not provide a performance advantage, they underline the bond between M-Sport and Ford.

M-Sport boss Malcolm Wilson said: *"We continue to enjoy a strong working relationship with the Ford Motor Company and their technical support has been invaluable in the creation of our award-winning range of Ford Fiesta rally cars."*

*"We've been keen to see the new-look Fiesta RS WRC on the stages for some time now and I am happy to announce that that time has come."*



## F1: Caterham face legal action from more than 40 former staff

More than 40 former Caterham employees laid off earlier this month are to take legal action against the Formula 1 team, according to a solicitor who says he is representing the workers. The former staff say they were sacked without consultation in breach of employment law and are claiming breach of contract and unfair dismissal.

The employees were removed as part of cost cuts by new owners. Caterham refused to comment on the development.

Former owner Tony Fernandes sold the team to a Swiss-Middle Eastern consortium earlier this month.

Christopher Felton, the lawyer representing the former employees, said he believed up to 50 people were affected.

"The summary dismissal of employees from Caterham was done without warning or consultation and will result in significant compensation claims against the team," he said.

## Ross Traders Classic Rally



HRCR Championship front runner Steve Entwistle consolidated his lead in the series after his best result of the year.

Entwistle, from Rishton, and his Cumbrian-based navigator Bob Hargreaves won their class and finished fourth overall on the Ross Traders.

That was enough to see the Mini man take a 28-point lead in the overall drivers' standings and extended their lead in the hotly-contested historic class.

"It was just the result we were looking for – and needed," explained Entwistle.

"We have thrown away points this year needlessly, but this time everything went to plan.

"The tests suited my driving, Bob's navigation was spot-on and the car didn't miss a beat."

Torrential rain and thunderstorms made the South Wales-based rally a test of endurance for cars, crews and officials alike.

But the conditions played into the hands of the Orangebox team, especially on the tests.

"The first two tests were based in Speech House, in the Forest of Dean, and are famous RAC Rally stages," Entwistle said.

"With a bogey time of seven minutes, they were more like stages than tests too.

"But the heavy rain actually gave the Orangebox Mini more grip in the front wheels, which meant we could go quicker than the Escorts and Porsches."

In the top three on test times throughout the day, the pair matched that performance on the regularities, despite much more experienced opposition.

After a succession of long cross-country trips to Kent, East Anglia and South Wales, Entwistle and Hargreaves are on relative home territory for the next round, the St Wilfrid's Classic, based in Thirsk, on August 3.

Another top performance would see the Mini Sport of Padiham sponsored pairing firmly in the driving seat of the HRCR Clubmans Championship as it heads for the home straight.

**Lancashire Telegraph**



I cannot believe it has been a month since Maurice was prodding me with a pointy stick to get an article ready, what a month it has been!

First of all, massive congratulations to Martyn Taylor, the best plans of Guy Woodcock, me and Anthony Preston amongst others to wind him up during the 1000 Mile Trial backfired and he nailed it. John Abel commented to me that he has never seen a performance like that, Martyn, be proud mate, even the code boards with "Finchy" and "Bernard" on and being called "number one" all week didn't throw you. It wasn't all roses though, I know Martyn had at least one bad (section) day at the office, but over such an extended period you're allowed to lapse once, however, Lidl and Aldi didn't feature, the shopping trips were at a minimum!

It's been 20 days straight without a day off, some of the days being 17 hours plus with the popularity of the 1000 Mile Trial, setting off from the absolutely beautiful surroundings of Woodcote Park was amazing, it did get better though as we wound our way on.

The PR teams had been out in force for this, some going well above and beyond the call of duty, this was shown by the amount of phone calls received by HERO enquiring about the event. We had villages setting up street parties, turning out in period dress, one village even made a model speed camera, hiding a video camera in to record the vehicles going through. The route was very well received, Messrs Woodcock and Preston re-jigged the route around Epsom four times, we managed to get out of the M25 with hardly a car met on the lanes, the same back in! Normally I have someone with me, and being handy on the maps I end up navigating, for the first couple of days I had Alex Richardson with me who is the HERO Arrive and Drive maintenance guy. Alex loves his motor sport but has yet to have a go at rallying, we were toddling around the lanes of Hampshire when I decided to take us through two regularities, we ran in front of the course cars so as not to cause problems, it also gave me a feel for the lanes the event was travelling on, allowing me to try and put more meat into the reports. I came up with the bright idea of having a go at keeping on time, Alex beamed and we were suddenly using the odometer on the van as a trip meter, it's been 10 years plus since I did a regularity, alright these were straightforward and used jogularity, but we cleaned the first and dropped 3 overall on the second, just a little bit happy with that!

The route headed north through Worcestershire, taking in Throckmorton Airfield and the lanes around that are used on the Throckmorton Challenge as regularities, we had a spectacular morning at Shelsley Walsh Hill Climb where as we arrived, the competitors were treated to an impromptu dog fight by two Typhoon jets, it brought proceedings to a standstill as we stood in awe at these miracles of engineering in mock battle. Speaking of machinery, some of the cars out on the 1000 Mile Trial were ground breaking in their day, Alan and Tina Beardshaw brought their MG K3, this stunning thing was one of just 33 built, and it was the first one produced with a pointed tail. I spoke with Alan during the event, and from when chassis 30/20 was 'born' in 1934 to being sold to a privateer in 1937 it competed in no less than 13 races, two being Grand Prix and one a small affair called the Mille Miglia in 1935. Another great favourite amongst spectators was Alastair Caldwell's Alfa Romeo 6c SS Torpedo *Superleggera* (Lightweight), this was the very first one produced with an aluminium body, open top and was instrumental in having tubular shock absorbers coupled with trailing arms and pull-rod suspension, designed by Porsche and not fully explored until the 1980's when Formula 1 got hold of it.

*Continued on Page 47*



*Photos : Tony North*



### Continued from Page 46

Finally, I have to mention my own favourite, and one I got to ride in at the end of the event, a Triumph Dolomite 8C. Now, if you're like me and 'of a certain age' Dolomite's of the 70's and 80's were an alternative to the RS Escort in Sprint trim, they were rust buckets, and although pretty nifty, never really made the impact the better marketed Escort did, this Dolomite was something completely different, one of three, handcrafted by Donald Healey, on the knuckle at the front of the car is stamped 'DMH1', the engine number 0001 still bearing an RAC scrutineering seal from all those years ago. This 1934 car was copied nut and bolt by Healey from an Alfa Romeo 8C, with some of what he described as 'improvements'. To hear this thing and see her elegant lines being driven, and I mean having a proper go on some of the driving tests was amazing. Even more amazing when you consider Donald Healey's life was saved by the strength of the thing when he crashed into a train on the 1935 Monte Carlo rally!

We travelled through SD 34 country on Monday/Tuesday, heading up the M6 and tucking in around Gunnerthwaite to praise Mr Head seniors work on The Hornets attempted demolition of a wall there, heading further north we took in Killington as a regularity and then Waters Farm which was run by Bob Hargreaves, a superb test and great to see Tot and Maureen Dixon out marshalling in the farm, and Bob McClean at the finish control. One of the social highlights for the crews was a private dinner and tour on board the Royal Yacht Britannia, this interspersed with the magnificent Bowes Museum in Barnard Castle and the jaw droppingly beautiful Belvoir Castle made the week one I will never forget.

We have a brief break now at HERO, our next event is the Throckmorton Challenge, which, as stated above, takes place in and around Worcestershire, more precisely the village of Pershore in early October. It's a round of the Historic Rally Car Register clubman's round, which requires a national B licence, or we run a separate Clubman's section which allows you to compete as a HERO club member and be in with a chance of an award. The event is massively popular being test based, there are a couple of simple regularity sections to keep the navigator awake, but it really does suit those wanting to start out in historic events as we hold a training day the day prior to the event. If you'd like to be involved with HERO, be it as a navigator, driver or marshal/event official, please, drop me a line at [kev@heroevents.eu](mailto:kev@heroevents.eu)

Thanks for reading, see you with more mutterings next month.

<http://www.heroevents.eu>

<http://www.craevents.eu>

<http://www.herostore.eu>

Facebook: Herorally

Twitter @hero\_cra

**Kevin Haworth**



The Classic Car Show- A global TV series distributed by Sony Pictures Television available as from January 2015, hosted by Quentin Willson and Jodie Kidd.

# Classic Corner



- 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)

## 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/)



## 2014 CALENDAR

St.Wifrids 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



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

Classic car and classic motorsport  
magazine on-line.

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



## 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)

## Clwyd Vale Motor Club

### Vale of Clwyd Classic

6<sup>th</sup> September 2014

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

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

Register your interest in the 2014 event by dropping an email to Guy; [guy@guywoodcock.com](mailto:guy@guywoodcock.com)



1st O/A John Abel/Martyn Taylor : Lagonda LG45



## Kirkby Lonsdale Motor Club Ltd will organise a Touring Assembly to be **"The 85 Devils Own Tour"** Sunday 10TH August 2014.

The event will start and Finish at the Heaves Hotel Near Kendal  
la88ef map ref:97/497867.

It's open to any Car and you don't have to be a KLMC member  
(Though priority will be given to those who are and those who  
competed on the 1985 devils own)

Route is 165 miles covering most of the original 1985 route.

'Route Book defining the entire route by means of tulip diagrams  
will be provided. There will be the option to use more taxing navigation,  
for which Ordnance Survey maps will be required. The OS map numbers  
needed are:97b1,98a ,91c2,92c1 or later '

Entry fee is £35.00

**the 85 devils own tour regs**

<http://www.pendragonstages.co.uk/devils%20regs.pdf>

**the 85 devils own tour entry form**

<http://www.pendragonstages.co.uk/the%2085%20devils%20toureentryform.pdf>

**Pendragon Stages**  
**7th September 2014**  
Sponsored by  
**MBMotorsport**  
**CRG Motorsports**

## **MBMotorsport & CRG Motorsports** **Pendragon Stages** **7th September**

This year's rally will take place on 7th September 2014 entirely on the excellent Warcop Ranges, near Appleby. The format will be similar to last year so Competitors can look forward to 70 challenging stage miles with only 15 road miles over 8 Stages.

We are pleased to retain the support of Various Regional Championships and therefore entries are certain to be snapped up quickly. With only 90 available it is advisable to get your entry in straight away.

If you are successful in obtaining an entry, we thank you for your commitment and wish you a safe and enjoyable event. If you don't get an entry, then how about contacting our Chief Marshal and volunteering for some free entertainment.

As last year we will welcome spectators in a designated area of the camp with excellent viewing and a Park and Ride system. more details will follow nearer the event.

**Regs :**

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

## **Durham Automobile Club Limited** **WEARSIDE CLASSIC 2014** **(formally Durham Dales Classic)** **Sunday 7th September 2014**

Following the successful running of the last three Durham Dales Classic, at the Nissan factory in Sunderland, Durham AC have renamed it the Wearside Classic which is in line with the events location.

The event will retain the successful formula of the last three years using one of the car parks and the test track, with the Sports and Social Club being the centre for the day, where refreshments will be available all day.

Note spectators will not be permitted at the test track.

As with previous Dales this is a tests only rally with a class for modern cars, and as there will be no road mileage tax and insurance is not required, the plan is to run 16 tests.

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



## Improving Morgan encouraged

**BLACKBURN Touring Car ace Adam Morgan** is beginning to find his form after finishing in fifth place in the latest round at Croft on Sunday.

Morgan, who has struggled in his Mercedes A Class for much of this season, was able to match the pace of the Championship favourites in the final race of three to provide signs of encouragement ahead of the next round in Snetterton next month.

Morgan had qualified a credible ninth place but failed to finish the opening race.

The Ciceley Racing ace improved in race two and was able to claim a 12th place finish.

And he capped his encouraging weekend with a fifth place in race three – just sixth tenths of a second off the podium.

*Lancashire Telegraph*

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

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

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

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

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

Father O'Malley rose from his bed one morning.

It was a fine spring day in his new parish.

He walked to the window of his bedroom to get a deep breath of the beautiful day outside.

He then noticed there was . . . a donkey lying dead in the middle of his front lawn.

He promptly called the local police station.

The conversation went like this: "Good morning. This is Sergeant Jones. How might I help you?"

"And the best of the day to yerself . This is Father O'Malley at St. Ann's Catholic Church.

There's a donkey lying dead in me front lawn and would you be so kind as to send a couple

of yer lads to take care of the matter?"

Sergeant Jones, considering himself to be quite a wit and recognizing the Irish accent,

thought he would have a little fun with the Priest, replied:

"Well now Father, it was always my impression that you

people took care of the last rites!"

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

..The Priest then replied:

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



## M-Sport boss Malcolm Wilson's contribution to motorsport over almost 40 years has been recognised by industry leaders in London.

He received an award for his outstanding contribution to the industry from the Motorsport Industry Association (MIA), the world's leading trade association for the sport and high-performance engineering.

Wilson drove for three factory teams in the FIA World Rally Championship and won the British Championship in 1994. He later founded M-Sport and in partnership with Ford the duo claimed the manufacturers' world title in 2006 and 2007.

M-Sport has built more than 1,000 Ford rally cars from its base in north-west England since 1999 and Mikko Hirvonen, Elfyn Evans and Robert Kubica currently drive its Fiesta RS WRCs in the world championship.

Wilson joins an elite group of previous MIA award winners including Ron Dennis, John Surtees, Stirling Moss, David Richards and Bernie Ecclestone.

"This is one of the biggest shocks I've had in my motorsport career. I really, genuinely, didn't expect to win this award. In order to succeed in any walk of life, you need a great team around you and I am very proud to have worked with some incredibly talented people throughout my career," he said.

Wilson received the award from British Government minister Vince Cable during the MIA's annual reception for parliamentary and motorsport industry leaders.

## Hyundai Motorsport has unveiled a formidable driver line-up for Rallye Deutschland (21-24 August) with two asphalt specialists joining lead driver Thierry Neuville in i20 WRCs.

Drafted into the team are Spain's Dani Sordo and Frenchman Bryan Bouffier. Sordo has great pedigree on Rallye Deutschland's tricky roads having won the event last season in a Citroen, while Bouffier gave Hyundai its first outright rally win at the asphalt-based Rallye Antibes – Côte d'Azur in June. Making way for Bouffier in the third i20 WRC is Hayden Paddon. The New Zealander was always going to contest two out of the three true asphalt events this season, but with Rallye Deutschland effectively being Hyundai's home rally – the team is based in the German town of Alzenau – Bouffier's specialist asphalt skills have given him the nod.

Team principal, Michel Nandan, said: *"Bryan knows a lot about the Hyundai i20 WRC and about our team, so he will be a very welcome addition to our driver line-up for Germany along with Thierry and Dani."*

Dani Sordo will drive for Hyundai at Rallye Deutschland. He won the event in 2013.

*"This event will give us a useful opportunity to assess the performance potential of the Hyundai i20 WRC on asphalt and we feel we have the ideal driver line-up to do that in Germany."*

Bouffier, who impressed when he briefly led Rallye Monte-Carlo at the beginning of the season in an M-Sport-prepared Ford Fiesta, said: *"Having tested the Hyundai i20 WRC since last year, I am excited to make my WRC debut with the team in Germany. The team has made impressive progress in the last year and I have been honoured to be part of that journey."*

Paddon is now expected to make his asphalt debut in the i20 WRC at Rallye de France-Alsace (3-5 October) and will also contest RallyRACC Rally de Espana later the same month



## A 50km special stage will celebrate the 50th edition of RallyRACC Catalunya Costa Daurada Rally de España this year.

The penultimate round of this year's FIA World Rally Championship will again be based in Salou, near Barcelona, on 24 - 26 October. Three days of action will comprise 15 stages over familiar territory in the Tarragona region.

The highlight will be Saturday's 50km asphalt Escaladei test, the longest in the event's history. The first half was used last year but the second section will include roads that have not featured since 2002. It will be run twice during the day.

As in recent years, the rally will use both gravel and asphalt roads. Friday's opening leg contains two loose surface tests and a mixed surface stage, with each used twice.

Teams will then switch their cars to asphalt specification for two days of sealed-surface action. Saturday's leg will conclude with the popular test on Salou sea-front while Sunday features two stages run twice, ending with the live TV Power Stage over the Riudecanyes roads.

PortAventura theme park will again host the service park with the finish in Salou.



**Mikko Hirvonen** like his rivals, the Finn had to prepare almost a completely new set of pace notes for the ultra-fast gravel event as it hadn't featured on the WRC calendar for five years. Of the 24 planned stages in Poland and Lithuania, Hirvonen and co-driver Jarmo Lehtinen could only carry over information from three of the stages that they drove to victory at the 2009 event. Hirvonen struggled from the first stage with pace notes that he described as "far too slow" and spent the rest of the event – when he wasn't in the driving seat – trying to amend the details by reviewing his recce videos. Hirvonen and Lehtinen recovered to finish fourth after their pace note problems

He and Lehtinen worked until at least 01.30am every night in their hotel to try and put the situation right.

# LOTOS 71st Rally Poland.

**Sebastien Ogier takes a massive 50-point lead into the second half of the FIA World Rally Championship season after a resounding win at LOTOS 71st Rally Poland.**

The ultra-fast gravel event was largely an unknown quantity for the teams, having been missing from the WRC calendar for five years. But the reigning world championship didn't let any hesitancy creep into his performance.

He was fastest on 10 of the 22 stages that were driven, including the rally-ending Power Stage where three bonus championship points were up for grabs. His winning margin of 1m 07s was just reward for his dominant performance and he claimed the 21st victory of his career.

Andreas Mikkelsen finished second after encountering brake problems in his VW Polo

Second place was filled by Ogier's team-mate, Andreas Mikkelsen. The 25-year-old Norwegian was extremely fast during the opening exchanges but his challenge faltered on the second day when he spun and lost the brakes on his Polo R WRC. Mikkelsen soon realised there was no opportunity to safely challenge for the lead and he focused on holding station for the remaining stages.

Hyundai's promising first season in the WRC returned another podium finish for the i20 WRC with Thierry Neuville behind the wheel. The Belgian's only drama on his way to third place was when his car's handbrake locked on in SS9 and he lost 32.2s.

The fight for the remaining places on the leaderboard were significantly affected by the drama that unfolded on the 14th stage of the rally, the 35.17km run through 'Goldap 1'.

M-Sport's Elfyn Evans and Citroen's Mads Ostberg both retired after clipping a big rock that was lurking in the Polish undergrowth. Evans damaged his Ford Fiesta's left-front suspension, while Ostberg damaged the roll cage of his DS3 WRC when it rolled.

VW's Jari-Matti Latvala hit the same rock and also sustained serious suspension damage. However, he managed to continue, albeit at a reduced speed. Others to suffer in SS14 were Kris Meeke, Henning Solberg and local crowd favourite Robert Kubica who all lost valuable time after picking up punctures.

Once the dust settled, the leaderboard started to take a meaningful shape as the crews headed towards the finish.

M-Sport's Mikko Hirvonen spent most of the time he wasn't in his Ford Fiesta amending his pace notes to make them faster. It was a strategy that paid off because it allowed him to finish fourth, just 0.7s ahead of the recovering Latvala.

Sixth place went to Hyundai's Juho Hanninen who had a 1m 38s lead over Meeke's Citroen at the finish line, while New Zealand's Hayden Paddon capped another strong performance in his i20 WRC to claim eighth.

Privateers Henning Solberg and Martin Prokop rounded out the top-ten places but both men were some distance off Ogier's winning pace that equated to 304.21km of competitive driving at an average speed of 118.48kmh.



# Lewis Hamilton wins classic British GP after Nico Rosberg retires

**Lewis Hamilton revived his title hopes by winning the British Grand Prix as Mercedes team-mate Nico Rosberg retired with gearbox failure.**

Rosberg was leading and being chased down by Hamilton as the German's gearbox started to develop a fault and then failed just before half distance.

The German's first retirement of the year means his lead over Hamilton in the championship is just four points. Williams' Valtteri Bottas was second from Red Bull's Daniel Ricciardo.

The Australian held off a charge from McLaren's Jenson Button in the closing laps as Red Bull's Sebastian Vettel won a thrilling battle with Ferrari's Fernando Alonso for fifth.

Hamilton started sixth, with his team-mate on pole after making a mistake in aborting his final qualifying lap. He was up to fourth after the first four corners when the race was red-flagged following a heavy crash involving Ferrari's Kimi Raikkonen.

The Finn ran off the track through Turn Four and spun as he rejoined. Williams driver Felipe Massa clipped the Ferrari as it spun across the track, and Raikkonen speared into the barriers. The race was stopped to repair the barriers damaged by the heavy impact from the Ferrari, and Raikkonen was taken to the medical centre, where he was diagnosed with bruising to his ankles.

The race re-started behind the safety car after an hour's delay and Rosberg built up a five-second lead in the two laps it took Hamilton to pass Jenson Button's McLaren.

Hamilton conserved his tyres for a few laps, letting the lead go out to 5.7 seconds by lap nine, before starting to haul Rosberg back.

The 2008 world champion was 2.8 seconds behind by the time Rosberg made what was scheduled to be his first pit stop on lap 18 of 62. He reported "problems on the downshift" two laps later.

Hamilton stayed out for a further six laps, with the intention of having a shorter stint at the end of the race in which he could attack his team-mate.

He rejoined 5.9secs behind after another slow pit stop, something that has afflicted him this season more often than Rosberg.

Hamilton took a second out of his team-mate on lap 27 and then a further two seconds next time around as Rosberg started to report up-shift problems.

Two laps later, going through Turn Three, Rosberg lost his gears. He cruised around as far as Becketts trying to reset the gearbox but had to pull off and retire.

That left Hamilton in a comfortable lead from Bottas, who had powered through the field in the first stint, moving up to third place behind the two Mercedes and Button by lap 16.

Ricciardo made up places after starting eighth by choosing a one-stop strategy, and driving beautifully to make his final set of tyres last from lap 15 to the end and take the final podium place.

Vettel and Alonso enlivened the late stages with a superlative wheel-to-wheel battle for 15 laps before the world champion finally found a way past.

Vettel rejoined from his second pit stop just ahead of Alonso, who was on a one-stop strategy and on older tyres. The Spaniard had fought through superbly from 16th on the grid, making a series of skilled overtaking manoeuvres, but was delayed by a five-second stop-go for having only half his car in his grid slot at the start.

Alonso passed Vettel on the German's out-lap from his final pit stop in a brave move around the outside of the 160mph Copse corner, but then had to fight off the Red Bull on its fresher tyres.

Time and again Vettel would get close into Brooklands and Luffield and Alonso would hold him off, as each repeatedly complained about the other - Vettel about Alonso's defence and exceeding track limits, Alonso just what he saw as Vettel doing the latter.

Vettel eventually got through by holding on the inside line at Luffield, getting alongside Alonso through Woodcote and on the run to Copse and forcing the Spaniard to finally give way, in a move that matched Alonso's earlier one for skill and bravery.

McLaren's Kevin Magnussen took seventh, ahead of Force India's Nico Hulkenberg and the Toro Rossos of Daniil Kvyat and Jean-Eric Vergne.





## Lewis Hamilton battles to German GP third as Rosberg wins

Lewis Hamilton fought his way up from 20th on the grid to finish third as his team-mate and title rival Nico Rosberg won the German Grand Prix.

The Briton staged a superb recovery drive despite damaging his front wing in a collision at around half distance when passing Jenson Button's McLaren. Hamilton caught Valtteri Bottas in the final laps but could not pass. Sebastian Vettel was fourth, Ferrari's Fernando Alonso fifth followed by the other Red Bull of Daniel Ricciardo. Rosberg's victory on home soil leaves him 14 points clear of fellow Mercedes driver Hamilton at the head of the championship with nine races remaining.

The race began with high drama as Williams' Felipe Massa and McLaren's Kevin Magnussen collided at the first corner, tipping the Brazilian's car upside down. The Williams skated into the run-off area, triggering the safety car while officials confirmed Massa was unhurt.

After qualifying 20th on the grid following a 130mph crash on Saturday and a five-place penalty for a gearbox change, Hamilton quickly made up places. He moved up to 10th before the cars in front, which had started on the 'super-soft' tyre, began their pit stops around lap 12. This helped Hamilton to second behind Rosberg, who made his first stop on lap 16. Hamilton, who had chosen to start the race on the 'soft' tyre, ran until lap 26 before making his first stop. He had been assured he remained on target to finish second, but that aim became more difficult when Hamilton dived late down the inside of Button for sixth place on lap 30.

Hamilton's former team-mate saw him coming and left him room but turned in when he thought the Mercedes was too far back. The two cars collided mid-corner, taking off most of the Mercedes' front-wing endplate. Hamilton waved his apologies when he passed the McLaren on the following lap. Mercedes initially planned to keep Hamilton on a two-stop strategy. However, when he reported that the tyres were wearing too quickly, they switched to doing an extra stop and two short sprints at the end of the race on the fast-but-fragile super-soft. His first stop was on lap 32 and his second seven laps later, triggered when Adrian Sutil spun his Sauber out of the last corner and was stranded in the middle of the track for a number of laps.

Hamilton emerged from his final stop fourth behind Rosberg, Bottas and Alonso. He passed the Spaniard easily and was 15 seconds behind Bottas with as many laps to go.

With five laps remaining he was on Bottas' tail and seemed sure to pass, but his super-soft tyres were past their best. Hamilton could not get close enough out of Turn Two to pass into the Turn Five hairpin. Alonso battled with Vettel for much of the race before a stop that put him down to seventh. Afterwards, he quickly passed Button, but Ricciardo was sterner opposition and the two staged an entertaining wheel-to-wheel dice before Alonso finally passed for fifth with five laps to go.

Ricciardo came back at him in the final two laps but Alonso held on. Behind Ricciardo, the Force India of Nico Hulkenberg was seventh, ahead of Button and Magnussen and the German's team-mate Sergio Perez.

## Entries open for Rally Isle of Man

Rally Isle of Man Ltd have published the regulations for the three events that make up this year's Rally Isle of Man powered by Microgaming, driving the rally into its 51st year!

They are available for all competitors on the event's website [www.rallyisleofman.co.im](http://www.rallyisleofman.co.im), and offer everyone a chance to come and enjoy one of the best known asphalt rallies in the world, with classes for every type of rally car.

The event is split into one National A status and two National B events, allowing all grades of competition licence holder the chance to participate.

**The National A event, Rally Isle of Man**, forms the concluding rounds of the 2014 MSA British Rally Championship and NGK Spark Plugs BRC Challenge Trophy, returning to the event this year. The Rallée Classicagh categories will also include the British Historic Rally Championship and Clonakilty Black Pudding Irish Historic Tarmac Rally Championship contenders, that have become the fans favourites. Non-championship registered crews can also enter these sections of the event and there are also classes to accommodate world rally cars, the new R4 and R5 categories, Super 2000 and even FIA-GT cars.

**Rally Isle of Man National, a National B** status event will run alongside, covering the entire route of almost 400 miles, of which 166 are on 24 closed roads stages. Again open to all, this section will include crews from the Eurocars Motorsport Manx Rally Championship with the event forming a crucial double-header round, as well as Irish Tarmac crews wishing to enter under this licence category.

**Rally Isle of Man Trophy** is the second National B event, catering for crews who want to compete on the second half of the event, covering Friday evening and Saturday's competition. This will again form part of the Manx Championship.

The event is open to competitors from around the world as it is registered as a 'National Event with Authorised Foreign Participation (NEAFP)', allowing Rally Isle of Man to accept entries from non-UK and Irish license holders. Interest has already been received from teams from Japan, mainland Europe and Africa.

Rally Isle of Man, powered by Microgaming, takes place over three days from Thursday 11th to Saturday 13th September.

To help take the stress out of booking arrangements, the rally has once again teamed up with specialist trip planners Isle of Man Events Limited ([www.iomevents.com](http://www.iomevents.com)). Sally and Natalie will be only too happy to look after the planning for your entire trip, covering travel and accommodation, with great prices, only available through Rally Isle of Man. Contact +44 (0) 1624 664460 or email: [sally@iomevents.com](mailto:sally@iomevents.com); [Natalie@iomevents.com](mailto:Natalie@iomevents.com). Come and take on one of the biggest challenges in world rallying!

# Lewis Hamilton third in Hungarian GP as Daniel Ricciardo wins

**Lewis Hamilton fought up from a pit lane start and a first-lap spin to finish third as Daniel Ricciardo beat Ferrari's Fernando Alonso to win a sensational Hungarian Grand Prix.**

And there may well be words behind the scenes at Mercedes after Hamilton refused orders to let team-mate Nico Rosberg pass by during the race. Hamilton judged a thrilling wet-dry race perfectly to hold off title rival Rosberg, who finished fourth. The result reduced Hamilton's deficit to Rosberg to 11 points.

A spectacular last 10 laps featured a three-way scrap for the lead when Alonso, Hamilton and Ricciardo's diverging strategies brought them together, and with Rosberg closing fast after his own late stop. But Ricciardo passed Alonso for the victory with three laps to go. A few laps earlier, Hamilton had been told to let Rosberg by to maximise the German's total race time. Rosberg complained repeatedly on the radio, asking why Hamilton was not letting him past. But Hamilton, realising that if he let Rosberg by he was at risk of finishing the race behind him, refused, saying: "Tell him to get closer." Rosberg's stop on lap 56 ended the discussion, but it will certainly continue behind closed doors at Mercedes after the race.

One of the great F1 races saw the advantage swing backwards and forwards throughout after a wet start, two safety car periods and some thrilling racing in front of a large crowd. Hamilton spun off the track in the first lap and touched the barrier, having started from the pitlane. Hamilton had survived a spin on the first lap and started to make up places, and was up to 13th when the first safety car period was triggered after a crash by Caterham's Marcus Ericsson.

Ricciardo's decisive move was to stop for fresh tyres when the second safety car period was caused by a crash involving Sergio Perez's Force India on lap 23.

That put Alonso into the lead, with Rosberg third and Hamilton fifth in a train of cars being held up by Toro Rosso's Jean-Eric Vergne in second when the race restarted on lap 27. Rosberg pitted for fresh tyres five laps later, fitting 'softs' with the intention of making another stop.

Alonso and Hamilton waited until laps 38 and 39 for their own second stops, deciding not to pit again before the end of the 70-lap race. Hamilton's stop promoted Ricciardo to the lead until his own final stop on 54, from which he rejoined fourth, behind Alonso, Hamilton and Rosberg. Ricciardo reduced the gap to the leaders rapidly, from 6.6 seconds behind Hamilton on lap 57 to be on the Mercedes' gearbox four laps later.

Alonso was battling worn 'soft' tyres, Hamilton was on slightly newer 'medium' tyres and Ricciardo and the rapidly closing Rosberg in fourth on relatively fresh 'softs'.

Alonso cut the chicane on lap 63, prompting Hamilton to complain that "Fernando gained an advantage" but soon the Mercedes driver had to worry more about Ricciardo, who began to pile pressure on with his extra grip.

The final 10 laps involved an enthralling tussle for victory between Alonso, Ricciardo and Hamilton. Ricciardo took second with a superb move around the outside of Hamilton at Turn Two on lap 67 and dived past Alonso's struggling Ferrari for the lead at the start of the next lap. But Alonso managed to hold off Hamilton, who in turn fended off his team-mate to the flag. Earlier, Ricciardo's team-mate Sebastian Vettel threw away his own chances with a spin out of the last corner on lap 32. Vettel had been one place ahead of Hamilton in the queue of cars behind Vergne, but ran wide out of the last corner on to the kerb and lost control. Unlike Perez, who made exactly the same mistake seven laps after his car was damaged in a collision with team-mate Nico Hulkenberg on lap 16, Vettel did not hit anything and rejoined the race, but his hopes of victory were over.



## The Bradford Classic and Performance Car Show Saturday the 16th of August

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

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

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

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

If anyone can help and aren't competing that weekend/day then please get in touch with Frazer Metcalfe ([frazer.metcalfe@rotatingferrets.co.uk](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.

### Gareth Hall Memorial Rally Sunday 10th August 2014 Trawsfynydd Ranges.

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

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

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

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



**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 17th September**

(3rd Wednesday of every other month)

**8-00pm,**

**Hartwood Hall Hotel, Chorley. PR6 7AX**

**Just off M61 at J8 : 109 / 583 181**

## ANCC

**Monday 27th October**

**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)**

This 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)**

Specialising in the Art of Communications

# LeJOG 2014

Here we go.. Now looking to recruit marshals for LeJog 20th edition, this will be a superb event, with many of the original regs and tests being used, alongside other never used before sites. As always, we welcome anyone who is interested, whatever your level of experience.

[http://www.heroevents.eu/Events/LeJog/le\\_jog\\_2014/](http://www.heroevents.eu/Events/LeJog/le_jog_2014/) is the website for the event and includes a marshal sign up page also.

As for the event, John Brown and Evan McKenzie will be taking part as Stewards, the event is being run by Peter Nedin for tenth time as Clerk of the Course, with Guy Woodcock as his deputy. The Route planning for the fifth year is again by John Kiff.

## Doonhamer Classic Rally September 21st.

This is our fifth year, and we have now honed the event to provide sixteen great tests on a selection of tar, concrete and smooth gravel, (including one 1.4 mile forest test for your entertainment) and with three meals for both crew members within an entry fee of just £95, you cant fail to get your money's worth.

This rally is easily accessible from both sides of the Scotland/England border, so be sure to get your entry in for a very sociable day of classic competition.

For those with slightly newer cars, an additional class for cars registered up to December 31st 1991 has been added, so you dont really need a TR4 or a Lotus Cortina.

Download your regs from <http://www.soscc.co.uk>





# Oaks Trophy Road Rally

## September 13<sup>th</sup> / 14<sup>th</sup> 2014

A planned 140 mile route along the classic lanes of Staffordshire, Derbyshire and Cheshire of which about 10% of the mileage will be using Private Land, some never used before, other classic lanes have not been used since the Motoring News days. The event will be a proper test for the crews, using straight forward, no nonsense navigation, *no trickery or gimmicks*.

The Oaks Trophy Road Rally is a rally of great pedigree and the organising team have devoted many hours to ensure that this year's Oak's Trophy Rally will be *THE* rally to do, so if you want to compete on the event that has previously been won by the likes of Derek Carless, Pete Wells, Gary Holmes, Ian Ainsworth, Ewan Murray & Carl Hawkins, to name just a few, then keep your eye on the ERO website.

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

The regs for this prestigious northern road rally will be available mid July 2014. The entry fee will be £75 and will include two full breakfasts... you will have earned them.

Hope to see you on the night and remember, for this event to be successful we will also require a lot of marshals so if you can't compete, volunteer to marshal. There will be quality marshal packs and you won't even need to buy any maps as all the necessary information will be provided for you! As well as goodie bags for all marshals, we will also be providing a full breakfast at the finish for those who marshal 2 or more controls. For further information about marshalling on the Oaks Trophy Road Rally, please email the Chief Marshal: [pmdyvr4@aol.co.uk](mailto:pmdyvr4@aol.co.uk)

Many Thanks from the Organising Team.



Middlesbrough & District Motor Club

## 2014 Classic Moors Run

A 70 mile run for classic and interesting cars and motorcycles, through the North Yorkshire Moors.

### Sunday 17th August 2014

This event will start from and finish at Middlesbrough & District Motor Club, Coulby Manor, Coulby Newham, Middlesbrough, TS8 0RP.

Signing on from 9.00am for 10.00am start.

Entry fee £5 per person (includes tea or coffee at start together with Roast beef bun and roast potatoes at finish).

Entry forms and Regulations can be downloaded at <http://www.motorclub.uk.net/Classic-Run>

## Welsh Border Car Club Links Electrical Ltd Breidden Road Rally 16th/17th Aug

WBCC would like to announce the 2014 Links Electrical Ltd "Breidden" Road Rally, which promises this year, to offer approximately 100 miles of classic Road Rally action on the Mid Wales lanes of maps 125 & 126.

We are pleased to announce that this year the main sponsor Links Electrical Supplies Ltd will continue their support for the event. We are honoured this year to support Cancer Research and we hope to raise a considerable sum of money to donate to this worthwhile cause.

We are also very pleased to announce that, with the kind support of the 'Jones' family, the event will continue to be based at Caebardd (Timber Yard), Nr Welshpool, with the finish venue once again being the Tan House Inn, Meifod. This event is a round of the WAMC / ANWCC/ WBCC and TVMC Road Rally Championships, and therefore, to avoid disappointment, we advise entries are submitted as soon as possible.

Marshals are again needed in large quantities this year; therefore it is a condition of entry that competing crews supply a marshal. Crews are reminded that if they do not supply a Marshal then they will not be permitted to start the event.

We hope you enjoy the event and look forward to welcoming you to 'The Timber Yard' on the 16th August.

Entries : [www.rallies.info/webentry/2014/breidden/](http://www.rallies.info/webentry/2014/breidden/)

Regs are available at: [www.welshbordercarclub.co.uk](http://www.welshbordercarclub.co.uk)

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



This year we are particularly encouraging beginners and novices to try Sprinting. We also offer an opportunity for those who may want to test out their race and rally cars and offer classes for both. Competitors who want to just do a few single events are warmly welcome for one or two days as they do not have to be in a particular championship. They can enter as individuals as long as they are a member of an invited club, area association or championship. Each Sprint Weekend has two separate sprints: double laps of the National Course and single laps of the International Race course the next day. Enjoy the challenge and keep safe, **Entries Secretary** to whom all entries must be sent is:- **Mrs Sarah Nield, Latham Hall Farm, Clay Lane, Hale, Altrincham, Cheshire, WA15 8TY** *Acknowledgements will be sent promptly*  
 Messages/queries: e-mail: [sprints@ty-croes.com](mailto:sprints@ty-croes.com) or phone: 0161-980 8509 before 9.00pm

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



Held at the Three Sisters Race track, Wigan this event has classes for classic cars as well as modern ones. If you would like to get involved in sprint events but don't know how to start, read our Useful Beginners Guide to Sprinting and Hillclimbing. You can see a driver's eye view of the circuit here and there is additional information about the circuit here. For more information or advice please contact Chris Lee our competition secretary at [competitionsec@lancsautoclub.com](mailto:competitionsec@lancsautoclub.com)

**ZUTEC Neath Valley Historic  
 and Modern Stages  
 Three Counties Car Club  
 9<sup>th</sup> August**

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

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

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

**Rally Format.....**

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

First car leaves MC1 on Saturday 9th at 09.00

6 Stages totalling 45 miles. Entry fee £475

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

First car arrives at Finish approximately 15.30

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

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

**Garstang & Preston MC  
 HEROES STAGES RALLY  
 WEETON  
 28th SEPTEMBER**

However there are several stipulations that were unanimously voted on, these being.

**The minimum we will run the event with will be 35 crews...**

**if that figure is not reached by the closing date 12th September, then it will be cancelled.**

**With 35 entries we mean 35 !!!!!..**

**if we get 33/34 IT WILL NOT RUN !!!**

**both clubs are adamant on this.**

**So the emphasis is down to you the competitor...**

**basically get your entry in...**

**or possibly loose the event for the future.**

**Please do not come with excuses...**

**WE need the entries full stop !!!!**

Regs will be available by the weekend, and I will email them out to the competitors from the last Heroes rally and also the Lee Holland.

The onus is now on YOU ...the competitor.

Sorry to be so forceful but that is the way it is.

Cheers

Rod

**Bala and District Motor Club Ltd**  
**GARETH HALL MEMORIAL RALLY**  
**SUNDAY 10th AUGUST 2014**

**At The Ranges Motor Sport Centre**

A ROUND OF THE 2013 ANWCC STAGE RALLY  
CHAMPIONSHIP, THE TRAWSFYNYDD  
RALLY CHALLENGE, THE ANWCC KII CHAMPION-  
SHIP AND THE GLYNNE EDWARDS  
MEMORIAL CHAMPIONSHIP

This year the rally will run as a National B Stage Rally  
at the Trawsfynydd Ranges.

Gareth enjoyed competing on the Ranges. It is there-  
fore fitting to his memory that the rally returns to one of  
his favourite stages.

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

**Garstang & Preston Motor Club**  
**Preston Regardless Road Rally**  
**November 29th-30th, 2014.**

This event will count towards the SD34 Road Rally  
Championship and is being staged as part of GPMC's  
50th anniversary celebrations.

At this stage the proposed route is in the final stages of  
being agreed and will go to the RLOs involved and to  
the MSA in due course.

The event will run on Maps 102, 103, 97 and 98 and will  
be approximately 148 miles. It will run on a road rally  
permit and is likely to include a 'beginners' road rally  
within the overall rally in an effort to attract newcomers  
to the sport, as well as expert, semi-expert and novice  
classes.

The usual organising team that puts together the popu-  
lar GPMC Memorial Road Rally will be involved and I  
would like to thank Steve Kenyon, Terry May and Ian  
Farnworth, in particular, for their support and encour-  
agement as I take the plunge and become a Clerk of  
the Course for the first time.

If anybody has any queries feel free to post on this  
thread. More details will be announced as soon as we  
have them and regs will be available from around the  
beginning of October.

**Alan Barnes**

**Clerk of the Course**

**GPMC Preston Regardless Road Rally**

**PRO-TEC**  
**PERFORMANCE**

Unit 6, Clifton Business Park  
Preston New Road (A584), Clifton,  
Preston, Lancashire, PR4 0XQ  
Tel: 01772 633777 Fax: 01772 633792

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**Tel. 015242 - 62105**



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**1**

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

# Pendle District Motor Club "August" Hill Climb Scammonden



**SUNDAY 17th August 2014**

This event is the final part of the Scammonden Dam Hill-climb challenge, which is free to enter and organised by the three clubs using the venue, Mid Cheshire Motor racing Club & Mg Car Club (Northwest).

Please contact the entries secretary for details.

We are most grateful, for the continued support of the challenge from [www.rwdmotorsport.com](http://www.rwdmotorsport.com)

**Regs** : [www.sd34msg.org.uk/wp-content/uploads/2014/07/Scamm2014-Regs.pdf](http://www.sd34msg.org.uk/wp-content/uploads/2014/07/Scamm2014-Regs.pdf)

I woke this morning at 8 and could sense something was wrong...

I got downstairs and found the wife face down on the kitchen floor, not breathing!

I panicked, I had no idea what to do.

Then I remembered - the local cafe serves breakfast until 10.30.

## 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](mailto: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)**



## Manx Auto Sport

is pleased to announce

### The PokerStars Rally

(Tarmac - National B)

### 7th/8th Nov 2014



## Dave Corris Forest Rally

### 7th July

# CANCELLED

It is with great regret that Manx Auto Sport have had to cancel this year's running of the Dave Corris Forest Rally due to lack of entries.

The event received 17 entries of which 7 were fully paid by close of entries.

The club will be looking at the future of promoting forest events and their viability in the current environment.

If you have any comments or queries please contact Myself or Mark Ellison

Regards

Mark Quayle

## 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

**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 AARR Craib MSA Scottish Rally Championship, the McGrady Insurance MSA Northern Ireland Rally Championship and the BTRDA Rally Series.

Wales - Heart Country  
CONWY COUNCIL CYMRU WALES WRC

**WWW.WALESRALLYGB.COM/COMPETITORS**

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**Morecambe Car Club**  
**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.**

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White Lund Industrial Estate,  
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**Wilkinson Maintenance**  
**Tyneside Stages**  
**Otterburn Ranges**  
**August 3rd**

Regs and online entries are now available for the Wilkinson Maintenance Tyneside Stages which takes place on Otterburn Ranges on August 3rd.

There have been some changes to the route which utilise sections of roads not used for a few years, and also uses roads in different directions to usual.

In another format change for the weekend, the recce will be on Saturday beginning at 11am. This will be followed by scrutineering and signing on.

Camping is available at Otterburn Leisure Centre on Friday, Saturday nights. Please be aware facilities are limited.

We are looking forward to a great weekends rallying, and hope to see you there.

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

**Eastwood & District Motor Club**

**The Phoenix**

Jane Cowling Memorial

**Charity Stages**

Supporting Cancer Research

**Sunday 3rd August 2014**  
**Fulbeck Airfield**

In association with

**JORDAN**  
ROAD SURFACING LTD

The Roadrunner Phoenix Awards ANEMMC Stage Rally Championship  
supported by Pantry Catering & Slicks Tyres

The Rainworth Skoda EMAMC Multi-use Stage Rally Championship  
supported by Slicks Tyres

The Threshfield Garage Ravenol Oil ANCC Stage Rally Championship

Welcome competitors old and new to The Phoenix Stages for what we hope is another friendly but competitive days rallying. The venue is a Disused Airfield offering a varied mixture of good, medium and poor quality concrete runways and tracks.

This event not only remembers Jane Cowling a past competitor and supporter of this event but also Vernon Escott North, Ian Burtoft, Richard Shelmerdine Barry & Chris Thompson who were all members of Eastwood & District Motor Club and supporters of motor sport over the years. Since 2000 this event has run as a Charity event raising money with the help of officials, event supporters, marshals and competitors for worthwhile charities, Each one of you has had an important part in raising money so far we have raised **£18,944.12**

Lets keep it up!

We hope this event offers an enjoyable days motor sport with a challenging and slick event along with a good social side.

Have a great days sport the organisers look forward to seeing you once again.

**Check out our website for the latest information**  
**[www.eastwoodmotorclub.co.uk](http://www.eastwoodmotorclub.co.uk)**

**13th/14th September**  
**The Countdown Rally**

The Inter-Association event this year is through ANECCC and has been allocated to be based in the Carlisle area. The event will utilize approx 150 miles on maps 85 & 86. We are not using any rough whites, so "knobbles" should not be needed.

# Acknowledgements

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

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

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

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

Terry Martin,	Malcolm Hague,
Rod Brereton,	Steve Hudson,
Dave Orrick,	Daniel Pidgeon,
Paul Buckel,	Jem Dale,
Steve Butler,	Alan Barnes,
Matt Kiziuk,	Heidi Woodcock,
Antony & Georgia Shiels	Paula Swinscoe,
Geoff Bengough	Richard Barnard
Malc Graham	George Jennings
Tony Lynch	Tony King
Ian Mitchell	Tony Vart
Kev Haworth	Michael Davies
Steve & Hazel Johnson	Go Motorsport
Allen Durham of Pro-Tec	James Redman
Dave Williams	Rachel Bourne
Bill Wilmer	The Gemini Communications Team
Keith Lamb	(Gemini 9) Ian Davies (Gemini 23)
Peter Langtree	(Gemini 48) Tony Jones (Gemini 58)
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Gareth Adams 'Marshalling Post'	
Paul Gilligan 'Inside the Industry'	
Dan Hurst DRH Photography	
Duncan Littler Speed Sports Photography	
Arron + Stuart + Lynn Newby of TEGSport,	

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

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

**Deadline for copy for the August**  
**edition is Thursday the 28th August**  
**which is due out on**

**Sunday 31st of August**

**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

## Clitheroe & District Motor Club



# CLITHERONIAN

## 27/28<sup>th</sup> September

Regs Out Soon  
Maps 97, 98, 102, 103  
[www.cdmconline.com](http://www.cdmconline.com)

## MARSHALS WANTED

Contact Mat Kiziuk  
[mathewkiziuk@gmail.com](mailto:mathewkiziuk@gmail.com) Or 07718-054838

## Pendle District Motor Club "August" Hill Climb Scammonden



### SUNDAY 17th August 2014

This event is the final part of the Scammonden Dam Hill-climb challenge, which is free to enter and organised by the three clubs using the venue, Mid Cheshire Motor racing Club & Mg Car Club (Northwest). Please contact the entries secretary for details.

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**Regs** : [www.sd34msg.org.uk/wp-content/uploads/2014/07/Scamm2014-Regs.pdf](http://www.sd34msg.org.uk/wp-content/uploads/2014/07/Scamm2014-Regs.pdf)

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The event will run on **Maps 102, 103, 97 and 98** and will be approximately 148 miles.

It will run on a road rally permit and is likely to include a 'beginners' road rally within the overall rally in an effort to attract newcomers to the sport, as well as expert, semi-expert and novice classes.

Regs available beginning of October



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Manchester. M24 2WT

0161 643 0151 or 07973-816965

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