

# September<sup>2014</sup> spotlight



*Pendle & DMC Hillclimb : Scammonden Dam*

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

Volume 04 Issue 09 September 2014 Maurice Ellison



Motor Sport Group

# Chairman's Chat

I have just watched the highlights of the WRC Rally Germany and it would appear several of the crews must like German wine as they managed to harvest lots of grapes as they careered off the stages and through the vineyards !

I'm glad to see Pendle's recent Scammonden Dam Hillclimb ran even though the club lost money on the event. The same club, along with Garstang and Preston, are trying to keep Weeton going with the Heroes Rally at the end of the month so please support it as we need to keep these venues alive, they were hard fought for and once lost will be unlikely to be reopened.

In the forthcoming months there will be events in all the disciplines and it was shown with the above hillclimb that by scoring points in a second discipline a contender can leap up the Individual Championship so there is still time. If you don't fancy a different discipline then marshalling on an event would give the same result.

I have recently had questions about Individual Championship scores not reflecting the overall positions on non-race/rally rounds, e.g. FTD didn't get the maximum score. That is because the Individual scores are calculated by the Index of Performance applied in each class as run on the day. In this case contenders compete against cars in the same class and thus a contender in a saloon car could get a higher index than one on and F1 car.

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



**Gazzard Accounts Ltd**

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# SD34MSG - Member Clubs & contact details



## Accrington MSC

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

## Manx AS

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Email : pdschris@aol.com  
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Website : www.manxautosport.org



## Bolton-le-Moors MC

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Email : p.sharples650@btinternet.com  
Tel. : 01772-626116  
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## Motorsport (NW) Ltd

Contact : Mark Wilkinson  
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Tel. : 07878-657580  
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(Details of Member Clubs of Motorsport (NW) on pg 4)



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## CSMA (NW)

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: 07718 051 882



## Mull CC

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## Pendle & DMC

Contact : Ray Duckworth  
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## Clitheroe & DMC

Contact : Maurice Ellison  
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## U17MC-NW

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## Garstang & Preston MC

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## Stockport061MC

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## High Moor MC

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## Wallasey MC

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## Lancs & Cheshire CC

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## Warrington & DMC

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## Lightning MSC

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## Wigan & DMC

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Website : www.wiganmotorclub.org.uk



## Lancashire A.C.

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Email : info@lancsautoclub.com  
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## 2300 Club

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Email : 2300@fcs-uk.com  
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**Motor Sport Group**

## Contacts

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



## Comprising the following Clubs



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



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



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



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



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



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



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



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



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

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

## ADVERTISING in the 'SPOTLIGHT'

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

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

### Steve Johnson

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

TELEPHONE 0800 1 44 42 88  
facebook.com/accidentadvice

**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 session.  
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 parks.

**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)

Member's Advice Solicitors's Office authorised and regulated by the Solicitors Regulation Authority - Solicitor Number 575565

## Stephen Turner – Roundy Roundys @ Cadwell!

This year Stephen has committed to a full season in the Classic Touring Cars Pre 93 championship in his EG6 Honda Civic.

Following an issue with the car not hitting VTEC at Silverstone last month, the car has been on the rolling road for some trouble shooting, and was back up to full power for Cadwell! Anyone who has been to Cadwell will know that a good laptime around there has a lot to do with circuit knowledge, though a handful of horsepower never did any harm either!

The weekend was 1 qually session, and then 2 races, the second race grid being set by the result from the first race.

Steve put the car in a respectful 13th on the crowd 26 car grid, but made a poor start in the first race, and was held up by a number of E30 BMWs in the championship. There were other quicker that started behind Steve, as they got on with the racing, and got to know the track, they found their way through. Steve had 2 good results over the weekend, both being 14th overall in a big grid, and the Civic being in the lowest class! The 2 results were also a pair of 2nd in classes! Brands and Spa to come!



big hairpin photography



big hairpin photography



big hairpin photography



# Clitheroe & District Motor Club



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

## What's On at CDMC

### Tuesday 2nd Sept Georgia Shiels

Georgia (18yrs old) is contesting the BRC in her Fiat Abarth 500. Rolled it on the Jim Clark. Come and hear how things have progressed.

### Tuesday 9th Sept. 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 16th Sept Dave Orrick

Author of Night Moves.  
1970's, 80's & 90' Navigator/Co-Driver.  
Motoring News Championship Competitor.

Reporter for the Motoring News.

He has guided some of the best drivers along the lanes & stages including :

Geoff Birkett, Steve Egglestone, Denis Quinne, Dave Metcalfe, Walter Rohl, Andy Dawson, Teus-to Heinonen and the legendary Malc Graham & a host of Others

It is rumoured that Malc Graham will be sat in the audience to barrack and harass Dave (should be lots of fun!)

### Tuesday 23rd Sept The Month in Review

Come & Tell us What you have been up to in September

### Tuesday 30th Sept Clitheronian Review

Tales of woe & jubilation from Members exploits on the Clitheronian Road Rally

## August 2014 Clubnights

### Tuesday 5th August : Dave & Steve Head



**Dave (Father Head)** started his rallying when his son Steve passed his driving test in 1995. Steve navigated for Dave. Dave does Road Rallying, Single Venue & Forest rallying all in his Suzuki Super Swift. Does most local Road Rallies with a lot of different Navigators but prefers gravel rallies. Unfortunately the cost of Forest

events means he cant afford to do as many as he would wish. Favour-ite event (despite it not being on Gravel) is the Pendragon.

**Steve (Son of Dave) Head** started his rallying down in Sussex as a navigator, when he was working down there. When he returned home he persuaded his dad to acquire a rally car.

When Steve finished University he bought a Group N Nova and his first event was the Trackrod (10thO/A). In his first season doing the BTR-DA Series he finished 2nd in Class. In 2000 he won the N2 Class. His first outright victory was the Grizedale Stages in 2000 and after a lay off for the Foot & Mouth Outbreak followed it up with 1st O/A on the Malcolm Wilson 2001

### Tuesday 19th August Visit to



See Page 7



## AGM

Tuesday 4th November

### Christmas Party

Tuesday 16th December

Waddington Club

More Details nearer the Day

## Prize Presentation Night

Saturday 17th January 2015

The Adelaide Suite

3 Course Meal,  
Disco,  
Entertainment  
£25 pp (ish)

Book Now & spread the cost over the next 6months  
Contact Heidi on 07790-970677





# Clitheroe & District Motor Club



Visit to

M-SPORT



Tuesday 19th August



18 Members (well it would have been 19 but Mat Kiziuk couldn't arrange a swop at the last minute) sneaked off work early to visit the nerve centre of Ford's World Rally operation at Dovenby Hall (we had to be there by 5:00pm), a former hospital that enjoys an idyllic setting in the heart of the Cumbrian countryside. The site has been extensively renovated and the old manor house now sits next to a state-of-the-art workshop.

The extensive site contains everything the team needs to function, with the vast majority of components produced in-house.

M-Sport's premises at Dovenby Hall boast a home set in 115 acres of lush parkland, the modern technology and engineering facilities found in the new workshops contrasting with the beautiful Cumbria countryside and the restored splendour of Dovenby Hall itself, a listed building of special historic interest.

The team moved to Dovenby in May 2000. However, the story began many months earlier when 'Head Honcho' Malcolm Wilson recognised that the requirements of Ford's rally programme meant his homely, but cramped facilities on the opposite side of Cockermouth were no longer suited to the demands created by a sport moving forwards in leaps and bounds. Keeping the team base in northern England was important and finding the right location wasn't easy, the search for a new base ended at Dovenby Estate. Designers concentrated on blending the ultra-modern workshop requirements into the site. The result is a state-of-the-art facility that boasts amazing attention to detail. The hall was transformed into an office area, offering modern accommodation for the company's key support staff in a manner sympathetic to the history and style of the building. Inside, the interior has been stripped to reveal the original twelfth-century stonework and the walls are adorned with the names of legendary rally drivers who have won in Ford cars. The former walled garden was converted into a 5,575m<sup>2</sup> workshop or final assembly area, linked to the hall by a glazed walkway. It is in this football pitch-sized area, larger than the workshops of many Formula One teams, in which the very heart of the team lies. Inside is a vast array of equipment and technology, which, allied to the expertise of some of the sport's finest brains, keeps the Ford team at the forefront of the sport.

The most recent addition to the site was a £1 million research and development facility from which Technical Director Christian Loriaux leads his team. Engineering and design staff work closely with the technical teams building the Focus RS WRC cars, the close proximity encouraging creative thinking and innovative responses to the team's challenges. Engineering staff also work closely with their Ford Motor Company colleagues, both sides benefiting from a computer set-up linked to Ford's global engineering network.

In 2013, M-Sport embarked on a brand-new venture. Having mastered the stages of the FIA World Rally Championship for the Ford Motor Company, the Cumbrian outfit caught the eye of Bentley Motors and were selected to spearhead the design and development of the Continental GT3 race car as the luxury firm's technical partners.

Working closely with Bentley, M-Sport have aided in the creation of one of the industry's most anticipated returns to racing. Completing the first car in just six months, the Continental GT3 made its first public appearance at the 2013 Goodwood Festival of speed and has gone on to secure considerable success. The M-Sport Bentley team embarked on their first full season in the Blancpain Endurance series at the beginning of 2014. Recognition was swift and the Bentley Boys of car

number seven racked up victories at both Silverstone and Paul Ricard. The Bentley Continental GT3 is now competing in the Blancpain Endurance series, the Avon Tyres British GT3 championship and the Pirelli World Challenge in America





# WARRINGTON & DMC

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



between Warrington & Northwich. CW9 6JD.

The club meeting day will soon be changing. We intend to start meeting on Tuesday from September 16th. This will be for 3 weeks out of 4 with the second week in every month being a social gathering in the Antrobus Arms



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

## Lancashire A.C. Diary Dates



**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> Tranters 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, 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

## Garstang & Preston MC

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



## 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 are available on the SD34MSG Website, 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

## Garstang & Preston Motor Club Preston Regardless Road Rally Sat/Sun November 29th-30th,

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 please get in touch. 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**

GPMC will be holding our second auto solo on the **14th September.** Limited entries available  
It will be held in Bentham at Tony Harrisons yard.





## GARSTANG & PRESTON MOTOR CLUB

Affiliated to;  
Motor Sports Association

SD34 Motor Sports Group  
Association of North West Car Clubs  
Association of Northern Car Clubs

12 Silsden Ave.,  
Ribbleson,  
Preston  
PR2 6XB

01772 700823

Dear ALL

## JOIN US FOR A 'NIGHT OF ROAD AND STAGE'

To mark the Club's 50<sup>th</sup> anniversary we are holding a celebration get-together of members and partners past and present at the Samlesbury Hotel, Preston (Ref: 102 or 103/604303) on Friday 17<sup>th</sup> October.

The evening will be titled '**A Night of Road and Stage**' and will include a buffet supper, a raffle and guest speakers Dave Orrick, the club's former president of 25 years, the incomparable Mal Graham and current Skoda S2000 star Neil Simpson. The event is being 100% funded by the club and thus tickets are FREE as part of our 'once in a lifetime' celebration.

To attend and help us in our celebration please book your free ticket by contacting me on 01772 700823 or by e-mail at [margaret.duckworth42@btinternet.com](mailto:margaret.duckworth42@btinternet.com) as soon as possible. Numbers are limited by the venue and as we are expecting a 'full house' tickets will be allocated on a 'first come, first served' basis. Early ordering of tickets would be a great help but, in any case, these must be ordered before the end of September.

Come and join us on Friday 17<sup>th</sup> October ... it will be a great night!

Please pass this message on to any former members that you know for whom we may not have contact details. Thank You.

Regards,

Margaret Duckworth

President; P.Jackson, Chairman; S.Kenyon, Treasurer; M.Duckworth  
Public Relations and events organiser; D.Nolan 01772 747876 or 07970945389.

# 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
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#### September

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

#### October

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

7th	Winter AS, A/T, PCA	AMSC/CSMA
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### SD34MSG

#### Stage Rally Championship

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

#### September

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

#### October

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

#### November

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

### SD34MSG

#### Road Rally Championship

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

#### September

27/28	Clitheronian	Clitheroe & DMC
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#### October

25/26th	John Robson	Hexham & DMC
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#### November

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	603	1	1
Clitheroe & DMC	519	2	2
U17MC-NW	494	3	3
Warrington & DMC	282	4	4
Stockport 061 MC	180	5	6
Wigan & DMC	149	6	8
Wallasey MC	137	7	9
Division B		Position	
Club	Points	Div	O/A
Pendle & DMC	222	1	5
Garstang & Preston MC	187	2	6
Lancs & Cheshire CC	128	3	10
Accrington MSC	111	4	11
Lancashire A.C.	91	5	12
Manx AS	78	6	13
Mull CC	0	7	=17
Division C		Position	
Club	Points	Div	O/A
High Moor MC	49	1	14
CSMA (NW)	37	2	15
Bury AC	10	3	16
Lightning MSC	0	=4	=17
2300	0	=4	=17
Motorsport NW Ltd	0	=4	=17

**Last Updated 20th August 2014**



## SD34MSG 2014 Calendar

Date	Type	League	Club	Title	Venue - Notes
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 Lewis	49.50	CDMC
3.	Steve Price	49.32	BLMCC
4.	Roger Barfield	47.59	U17MC
5.	Stephen Kennell	41.33	CDMC
6.	Steve Johnson	39.97	U17MC
7.	Daniel Barker	36.52	CDMC
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 : 4th July 2014*

## U18 Championship

O/A	Competitor	pts	Club
1.	Scott MacMahon	46	U17MC
2.	James Williams	30	U17MC
3.	Ben Wild	26	U17MC
4.	Alexander Tait	17	U17MC

*Last Updated : 7th July 2014*

## Individual Championship

O/A	Competitor	Q	pts	Club
1.	Steve Price	Y	86	BLMCC
2.	Andrew Williams	Y	64	U17MC
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
= 7.	Maurice Ellison	Y	15	CDMC
10.	Paul Buckel	Y	10	CDMC
11	Scott MacMahon	N	54	U17MC
12.	Roger Barfield	N	49	U17MC
13.	Daniel Barker	N	47	AMSC
14	Stephen Kennell	N	36	CDMC
15	Alexander Tait	N	35	U17MC
16.	James Williams	N	30	U17MC
= 17	Antony Dixon	N	29	PDMC
= 17.	Ryan Moyler	N	29	CDMC
= 19.	Neil Harrison	N	28	CDMC
= 19.	Pete Tyson	N	28	CDMC
21.	Paul Taylor	N	27	CDMC
22.	Ben Wild	N	26	U17MC
23	John Richardson	N	19	BLMCC
24.	Tony Harrison	N	18	CDMC
= 25	Eric Wilcockson	N	17	BLMCC
= 25.	Pete Jagger	N	17	BLMCC

*Last Updated : 20h Aug 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	1

**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

# 2300 Club presents: The John Easson Award 2014

*The 2300 Club is proud to announce the details of the 2014 John Easson Award for young rally drivers.*

*First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999. For 2014, the John Easson Award will feature some changes to once again ensure a successful format of assisting a young British competitor with financial support, and maintain its place as the UK's number one free-to-enter cash prize rally Award.*

**Allan Durham, Award Scheme Manager, explained:**

"As a committee we are always looking at ways to manage the award to ensure the winning applicant receives the full benefit of the prize to assist them in their rallying activities. The award is open to **drivers** and new for this year we also welcome applications from **co- drivers** Individuals from all disciplines of rallying are eligible to enter, and a junior driver / co-driver has just as much chance of being chosen for the award as an experienced competitor.

The prize is as always fantastic; and worth a total of £4,000 cash to the selected applicant, a huge reward for only a little effort and absolutely no cost."

The £4,000 prize fund will be used to pay entry fees for a selection of rallies the winning applicant takes part in during the 2015 season, which the committee feel will help ease the financial burden placed on a young driver/ co driver during their rally season.

The final selection process will see the top three applicants for the award being invited to an informal interview with a panel of judges who will decide the overall John Easson Award winner.

**The Award is free to enter and open to all drivers / co drivers who fit the following criteria:**

- Age under 25 on November 30th 2014, Resident in the British Isles, including Northern Ireland
- Holders of a MSA competition Licences up to National A.  
Entries close on the 30th November 2014  
Drivers who wish to enter should send the following details as a minimum to the Award scheme manager:
- A current motorsport CV outlining experience and results to date
- Video footage from a rally or test session from **OUTSIDE** the car; i.e. spectator or TV footage, not in or on car footage.
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying  
A reference letter from any 3<sup>rd</sup> party

Entry presentations can be as inventive and detailed as an applicant wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations!

And of course applications from **previous applicants** are always welcomed, and it should be noted many of our winners had been previous applicants.

**Entries should be sent to the John Easson Award Manager, Allan Durham at the contacts below:**

**John Easson Award**

**Allan Durham**

**C/o Pro-Tec Motorsport**

**Unit 6, Clifton Business Park**

**Preston New Road**

**Clifton, Preston**

**Lancashire, PR4 0XQ**

**Previous JEA winners:**

2004: George Collister, Isle of Man

2005: Stevie Brown, Scotland

2006: Ryan Borthwick, Scotland

2007: Alick Kerr, Scotland

2008: Philip Scholes, England

2009: Mark McCulloch, Scotland

2010: Sara Williams, Wales

2011: Osian Pryce, Wales

2012: Matt Griffin, England

2013: Chris Ingram

**2014 ? It could be you..**



**Further information:**

Email: [alland@2300club.org](mailto:alland@2300club.org)

**Chris Ingram : winner 2013**

# **‘Spotlight On’**

## **Ian ‘Speedy’ Harrison**

**Name :** Ian Harrison

**Born :** Blackburn

**Married:** Single

**Earn a crust:** : Ex Motor Engineer, Retired Bailiff/High Court Enforcement Officer, Currently Marina Manager

**Motor clubs:** Ex Clitheroe and Springhill,  
Currently Kirkby Lonsdale Motor Club

**How did you get involved in motorsport:**

Apprentice Mechanic at Primrose Garage Clitheroe where other employees were involved in various motorsport including driving tests and rallying

**1st car was:** 850cc Mini

**1st comp car:** Mini Cooper

**Favourite car:** Metro 6R4

**Other competition cars:** Various Ford Escorts, Avenger, 3litre Capri, Minis, Vauxhall Astras, Opel.

**First event:** Ribble Rally.

**Most Frightening moment:**

Triple roll over on the Welsh International Rally.

**Biggest accident:** Tour of Mull in a brand new Opel Kadett.

**Best event:** Circuit of Ireland.

**Biggest Hero:** Jimmy McRae.

**Funniest moments:** Pre-rally nerves, needing to go to the toilet and accidentally filling race overalls!!.

**Biggest Influence:** Trevor Roberts at Primrose Garage.

**Biggest regret:** Getting Married and Retirement from International Rallies.

**Most help from:** Various Sponsors including Holden and Hartly Vauxhall Dealers, Peter Shaw Motors, Bolton Glass, General Motors.

**If you were starting again what would you do different:**

Nothing I had a brilliant time with all those night rallies and motoring news rounds etc

plus drove in 36 international rallies and finished 33.

**Ambitions for the future:** Possibly an odd classic event

**Championships:** SD 34, Shell British Open Championship

**Advice to newcomers to the sport:** Stick at it, it only gets better

**Most remembered comment:** Best comment was from a fellow GM Motorsport driver who introduced me to the GM Team after our class win on the circuit of Ireland which we completed without a service crew and buying road tyres from various garages on route. This particular driver in a much faster car caught us up on an uphill section in Southern Ireland and refused to pass us as he thought we were going off on just about every corner on the downhill bits Plus anything else you want to add: Rallying was my life for many years and enjoyed every minute of it!!!





# SCAMMONDEN DAM HILLCLIMB

## Mick Tomlinson gets FTD at Scammonden

Mick Tomlinson set fastest time of the day as Pendle District Motor Club welcomed competitors to their annual August Hill Climb at Scammonden Dam on Sunday 17 August.

Cool and blustery conditions were the order of the day and despite the odd shower the track remained dry during the afternoon allowing a number of new class records to be set.

Mick Tomlinson driving his A.F.E special stopped the clocks at 25.01seconds on the fifth of his eight timed runs. His nearest challenger, Ian Medcalf in his Fiat 500 special saloon manage to get down to 26.25 on his seventh run but that was as close as anyone manage during the afternoon.

Luke Powell, from Huddersfield MC, set a new class record in class SA, for Standard Saloons and Sportscars up to 1400cc driving his Fiat Panda he recorded a time of 33.10 seconds. Not to be out done, David Goodlad from BLMCC, in his Peugeot 205GTi set a time of 30.81 a new record for Class SB for Standard Saloons and Sportscars over 1400cc up to 2000cc.

Another new record was set by Paul Taylor from Mid Cheshire MRC, driving his Mitsubishi Evo Paul broke his own class record for cars in class 1C, saloon cars over 2000cc, when he posted at time of 27.25 seconds 0.61secs faster than his previous best set last year

Steve Price, from BLMCC, showed why he leads the SD34 Individual Championship, winning his class in a time of 29.22 seconds in his Subaru Impreza, although he very nearly came to grief when he understeered of the track towards the end of his second run, fortunately the damage was only cosmetic and he was ready to run by the time of run three.

Two father and sons had their own private battles, in class 2A, Mike and Matthew Vokes shared the Sylva Striker, father Mike getting the better by just 0.45 seconds with a time of 29.13, finishing 2<sup>nd</sup> in class behind Andy Taylor who finished just 1.44 in front with a winning time of 27.99.

John and Liam Lambert, came in their Centuar Kawasaki, and yet again it was the father who won the battle, John piping Liam by just 0.37 secs. However they lost the class battle to Ian Medcalf in his Fiat 500 Special Saloon when he produce a fine time of 26.25 seconds.

Other class winners were Rob Holt with his immaculate Lotus Elise his time of 30.58 won class 1D Simon Nicholson, Westfield mounted won class 2B with a time of 27.34 and Steven Byrne with his Lancia Fulvia claimed class R1, his time 33.00secs.

Thanks must go to Rod Brereton, Mick Tomlinson and Simon Nicholson who spent the day before the event cutting the grass along the whole length of the track and the paddock area. In its present condition Scammonden will be lucky to obtain a new track licence when its due for renewal next year, Rob is hoping that he can get a working party together during the winter to get the place into a better condition. Anyone who would be willing to assist please contact Rod at [pdmc@clara.co.uk](mailto:pdmc@clara.co.uk) or 01282 859103

**Mick Tomlinson in his A.F.E.  
at Scammonden Dam**



**Ian Medcalf and his Fiat 500 Special Saloon**



**Paul Taylor on his  
record run**



**Ray Duckworth : Pendle & DMC**



# Brecon Motor Club Harry Flatters Rally

## Fowden and Trimble prove experience counts

*By Michael Davies, Rally2Report*



Bob Fowden and Ashley Trimble not only proved their number 6th starting position, out of a field of over 100 runners, to be correct, they again proved that experience is the essential ingredient that sees them always running at or very near the front of all rallies they enter.

It was the SGC Harry Flatters Rally, superbly organised by Brecon Motor Club and held on the Epynt ranges Sunday 27th July, that saw Llanelli's Fowden and Tamworth's Trimble drive smoothly to a 4th place overall and 1st in their class 6 Subaru Impreza.

Not that their rally was without any infringement upon their comfort. After one service refuel, a service crew member failed to replace the fuel filler cap and fumes were entering the cockpit throughout a couple of stages. Mid-day service saw minor adjustments being made to the suspension settings to give the car a slightly more balanced feel and to increase the road holding capability through the many twists and turns of the Epynt military ranges.

Fowden himself, just two months ago, was in hospital for a major operation and it is a tribute to his unflappable considered approach to his business and his rally sport that he has been a success at both for many years. When Trimble was asked, 'to what do you attribute Bob's longevity in the sport?' Trimble responded 'It is his calmness, determination and knowledge which is unmatched throughout the sport'.

The pairing will certainly be out together next on the Old Forge Garage Mewla Rally on Sunday 24th August based at Builth Wells. Trimble, wanting to keep his hand in, is out again on next week-ends, 3rd August, Tyneside Stages Rally when he co-drives for Jeffrey Simm from Stockport in another Subaru Impreza.

# Harry Flatters Rally



There I was thinking we were all ready with two days to go before the rally, my phone goes off, 17.30 Friday night, its Rog, "just loading the car onto the trailer, and I can only get first gear, I will take the box out and ring you later." Eight o'clock, nine o'clock, nothing, Txt Roger a couple of times, but don't ring, as I don't want to disturb him, off to bed.

Severn thirty, Saturday morning and my phone goes, "I've put the new box in, (not bad when you have a spare £20 K Selholm box lying around) it needed, new linkages and mounts making up, just got to get a new prop made up, and find a 4.6 CWP, can you pick some gearbox oil up from Tweaks, on the way down."

So of I go, down to south west Wales, via Demon Tweaks, we have missed the Recce, but I was happy with my notes, checked them against our in-car, a couple of times, and I had asked another co-driver to note down any gravel, and take pics of the chicanes. I rang the organisers, who were very helpful, and allowed us to scrutineer on the Sunday.

Got down to Rogers workshop, about 15.00, hes had the prop made and fitted it, and been out in the car, "flat shift isn't talking to the Box, and its geared for about 160mph, can you go to Simon Kemps garage hes got a 4.6 we can borrow" anyway to cut a long story short, we finish working on the car at 01.30am Sunday morning, Roger decides to drive up to Eypnt, and sleep in the van, so he get four hours sleep in two nights, not ideal, I am booked into a pub at Sennybridge. (To late for last orders). We meet up at 06.00 and the service crew arrives, and start with a quick spanner check, noise, scrutineer and were ready to go, first loop of three stages and were in the top ten, back to service. Same three stages again, stage 4 same as 1, past the tank, copse and back up over the steps, stage 5 same as 2, Dixies, over the jumps, long way round the triangle, and turn left down Burmah, if you've not seen the youtube footage (<https://www.youtube.com/watch?v=hXyMOkEFvYw>), you wont understand how lucky we were, VERY BIG MOMENT, flat over crest as normal, were about eight to ten inches off line, we end up sideways going down the road at about 120mph, I assume crash position, thinking this is going to hurt!!!!!!

Next thing I know, Roger passing me my time cards back, cool as cucumber, luck or brilliant car control, who knows, we damaged the steering, and loose a minute over the next two stages, then, back to service, they have started to pack up, they had heard we had binned it.

Tracking sorted, were down to 12 o/a, but seven stages to go, Rog is on it! No good trying to calm him down!!! We pull back to ninth o/a and third in class, and as a bonus, pick up the team award with Mark Straker (2<sup>nd</sup> o/a). Just goes to show how lucky we were, when you see Darren Escort a week later, thank heavens they were both OK, even if the car wasn't.

*Roger Hicks /Terry Martin.*





# GARETH HALL MEMORIAL RALLY

10th AUGUST 2014

## At The Ranges Motor Sport Centre Trawsfynydd Ranges

### It's a rollover for Johnson

ROAD safety campaigner Steve Johnson saw his car terrifyingly flip over during the Gareth Hall Memorial Stages – but he remarkably recovered to finish third in class.

The Accrington rally 'ace', a prominent road safety figure in East Lancashire, had already smashed into a bank earlier in the rally in north Wales when he went off again in wet conditions.

His slide into a field was caught on camera as his Nissan Micra rolled over as it went down a hill.

Incredibly both Johnson and his regular co-driver Steve Butler avoided injury in the incident, and they were even able to continue the rally after spectators helped to push their car 30 yards back up the hill and on to the road.

Things got even better when the withdrawal of two rival cars saw them finish third in their category.

"When the car went over I thought, 'Oh no, here we go again'," Johnson said. "I have had one or two rolls before, which is not something I'm proud of.

"The last one happened 15 years ago and I had another one on a rally 30 years ago at the time when I was training for the fire service.

"I'd already slid off in the sixth stage in this event, hit a bank and bounced off it. We lost about three-and-a-half seconds and it put the steering out a bit, but we finished the stage and then took both front wheels off to repair it and get the tufts of grass out.

Light rain started which made it very slippery before the eighth stage and I slid off on to the grass.

"You could say I ran out of talent!

"The grass took the speed off but then the car dug in.

"We rolled over 360 degrees before the car landed back on its wheels.

"It was quite a soft roll, we didn't hit anything hard.

"We were both uninjured and apart from the panelwork the car wasn't really damaged.

"The cars are very strong, they have a roll bar and they are built to withstand that sort of thing.

"More people die in fishing than in motor sport."

Johnson was grateful to the spectators who helped get the car back on the road.

"We tried to get going but because the grass was damp we couldn't get up the hill," he said.

"But half a dozen spectators helped us and we found a route back to the road.

"If it wasn't for their help we wouldn't have finished the rally.

"The last few stages went without incident and I couldn't believe it when we found out two crews failed to start the last stage and we were elevated from fifth to third in class, and 25th overall."

Johnson promotes road safety and also works with the Under 17 Motor Club, which gives young people the opportunity to drive in motor sport events.

On August 30 the club will also stage its latest autotest event at Blackburn and Darwen Services on the M65.

Accrington Motor Sport Club host an autotest and autosolo event at the same venue a day later.

*Lancashire Telegraph*





# Allingham Ever So Near on Neath Valley

Stalybridge driver Alex Allingham and his Barrow-in-Furness co-driver Chris Williams fought a day long battle in the forests of South Wales on the Zutek Neath Valley Stages to finish an impressive 2<sup>nd</sup> overall and claim their third podium of the year.

Allingham and Williams took their Riverside Property Services backed Subaru Impreza N10 into an early lead, stopping the clocks on the opening 9.8 mile Rheola test some 5.2 seconds faster than their nearest rivals, Luke Francis/John Roberts in their Class B13 Mitsubishi Lancer Evo 9. Their early lead wasn't without incident though after surviving a two wheeled moment more akin to stunt driving just a mile into the first stage, their Subaru sustaining slight cosmetic damage to the front bumper in the incident.

Allingham said of the moment, 'I'm not sure what we hit, it was the inside of a left hander and we went up on two wheels. I thought we were going to lose the wheel for a minute. Fortunately we got away with only superficial damage.' The Kumho Tyres backed crew headed for the next two high speed stages in the Margam forest complex hoping to extend their lead, however it wasn't to be as the extra power of the Class B13 Evo 9 of Francis told and although Allingham and Williams set joint fastest time on the second stage, they dropped 7 seconds in the third test meaning Allingham and Williams returned to midday service in 2nd overall just 1.7 seconds behind.

Williams commented, 'We knew we'd have a difficult task of keeping Luke at bay in that last one this morning, it suited cars with a power advantage. We were pleased to be able to match Luke in the first one though and we both caught a slow moving historic car about 2 miles from the end of the stage. We'll have a big push this afternoon and see if we can get the lead back and go for the win!'

Organisers of the event had planned a repeat of the three stages that had made up the morning loop to make up the afternoon loop of stages and the Coniston based Coppermines & Lakes Cottages backed pair headed into the afternoon 8.9 mile Rheola test with one thing in mind, being as committed as possible. Unfortunately Allingham and Williams lost out to the more powerful B13 machine by 3.2 seconds meaning they now were 4.9 seconds behind with 13 miles of stages remaining but any sign of a challenge coming from the third overall Subaru Impreza World Rally Car of Karl and Guy Simmons was all but gone after they picked up a puncture and dropped 17 seconds to Allingham and Williams. Simmons problems meant that the Richard Allingham Cars backed crew were able to concentrate solely on chasing down the more powerful B13 Evo 9 of Francis ahead and they entered the fifth test of the rally, a repeat of SS2 Bryn with again one thing in mind to keep the pressure on the leader and push as hard as they could. Their push was evident when they set a time an excellent 8.4 seconds faster than the time they'd set in the morning but once again it wasn't to be and Francis eeked out another 5.1 seconds to extend his lead over DMD Motorsport backed Allingham and Williams to 10 seconds with just the final 5.1 mile stage remaining.

With a never give up attitude Allingham, Williams and their Juice Motorsport backed Impreza kept on pushing as hard as they could in the hope that they could pressure leader Francis into a mistake their push again evident when they managed to go a whole 5 seconds faster than their morning stage time but the extra power of Francis' B13 machine was even more evident when he was able to

beat the scratch time for the stage to leave Allingham and Williams to settle for an excellent 2<sup>nd</sup> overall and dominant Class N4 victory by over 1 minute and 15 seconds.

After spraying the champagne for the third time this year a delighted Allingham said, 'We had a scare early on this morning in the first stage, but from then on we've stayed out of trouble and the car has been perfect once again. We've had a great battle with Luke but in the end his power advantage was enough to take the win away from us. Chris has done a great job on the notes again and I think we've proved our pace is right up there again and I feel like we've come on another level after the Nicky Grist and today's pace. It's the perfect way to bounce back after the huge disappointment that was the retirement on July's Nicky Grist.'

An equally delighted Williams added 'We've had a great day, the battle with Luke was really close and we're really pleased to have been so close to him on stage times. Alex was really committed in some places today and he put in another faultless drive. We go to Ludlow next for the Woodpecker Stages and I know that that is one of Alex's favourite events so with that added to the current pace we're showing I think we might have a few folk looking over their shoulders. We had differential issues there last year which disguised our true pace so we'll be hoping we can go and get a good result.'

Allingham and Williams' 2<sup>nd</sup> overall means that they now move up to 3<sup>rd</sup> in the overall standings of the MSA Welsh National Rally Championship and are now leading the Production Cup tables, but as crews are only allowed to count their best 6 scores from 8, dropped scores will come into play at the end of the Woodpecker and the tables could look very different.

Allingham and Williams' next outing will be the EventSigns Woodpecker Rally based in Ludlow, Shropshire on Saturday 30th August, the penultimate round of the MSA Welsh Championship and will see crews tackle stages such as Haye Park and Radnor.



(Photo Courtesy of [www.rallycaptures.com](http://www.rallycaptures.com))



## NEATH VALLEY STAGES

August 9th 2014



After what seemed like most of the summer had been and gone the RAC Championship resumed again, with the sixth round in the Neath area, using the popular Welsh GB rally stages such as Rheola and Margam. An easy trip down through the lovely Monmouthshire scenery saw us meeting Mr. Hopkins at his base near Usk where we quickly loaded the Sunbeam up and headed off to scrutineering. Travelling across to Neath, using the Heads of The Valleys road,

Dave gave me a non stop Welsh mining history lesson and I must admit one could see many hints of what was once a great industry, with most communities centered around the local pit. The pace of change has been relatively quick and one can only wonder what the future holds for many of the youngsters...if they haven't already left in search of a different future.

Scrutineering was, as usual, unique in that the scrutee focused on different things entirely to the previous event...we had a detailed discussion on roll – cage securing bolts this week! Another 98db's reading at a vague 4500 RPM and the team progressed to putting two new tyres on the front, bringing tears to Hopkins's eyes as he had already got two new rears on...the first rally where we have started on new rubber! A trip back along the Valley road saw a pleasant evening with a biryani and Corona or two...the trip back to the start in the early morning sun was slightly breezy...

The first stage was no more than 2 miles from the service park, and I would say that the stories about the quality of the stages proved to be correct, in that they were very smooth, and in the sun looked fabulous with a lot of people out watching. This being Dave's home event he proved to be fired up and I think we started this event in the most consistent manner of the year to date. My helmet (having been back to Bell Europe in Belgium for a no fault found comms. check) at first proved intermittent on sound but after a bit of "dicking about" with the car comms socket it was fine for the remainder of the day and the notes flowed..... and were very nearly in tune with the forest tracks! A brief service after the first stage was followed by a longish run out to Bryn/Margam for the meat of each leg and the tracks really flowed with slow twisty sections, plus flat in top for 30 seconds bits. Real quality indeed and the very quick on-event results team had the times available as we drove into the main lunchtime service. We had kept on the tail of Graham Thatcher in his Avenger but were way off the times of Robin Shuttleworth (Escort) and the new build Avenger of Barry Jordan. Interestingly we had had a bit of dialogue with Robin pre stage and his is not a mega bucks motor but he admits to being hard on the car and he does have a lot of experience. The Jordan Avenger, on the other hand, does look a million dollars and certainly leaves a stage start, on the loose, somewhat quicker than mine did 35 years ago, on tarmac, over Bollihope Common!!

No problems at service, apart from a mini monsoon (it was Wales after all), and the second half was a carbon copy of the first with no visible signs that this was a second usage with the tracks still in superb condition. The teamwork in the car was good and the only problems proved to be a softish brake pedal on the long Bryn stage and some difficulty in selecting a gear at times. Dave did remark that he felt that the new tyres were noticeably better and I must say that apart from a couple of wild slides on hairpins he drove very well and I enjoyed reading the notes, as much as I ever did driving to be honest. The results were available as we drove into the finish of what had proved to be a superb event all round and it was a pleasant surprise to find that we were the only finisher in D2 but the euphoria subsided when we found that in terms of pots the class had been combined with C3 (!) and all the prizes had gone to the Escort pinto boys.

So with one event to go, the Trackrod in September, we lead the D2 class which goes to show that a consistent finishing rate is often worth more than sheer pace .....although we would like to slightly quicker, but at the end of the day we are doing it all on a tight budget and so cant be reckless in terms of both car and tyres. Both crew members thought this was the best we have been in the car since the start of the season which is really encouraging for the Friday nighttime mileage on offer in Yorkshire – time to dust the Potti off!

A good 2<sup>nd</sup> in class finish for Ian/Paul in the charismatic Volvo (I wish I had a fiver for every photo taken of this car!) brought a good day to an end apart from a numbing M6 traffic jam which left plenty of time to ponder upon a little jem from our star spanner man in the service park – Robin. Now Robin has just bought a 1980 spec offshore power boat which has two petrol V8s fitted.... and it looks the dogs bollocks to say the least, but when Robin uttered the words "its cheaper than motorsport" myself and Dave had just looked at each other with dropping jaws .....it consumes 300 litres per hour of Shells finest! Needless to say I am hoping to receive an invite to the south coast shortly to have a seat fitting.....

**Tony Vart ; Clitheroe & DMC**





On Sunday the 10<sup>th</sup> of August, The Kirkby Lonsdale Motor Club hosted a 165 mile tour of some of the most beautiful parts of Northern England. Starting at the oft used Heaves Hotel at Kendal, 20 cars of many different appearances and calibres ran the course, some of which included a Lotus Elise, an MGB, a Renault 5, and even a Rover 25. The route roughly followed that of the 1985 Devils Own Rally. The weather was less than fair, but it didn't stop all involved from having a pleasant drive through the lakes. May the Kirkby Lonsdale Motor Club have the brightest of futures, and let's hope that their rally, the Devils Own, is on for many years to come.

*David Byrne : Clitheroe & DMC*



## Wigton Motor Club

# Solway Autumn Classic Weekend October 18th/19th 2014

Wigton Motor Club, the current MSA Motor Club of the Year, will be running their Solway Autumn Classic Weekend on October 18th and 19th. The weekend kicks off with the Copeland Canter a 100 mile touring event taking in the lesser known parts of the western Lake District and the Solway Coast on Saturday, October 18th.

Sunday sees the **Solway Historic & Targa Rallies** based at the Rowrah kart circuit and taking in some 14 special tests in a very compact route. The entry fee is just £75 for WMC members and includes coffee, lunch and a post rally meal.

Once again there are three free entries for complete novices. Any crew who have not previously competed in a rally or who have held an MSA competition licence are eligible for these free entries which are in high demand.

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

KIRKBY LONSDALE MOTOR CLUB LTD.

## Devils Own Tour

10th August 2014



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



"I first heard about the Devils Own Tour thanks to a posting about it on Pistonheads.com. I wanted to enter but I couldn't find a co-driver. Luckily Jez stepped in at the last minute and did sterling work on the maps in the cramped, damp and noisy confines of my little Lotus Elise. Not only was his navigation spot on, he also brought sweeties so he can definitely come again.

The Devils Own Tour was only my second Touring Assembly, my first event being the Mini Miglia earlier in the year. Unlike many entrants I'm no rally driver - both my car and my nerves are far too delicate for whites at 3am! I still enjoy a nice brisk drive down the lanes though, and I'm finding that working as a team to find the route adds a whole new dimension to the drive despite it being non-competitive.

The Tour turned out to be pretty intense as Jez and I pushed through the whole route without a break. We didn't stop for 160 miles except to check for damage and reattach mud flaps after a couple of particularly nasty potholes hidden in puddles. The weather was miserable but the roads and the company were great. A small but select gathering of cars covered all bases from the last 50 years of motor-ing history. I've always had a soft spot for Rootes Group products so I was especially pleased to have a look around the Holbay Rapier before the start.

After a full day of exciting roads, loads of rain, a few deliberate shortcuts (apologies to the Proton crew who we always managed to pop out in front of) and a run-in with a distinctly grumpy bull in a field we made it back to the Heaves Hotel for a slap-up buffet. All-in-all a big thanks is due to the organisers for a great event and I look forward to it being bigger and better next year."

*Stephen Millband  
Bolton-le-Moors CC*



# 2014 McDonald & Munro Ltd Speyside Stages, Saturday 2nd August

Jock Armstrong and Paula Swinscoe were back on the podium on last weekend's Speyside Stages Rally, but it was a hard-fought result.....

Castle Douglas driver Jock Armstrong and his co-driver, Paula Swinscoe, from Withnell in Lancashire, have had three podium finishes on the previous three rounds of the ARR Craib MSA Scottish Rally Championships in their Class 12 Subaru Impreza, and the fifth round was to be no exception.

The McDonald & Munro Speyside Stages, based in Elgin, and is the most northerly event in the Scottish Rally Championship.

The first loop of 3 stages saw David Bogie in his R5 Fiesta and Euan Thorburn in his Focus World Rally car stamp their authority on the event, with only 1 second's difference between them over the 15.29 miles, with the R Earsman Subaru 35 seconds adrift in 3rd, but Mike Faulkner in his Mitsubishi Evo 9 was only 4 seconds behind in 4th place.

Tyre choice was proving to be very difficult on this event, with some parts of the stages being very loose, others having quite a lot of grip, and the rain coming on intermittently leaving the surface in a very unpredictable condition, and so the decision was taken in service to try the wider Pirelli K6 tyre to see if that would improve the level of grip.

The next pair of stages, a total of 12.26 competitive miles, saw the leading pair stretch their advantage to 57 seconds over the rest of the field, and Armstrong stretch the gap from 3rd to Faulkner in 4th to 9 seconds, but with Bogie and Thorburn now tied for times there was always the possibility that one or the other could be forced into a mistake, and so the crew of the Subaru were focussed on keeping it neat and tidy and staying in the top 3!

Despite the car feeling better on stage 6, Faulkner managed to reduce the gap to 7 seconds, and down to 5 seconds on stage 7, but Thorburn in 2nd had been unlucky enough to suffer a puncture and so the gap to Bogie in 1st had increased to 11 seconds.

The final 4.14 mile stage saw Armstrong take 2 seconds back from Faulkner, and the crew were delighted to have managed to retain 3rd place behind 2 World Rally Cars.

The final 4.14 mile stage saw Armstrong take 2 seconds back from Faulkner, and the crew were delighted to have managed to retain 3rd place behind 2 World Rally Cars.

## Final Results

1	1 David BOGIE/Kevin RAE	Ford Fiesta R5+	0:41:21		
2	2 Euan THORBURN/Paul BEATON	Ford Focus WRC	01 0:41	:34 0:13	(0:13)
3	3 Jock ARMSTRONG/Paula SWINSCOE	Subaru Impreza	0:43:06	1:45	(1:32)
4	5 Mike FAULKNER/Peter FOY	Mitsubishi EVO 9	0:43:13	1:52	(0:07)
5	16 Bruce MCCOMBIE/Michael COUTTS	Mitsubishi Evo	0:44:18	2:57	(1:05)

**This means that the crew retains 4th place overall in the Scottish Rally Championship.**

Thanks to Team TEG Sport for keeping the car running faultlessly all day, and as always, to all our sponsors. The next event in the Scottish Rally Championship will be the GWF Energy Merrick Stages, on Saturday 6th September, based again in Wigtown in Jock's home county of Dumfries and Galloway.

**Paula Swinscoe : Clitheroe & DMC**



## Female Body Piercing reaches new level of sophistication! The ULTIMATE in Women's Body Piercing...

Biggest turn on for guys!

Men all over the country are urging their wives and sweethearts to get this 'chic' procedure.

The on going cost for this piece of designer piercing in New York and Los Angeles now exceeds \$10,000. Many men feel it is worth it and are prepared to pay a much higher price for it!!!



# BARCUD RALLY

2/3 August



## PIDGEON POST

Barcud MC's Barcud rally started as usual in Tregaron with a good turn out of entries.

For me, Dan Richards head gasket went on the day of the event so we were out, but I headed up to Marshal for Lewis Morgan and Marc Hughes.

As usual there is always a great buzz at the start of a road rally, several top names covered the top ten with a few quick reserves in places 18 and 41! It was good to see some faces from back down in the South West, Ross Whittock & Andrew Lowe in car 53 and also Dave Clifford & Anthony Evans bringing up the rear at car 75. The Barcud has the competitors plot the route just outside of town to stop spectators looking at the route and heading out where the organisers don't want them to. As usual a few tests started the rally and a few rumours fluttered around the start carpark of where they were going.

So I headed up to a disused quarry just below Devils Bridge in the hope that they were going through there, with the amount of others up there watching it was pretty certain that they were! What a brilliant place to watch, you could follow the cars down over the hill the other side of the valley and into the quarry and you could follow the cars for just under a minute winding around all the gravel tracks (over a minute for the slower cars). It was hard to see who was who but there were a few who made a few errors. Lewis Morgan and Marc Hughes made a big error going 90 right at a T junction instead of left, sending them out the other end of the quarry and into a maze of unused roads which I'm sure got confusing for Marc trying to follow the rest of the map. Another car headed out over there as well further down the list, possibly Jamie Pearson & Jamie Mills looking at the times.

After test 1 Andy Davies & Byron Jones (Impreza) were in the lead being the only crew to complete the test under 1 minute, with a time of 52 seconds. Second was Owain Evans & Arfon Griffiths in the Ford Escort with 1 minute dead, third in the Volkswagen Golf was Ian 'Dude' Roberts & Gwawr Hughes with 1:05, fourth Dewi Davies & Richard Hughes in the Vauxhall Astra GTE (1:08) and rounding off the top 5 was Justin Jones & Nia Hughes with 1:11 in their Ford Escort.

In class 2 Rhydian Morgan & Nathan Davies in the 205 were on top with 1:16, second were both Gethin Davies & Gerwyn James (Corsa) and Mathew Pryce & Joe Taylor (Impreza) with times of 1:28.

Class 3 was lead by Kevin Ephraim & Wenna Roberts (Fiesta) with an impressive time of 1:12, second was Daniel Davies & Ben Birch (Colt) with 1:21 and third in their Impreza was Ashley Saunders & Rhian Richards with 1:25. Quickest thought test 2 were Morgan/Hughes dropping 22 seconds, 2nd Davies/Jones and Alex Crowley & Richard Williams (Satria) dropping 28 seconds. Quickest in class 2 was Davies/James dropping 46 seconds and quickest novice was Ephraim/Roberts dropping 45 seconds. Davies/Jones were still leading with a time of 1:20, Evans/Griffiths were still in second with 1:36 and Davies/Hughes have moved up to third with 1:41. Class 2 was still lead by Morgan/Davies with 2:04 and class 3 was lead by Ephraim/Roberts with 1:57.

Rhodri Evans & Emyr Jones were quickest through the final test in their escort dropping 27 seconds, second quickest was Davies/James dropping 37 seconds and third quickest were both Steve Knibbs & Gerwyn Barry (Satria) and Rhys Wyn Davies & Cadog Davies (Satria). Quickest in class 3 was Dafydd Evans & Tomos Evans (Escort with 44 seconds. The top 3 stayed the same as after the second test with both class 2 and class 3 leaders not changing. The crews then headed into the lanes and back into 146 to take them to Petrol halt at Aberaeron. Evans/Jones had moved up to the lead dropping a total of 2:18 with Roberts/Hughes and last years winners Jones/Hughes both of 2:44. Morgan/Davies were still leading class 2 with a time of 4:38, only 20 seconds ahead of second. Meredith Roberts & Natasha Roberts had moved up to first in class 3 in the near standard Ford Fiesta with a time of 5:17.

I was positioned at PC27, the last PC of the night just before the finish North West of Tregaron. Andrew Jones & Max Freeman were visually the quickest through the PC, it was a little amusing how many of the Novice crews asked where they were or what PC/RC I was, we were all there once! There were several cars missing by then and the running order was all to pot, but 90% of the crews looked like they were still enjoying the night. Everyone thanked me as well as a "coo-coo" from car 20... Thanks! And just down the road was the finish!

Well done to Dude & Gwawr on the win, these Golfs do have some pace! Well done also to Barcud MC for running a successful night!



**Photos : Sonia Jones**

[www.facebook.com/s.jones.rallyphotography](http://www.facebook.com/s.jones.rallyphotography)



**Daniel Pidgeon – Marshal, PC27**

**(British Road Rallying [www.britishroadrallying.com](http://www.britishroadrallying.com))**



# BOURNEMOUTH ENDURANCE RALLY



# PIDGEON POST

The Bournemouth Endurance is a brand new rally to the Endurance calendar for 2014, run by Bournemouth & District Car Club headed up by Graham Dance, one of the minds behind the famous Carpetbagger Road Rally.

My usual seat in with Pat Thomas is currently in another car with several other parts of the Nova scattered around the country on different cars after breaking it on the Myotis this year, so up stepped Tony McCarthy in the little Nissan Micra.

There was quite a good build up to the event with everyone getting quite excited, also a few different names were popping up on the entry list including Eamonn Byrne from Ireland and Jamie Jukes and John Davies heading down from Wales.

So the morning of the 16th of August I find myself heading towards the George Albert Hotel near Dorchester for the start of this new event. A brilliant start venue just a stones throw away from the first test. Scrutineering and everything went without a hitch and we soon had all the paperwork for the day. After the first test there was a short section of Jogularity to take the competing crews to the next test. This was provided as tulips and also a map print out of the route back from the main test area to the hotel was provided, so I took the chance to plot the route down on the map as a backup in case we got lost!

The Hotel is situated next to the Clay Pigeon Raceway, one of the leading Kart Circuits in the UK and also the training ground for a young Jenson Button. This is where the first test was, 2 laps of the circuit in reverse (the track, not the cars...) including going through the pit shed at the start. A great little track for the endurance cars, wish we had another 2 laps at the end of the day to finish it off to be honest! Jamie Jukes & Ross Whittock were quickest around the circuit in the hired Daihatsu Sirion Rallye 2 with a time of 1.42, 2 second quicker than Steve Conner & Paul Stephens (205 Rallye) and the novice crew of Conrad Bos & Oliver Bos (ZR). John Davies & Mark Appleton were 4th quickest another second behind in another hired Daihatsu Sirion Rallye 2 and 5th went to both Jamie Turner & Matthew Fowle (ZR) and Eamonn Byrne & Anthony Preston (Starlet).

Then onto the Jogularity which started down the road just the other side of Dorchester. The road book was very clear and showed several junctions, signs and bridges along the route as well as the distance, time, total time and any other information so it was easy enough to follow along the route. The average speed was consistently changing and with a healthy amount of tractors and holiday makers scattered along the route you had to keep on your toes with your time and where you were. It wasn't going too bad for us at first, dropping 4 seconds at each of the first 2 ITC's while we were getting to grips with how to get into the control on the perfect second! A little hiccup along the next couple dropping 24 seconds and 11 seconds respectively. I was trying to work out the times we needed to be at each tulip and before I noticed we had passed several of them as they several were less than 10 seconds apart, but we got there in the end! I made a little boob at the end though... Not realising the end of the Jogularity was at any of the last few tulips, I thought it would be at the end, also without a decent trip we thought we had missed some 30mph signs and we were clocking in at the end, slowing right down as we were way too early, only to find it was the 3rd tulip from the end, meaning we were 43 seconds late. But live and learn! Could have gone a lot worse! Poor old Peter Engel & Mark Dunkerley meeting a holiday maker who wouldn't reverse for 2 tractors and trailers, Mark ended up getting out and carried out a little bit of emergency traffic control!

Paul Sharpe & Gruff Parry (Rover 25) and Mike Saywell & Nick Clarke (106) were the best at time keeping through the Jogularity being only 4 seconds out of their due times through the whole section. Then it was up to Bovington Camp for the rest of the days tests!



**Photos by M&H Photography,  
<http://www.mandh-photography.co.uk>**

**Continued on Page 27**





## **Test 2 & 8 – Millicent's Up (3.45 miles)**

This test was on the North Side of the main road which was separating the event. A nice long straight for the cars to open up their lungs started all the crews off with a code board 3/4 of the way down to slow the cars down before a steep step down onto a cattle grid and then back up onto the gravel. We did see parts of a sump guard here on test 8 so I think someone took it flat and probably regretted it afterwards! Down to an array of 7 cones with 1 which caught a lot of people out, the natural route to take on most enduro's is the long way around all the cones, Graham and his team placed in a cone here where the correct route was to take the short way around, which apparently all bar 3 crews didn't do! Few a few more chicanes along a long sweeping right hand corner and then split right up into the woods and split left fairly soon after. Another long fast section with a couple ditched that were filled with loose stones that slowly turned back into the ditches throughout the day and then back down to the road just after the large amount of cones. Back to the first split, again going right, and then splitting right at the next one up a steep stony track, I did wonder if we were going to get up there and it was cut out of test 8 so I think some crews did struggle then a last dash upto the first split, going straight on this time to another chicane and a drop down into a large gravel area keeping to the outside of a few cones before a 90 right 90 right into the finish.

Tuner/Fowle were quickest through test 2 with a time of 7.31 and Byrne/Preston quickest through on test 8 with 6.18.

## **Test 3 & 9 – Chamberlayne's Short (6.15 miles)**

Chamberlayne's Short started off with a merge and down to a wide chicane to test all the drivers arms, a few fast corners and then to another wide chicane with cone 32 being out in a slot right and then 33 back on the opposite side of the original track (this one somehow got tighter and tighter throughout the day!) and then down to a very cheerful PC before heading over another grid and a long way around a triangle. Down to another PC and then winding out way through a series of gravel mounds before heading up the hill over a rough section into a tight slot hairpin left. Up the hill a little more to a 45 right into 90 right, unfortunately this is where Freddy Camp & Graham Lacey got stuck in their MG ZR on the inside of the 90 in the stones. Soon after was a keep right of cone to take the crews on to another track for a short distance and then a couple 90 rights to head up back towards the tight slot hairpin left. 90 right to a large open area and into a follow arrows section through a large natural chicane before another long way around a triangle, going through possibly the only puddle of the day. A couple more chicanes and then to the bumpy sandy area, which looking at the picture of the clarkes, some took flat! And then slot 90 right to drop down into the infamous sand bowl. This was a large sandy area with a couple cars stuck in it, I think thats the best way to describe it! Then almost wrong slotting but being pointed in the right direction and down to another PC, 1 codeboard and then down to the merge at the start for another lap! Second time around was a little more cut up but we knew where we could pick up speed and knew where to look after the car. Also the sections that caught us out first were tackled a lot better like the slot tight hairpin left. Just after the sand bowl it was a split left and down to the finish. David Lobb & Lizzie Pope (Corsa) were quickest through test 3 with 13.48 and Turner/Fowle quickest on 9 with 11.08. Just to note, the small section where Freddy was stuck was cut out on test 9.

## **Test 4 & 10 – Goddards & ETS (4.5 miles)**

Back across the main road now to the south side of the event, dubbed 'the smooth side', some people who have done the stage rally down at Bovington will know parts of this area.

These tests started on concrete but after slotting right around a cone the crews soon left the hard stuff and back on to the gravel. Straight on at a merge down a few slippery 60's through some tree's and a couple keep right of a cone at junction's before a long way around a triangle and a chicane before getting back onto the concrete. The crews weren't there for long with a short straight into hairpin left, another short straight and then slot 90 right back into the trees. A lovely fast gravel section here with 3 parallel roads with chicanes, so you could see who was in front and how far you were behind! So down the first, chicane and then hairpin right, down the second into chicane and long hairpin left, down the third into chicane followed by 90 left into very long 90 right and up to a long way round a roundabout. Down to a PC and then long hairpin right onto tarmac. A nice little fast section before some wide chicanes through some 'car stopper' concrete walls before a slot 90 right, hairpin left followed by 90 right. Down to another roundabout, still on concrete, which had a wide chicane on and then down to a codeboard. Another wide chicane at a 90 right before heading up a small hill and slotting 90 right back onto the gravel. A couple 45's before another chicane and into a PC. 90 right before getting back to the merge at the start. Lap 2! This time after the first PC we went 90 right 90 left and down to a fast finish on the tarmac.

Sharp/Parry were quickest on test 4 with 9.46 and Byrne/Preston were quickest on test 10 with 9.17



### **Test 5 & 11 – Woolbridge (4.5 miles)**

Again starting on concrete and slotting 90 left almost straight away onto the loose stuff. Down to a 90 right followed by a PC and then slot 90 left through a gateway. A wide track followed with a keep right at cone next to a hut and then into a chicane at a 90 right to slow the cars down before heading along a massive straight with 2 chicanes and a codeboard. 90 right and then downhill into 90 right and into some lovely long sweeping corners. These were used 4 times in total through the day and it was good to see how quick you could take the corners before you started to understeer into the undergrowth! 90 right uphill at a gate which got a little cut up as the day went on before another chicane and into a PC followed by a hairpin left. Down to a 45 right, 45 left, 60 right. The first 45 was the only thing missing on the maps the whole day. They were hand drawn maps which were near enough spot on, giving the navigators an easy job at calling out the corner. Well Done to the person who drew these! Back to the test, down into a hairpin right onto tarmac and up a hill into another set of wide chicanes with 'car breaker' walls. PC and then at the merge right at the start for another loop. Back to the hairpin right onto tarmac, but this time 90 right 90 left and up to the finish.

Lobb/Pope were the king and queen of Woolbridge being quickest on both runs through with times of 9.00 and 8.38 respectively.

### **Test 6 & 12 – Golfcart (3.9 miles)**

BDCC tend to make you think you are doing a test all on concrete and then slot you off into the gravel almost straight away! A wide chicane on concrete and then slotting onto gravel, down to a 90 right back onto concrete and then hairpin left, down the hill into a fast entry chicane followed by a PC. 90 right at a T-Junction and up along some very long sweeping corners on gravel, passing a codeboard before going 60 right down into a couple tight 90 lefts through some concrete bollards. Then up to a 4 cross way with cones on the right and straight on, all the way around them and eventually going left from where you started into our favourite section of the day. Massive wide concrete sections through a couple 2 cone chicanes (you could take them flat!) and then over a brow and down into a 3 cone chicane with a really fast entry. Up the hill the other side to a long 45 left into chicane and then a very long hairpin right which was good to test the tyres concrete capabilities! Slot 90 right into a large square section similar to a carpark, keeping right around the outside of 4 cones in each corner and then back out onto the concrete and soon into a hairpin left around a cone. Into a split, this time going left and back along a gravel track that followed the very long hair right from earlier, but time time obviously going very very long hairpin left. Through a chicane and then back up to a PC and to the T-Junction from earlier for another loop. At the split after the carpark this time going hairpin right, 30 right and up to the finish. Test 6 was mastered by Turner/Fowle with 7.19 and the test 12 victory went to Smith/Harris with 5.51! A whole 1 minute 15 seconds quicker then the second fast time!

### **Test 7 & 13 – Bath (2.35 miles)**

This test actually started on the concrete and stayed there for a while with a couple wide chicanes and keep left of cones pushing you to the end of the track. A long 45 right followed by a couple other very wide and quite tight chicanes using full advantage of the extra concrete for the layby on the side of the road. Up to another fast chicane and then a slot 90 right into split 90 right onto gravel, through a few sweeping corners and past a code board before entering a 'up and downy bit' as we called it. Its a section which the tanks use and if you took flat it looks like you could take off on one mound and fly straight into the next. Through there and a tight merge back onto the merge at the start. Up to the split, this time going 90 left on the gravel which was hard to spot as there were 2 gravel tracks, if you took the second you went the wrong way! Drop back onto the concrete through a fast chicane and then slot left off onto the gravel running along side of the tarmac, it was tempting to just jump back onto the concrete as there was nothing between the two tracks, but a penalty wasn't worth it! Few a chicane and a long 60 right, another chicane and then into a little dip with a codeboard in the bottom and then up to the finish.

Test 7 was completed quickest by Turner/Fowle with 4.16 and quickest on 13 was Byrne/Preston with 4.05

### **Test 14 & 18 – Millicent's Down (2.75 miles)**

Millicent's Down was back across the main road on the north side (or the rough side as most people called it by the end of the day!) running very similar to Millicent's Up (2 & 8), this time after the large area of cones there was a chicane at the end of the down hill and into a PC, then slotting right to do the loop in the opposite direction. Just 2 loops this time, not using the section that was previously cancelled. Unfortunatley for the organisers this northern side of the main road was now very cut up and personally we were taking it steady to save the car. Some of the quicker crews were pushing on just as hard, fair play to them all for making a car that withstands so much abuse!

Quickest on 14 was Turner/Fowle with 5.26 and 18 was completed quickest by Byrne/Preston with 5.20.





## **Test 15 & 19 – Chamberlayne's Long (6.7 miles)**

This test was the worst, by the time of test 15 it was really bad and in places we were crawling at low speeds. It started at the same place as Chamberlayne's Short but this time going hairpin right first of all and up over the long hill to a small clump of trees where the was a slot 90 left just before. Down to a codeboard and then to the end where there was a 90 right followed by a long way around a triangle. On test 19 we spotted one of the marshal's taking a 'rally selfie' with us in the background driving past at this point, please send it in if it was you, wouldn't mind seeing it! Back over a cattle grid and down to a PC before the tight chicane and almost back to the start with the wide chicane using full advantage of the missed slots. Back up to the merge past the start and up over the hill. Missing the slot left this time and heading up to a PC before dropping down into the dreaded sandbowl! The hill that we drove down earlier in the day was now being used the other way and it took us and several other several attempts to get up the stoney track. We would have been alright on the first attempt but we bottomed out half way out and the stones knocked it out of gear! Sorry to anyone stuck behind us! Through a chicane up on the top and around the sandy dakar section from earlier. Another chicane followed by a 90 left through chicane and down to a long way around a triangle. Again Freddy's corner was cut out so we slotted left down the hill, over the rough section and through the mounds of gravel. Down to a PC where we saw Jukes/Whitlock parked up after a gallant effort through the day, unfortunately their engine had given up of them!

Around a cone after a 60 left and then up to a slot 30 left, through a chicane, by this time we had caught a car ahead, slot hairpin left (which the car ahead missed!) and down to a 90 left and to the top of the sandbowl again but this time from the other side (photo of the 3 cars coming down the hill). We waited for a few seconds while we saw Gary Ward & Tom Pile struggling to get up the hill and having to come back down again, but when it was clear the flat out method was taken. Flat over the rutted sand in the bottom of the bowl and we managed to get enough of a run up to make it up the other side first attempt. Another loop of this section followed and the third time at the top of the rocky hill we slotted 30 right at a triangle, through a 45 left 45 right and into the finish. A very tough test on the car and driver!! Test 19 was cut down quite a lot with the sand bowl and the second loop section missed out, just passing by the top of the bowl and into the finish. We picked up a puncture on test 19 somewhere near the end of the first loop so we limped her back to the finish as it wasn't too far. It was bottoming out quite a lot at this point!

Quickest through 15 was Davies/Appleton with a time of 10.41, over a minute ahead of the second quickest (perhaps you don't have to worry so much with a hired car!) and quickest on 19 was Ward/Pile (Citroen AX GTi) with a quick time of 3.37, 42 seconds quicker then anyone else.

The crews were getting a little dusty, but everyone was still smiling

## **Test 16 & 20 – Toby's Pond & ETS (7.3 miles)**

What a great long test this was! Back on the smooth side of the event, this was test 4 & 10 with an extra added section (some bits of previous tests, some new). At the start it was the same as test 4, around the cone on the right and across the concrete into the gravel, this time at the merge going hairpin right 90 left and through a chicane. Through a couple sweeping corners and slotting back into the tarmac which was made a lot tighter using a cone. Down the concrete into some very wide chicanes, used as the four cross way earlier on in the day and then down through the 2 cone chicanes and into the 3 cone chicane at the bottom of the hill, this time a bit further back towards the brow so we had to put the breaks on pretty hard to stop, but no cones were damaged! Back up the sweeping gravel roads running along side and 60 right down the hill, over a bump, back up the other side into a 90 right. Some great fast sweeping gravel corners in this section before a 90 left 90 left into concrete with 3 more chicanes along it. Back down to a very wide chicane followed by keeping to the outside of 3 cones around a roundabout and then down to the chicanes between the car breaker walls. Down to a PC and then slot 90 left onto the gravel and up through the 3 parallel roads again, again followed by the 90 left onto tarmac hairpin right and slot 90 left onto gravel, through the chicane and into a long way around a large triangle. Up through the trees with the sweeping bends and back to the start at the merge, ready for another lap! This time splitting straight on after the car breaker walls to the finish.

Test 16 was completed quickest by Tuner/Fowle with a time of 13.40 and test 20 was quickest by Byrne/Preston with a time of 13.05





## **Pidgeon Post** *The Bournemouth Endurance Rally* *Continued from Page 29*

### **Test 17 & 21 – Bridgewool (4.95 miles)**

This test was the same as Wookbridge (5 & 11) but running the loop backwards and a extra time, giving the extra miles. It was good to use the sweeping corners at the back so often though as they were a test of driver and tyre!

Byrne/Preston were quickest on both test 17 & 21 with times of 9.33, 9.30 respectively!

### **Test 22 – Millilayne's (15.2 miles)**

Due to the tracks being so cut up this last monster of a test was cancelled.

After test 21 it was time for the crews to head back to the George Albert Hotel for the final MTC and for some well earned food before the results were announced. By this time I think 90% of the people involved were covered in gravel, dust and dirt, a few crews looking like they've spent a day down the mines!

Got to say a massive well done to Graham, Charlotte and the rest of the team at BDCC for bringing this rally back to life as a endurance rally. It was a shame that the tests got cut up so much, but they weren't to know as it was the first year running and using this venue. I think we were all the test mules! Thanks also to all the marshals along the route, some of you are probably still coughing up the dust now!

Thanks also to Tony for driving me round the whole day and putting up with my odd mistake here and there! But we got to the finish, something I think we weren't going to do! That's a mighty little Micra and I hope it's all in one piece ready for Jersey! (Well... we did knock off the back bumper, but that'll go back on fine!)

### **The final results were;**

- 1st – Turner/Fowle – 8:41.55
- 2nd – Byrne/Preston – 8:45.56
- 3rd – Davies/Appleton – 8:55.13
- 4th – Turner/Blows – 8:55.56
- 5th – Lobb/Pope – 9:11.03
- Class 4 – Kitchen/Savage – 9:24.14
- Class 5 – Isaac/Lowe – 9:44.33
- Class 7 – Bos/Bos – 9:43.53

### **Bring on 2015!**

**Daniel Pidgeon,**

**Nav – Car 28, Nissan Micra (18th o/a)**

**British Road Rallying**

**[www.britishroadrallying.com](http://www.britishroadrallying.com)**

Mary Clancy goes up to Father O'Grady after his Sunday morning Service, and she's in tears.

He says, "So what's bothering you, Mary my dear?"

She says, "Oh, Father, I've got terrible news. My husband passed away last night."

The priest says, "Oh, Mary, that's terrible. Tell me, Mary, did he have any last requests?"

She says, "That he did, Father."

The priest says, "What did he ask, Mary?"

She says, "He said, 'Please Mary, put down that damn gun...'"

## **STRONG PROGRESS FOR LYNCH AT PEMBREY**



*Photos : Hal Ridge*

Wigan racer Tony Lynch displayed strong progress as the BTRDA Rallycross Championship returned to Pembrey for the fourth round of the season.

Westhoughton-based Tony and his Lucas Oil Team Geriatric squad made the journey to South Wales seeking to build on an impressive performance in the previous two meetings, which were held back-to-back at the same circuit earlier in the summer.

Having made a series of revisions to his MINI Cooper S in the time between races, Tony headed for Pembrey in confident mood and a solid showing in free practice was an indication of what was to come.

Although contact with one of his rivals in the second of the four Supermodified Class heats hampered his challenge, a brace of top six finishes allowed Tony to secure seventh place on the grid for the main 'A' Final.

Keeping out of trouble and making the most of the latest developments to his car, Tony brought the MINI to the finish in a solid sixth place overall and third amongst the over two-litre cars.

As a result, he sits third in the class championship standings once dropped scores are taken into account ahead of the next round of the season at Croft in November.

"We made a number of changes to the car after the last round and it was pleasing to see the positive impact they had," he said. "The Avo shock absorbers improved the handling and the extra weight we managed to get out of the car also worked in our favour."

"Considering that we are still down on power a lot compared to some of our rivals, I think the performance we displayed was really encouraging - especially given the early stage we are at with the development of the car. The handling was spot on which helped us to improve our pace, and we know that more will come as we get more weight out of the car and improve the power."

"The brakes and the stopping power are the next thing on the list and we'll work on that ahead of Croft, but to be 'best of the rest' at this stage is really encouraging. I'm delighted to see where we are at the moment and there is a lot more still to come."





# British Rallycross Championship

## Round 4 – Pembrey

### (South Wales)

As the British Rallycross Season hit's the mid-season point, Clitheroe based racing superstar Simon Horton is once again putting in a very strong campaign for 2014.

On Sunday, the Hortonracing team travelled down to Pembrey race circuit (south wales) to take on the very best drivers in British rallycross championship, full of optimism after a string of very strong results. So far in 2014, Horton has visited the podium four times, picking up an event victory on his last outing, propelling him into the top 5 ranking in the UK.

As well as Simon has been performing this year, this Sundays race day was not smooth sailing by any stretch of the imagination. The team ultra-reliable Subaru Impreza supercar was certainly having an "off day" with an unidentified lack of power and intermittent electrical gremlins in practice. The issue was compounded further by a computer issue and not been able to communicate with the cars electronic systems to diagnose and fix the issues, meaning Simon had to drive a faltering car all day. With nothing the team could do to improve the car's issues, Simon took to the track anyway and pushed as hard as he could with what he had at his disposal. On returning to the pits, Simon was surprised to discover that despite his own car issues, he had still managed to set 5<sup>th</sup> quickest time due to other drivers having technical issues and 2 fellow competitors retiring for the event due to accident damage on the opening laps. This was encouraging for the Hortonracing team to know that they weren't the only team experiencing problems and started to believe that Simon's committed driving style would still possibly return a respectable point's haul.

As the day progressed, Simon was consistently setting quick qualifying race times and importantly was keeping out of trouble, when many competitors were getting embroiled in skirmishes and picking up damage to their cars. As the dust settled from the qualifying races, Simon was rewarded with a 6<sup>th</sup> position start on the grid for the final. Having seen the rest of the paddock struggle all day, Simon was very relaxed but confident of securing a good result in the final.

Simon and his venerable Subaru Impreza took to the grid for the final time on the day, there was absolutely nothing to lose and everything to gain. As the full 8 car supercar final launched off the line, chaos descended on the race, with 3 lead cars retiring after collisions at the first corner. Picking his way skilfully past the accident, Horton continued to push hard and was up to 4<sup>th</sup> as the cars completed the first lap, but all that was about to change again. The same corner that had seen the first incident was then the scene of another major crash with Simon's closest championship competitors colliding at speed, heavily damaging both cars and forcing further retirements. With over half the grid not reduced to the side lines and scattered around the track, the race was red flagged and restarted after the stricken cars were removed. With only a fraction of the supercars able to take the restart, a podium was inevitable.

At the restart, Simon managed to jump up to 2<sup>nd</sup> position and hold that spot from lights to flag and successfully secure his 4<sup>th</sup> podium of the season.

Quoting after the race Horton said "Today wasn't about outright pace, it was about keeping out of trouble and keeping the car rolling, despite very challenging issues. To win a race, first you have to finish it! As a team we can be extremely proud of our achievements and our determination not to give up"



## WILKINSON MAINTENANCE TYNESIDE STAGES

Two in a row for Stone and Williamson. Driving their usual Skoda Fabia WRC on the **Wilkinson Maintenance Tyneside Stages**, they were a happy crew after a very fast run over the Otterburn military ranges with an ultra reliable car. In fact their only issues to talk about were the weather and tyres. Despite the heavy rains on Saturday, the rally was run in mostly dry conditions with just the odd shower making tyre choice a tricky decision in the changeable weather. However, the Blackpool South Shore Club boys were up to the challenge and precise driving reduced any risk to give them a 4<sup>th</sup> overall placing at the final control and another maximum haul of points.



Next up were Alex Laffey / Jack Morton and both have recently experienced outright rally victories. For Alex it was on the Rally of the Midlands while just the previous weekend, Jack had his fastest ride ever around Epynt. The youngsters felt they've been a little too cautious over the opening tests before a spin into one of the chicanes on the first Riddlees Cairn run dropped them about 30 seconds. They were getting quicker as the day wore on and ended up 8<sup>th</sup> overall. Rounding off the top ten was co-driver Giles Dykes who was enlisted to guide David Tinn around in his Proton Satria S2500. Despite a scare over a seat issue at scrutineering, the boys got a new one fitted in time to start the rally and record a good finish.

Keith Robathan finished right behind in 11<sup>th</sup> with only intercom problems slowing him down and his co-driver even had to resort to hand signals at times. Any worries over the refettled back axle were all in the driver's head as it worked fine after seizing on the Wednesday night before the rally. Darren Doherty had to run with a new co-driver after Stewart Merry couldn't make it to Otterburn and so Ron Roughead stepped up to fill the left hand seat. Ron's been a Clerk of the Course on earlier rallies over Otterburn so was bringing a wealth of relative experience into the Subaru. They were 6<sup>th</sup> fastest over the opening run at Makendon but slipped down the order with a couple of slower times on the second afternoon loop to finish in 12<sup>th</sup> overall.

Peter Stephenson and Ian Windress were 18<sup>th</sup> overall. It must have been over 20 years since Peter was last over the ranges and he remembers that the Tyneside's Competitor Liaison Officer Tom Herron being of the maps that day – or was it all the information in Tom's head? A steady run in the Ford Focus rather than his usual Subaru would see them happy to make it back to the Airstrips in one piece. Jim Sharp and Craig Wallace were next in the Stranraer man's Mitsubishi Evo 9 and a steady drama free day would see them finish in 20<sup>th</sup> overall just 5 seconds ahead of Alan Oldfield and Ken Bills. The York man is still coming to terms with his change of car from the Darrian that he started the season with to his Proton Satria S2500 he's contested this event and managed to bag more useful points. Barry and Michael Lindsay finished 23<sup>rd</sup> overall with no problems. This was Dad's first time out again after their roll on Hamsterley and he settled quickly back into the groove. Although 23<sup>rd</sup> sounds a lowly position, Barry says he wasn't going any slower this time out just the stages suited the bigger motors better and anyone watching couldn't fail to be impressed by his commitment. Next up were Barry Renwick and Steve Dargan in their Ford Escort Mk2. Barry's another who hadn't sampled the 'new roads' since they were 'upgraded, widened, smoothed and generally changed' since the nineties. A steady approach was the order of the day as they acquainted themselves with a venue that has bitten Barry in the past.

Andrew Plunkett and Paul Firth were out in their Subaru Impreza. It's been sometime since they contested a rally and then it was with the green Honda Civic. After a slow first loop they quickened the pace to end up 38<sup>th</sup>. Right behind the Tynemouth crew were Neil Thompson and Katie Stimpson in their Vauxhall Corsa. This was Neil's first attempt at Otterburn and he knew he was rubbish over the opening stages. He then picked up to a comfortable pace and finished just 1 second behind Plunkett / Firth.



Geoffrey Harkness and Caroline Lodge had another trouble free run in the little Vauxhall Corsa ahead of another trio of Vauxhalls - Alan Cowan in his Astra and Tom Middlemiss / Richard Stewart in their Nova and Stephen Bethwaite / Ann Forster in the baby Nova.

A quick mention of the crews who never made it to the final control and starting with Darren Atkinson and Phil Sandham. They had a spectacular off over the flying finish of Yardhope that totally wrecked the Ford Escort – fortunately both crew walked away unhurt but are very sore now. Ed Todd and Andy Brown only lasted 6 stages before a damaged engine mount on one of the yumps out of Redesdale Camp forced them out; Alistair and Andrew Hutchinson only completed the first loop before a noisy gearbox dropped them out – shame as they were leading their class up to then; the Peugeot 206 of Mark Thompson and Phil Kenny stopped on SS6 with clutch problems; Nick Thorne and Gordon Clark were another to just manage the opening loop of 3 stages before a driveshaft failure; the Vauxhall Nova of James Thomson / Alison Woodcock didn't even make it to the end of SS1 before the throttle lever on the carbs broke and finally the Forgans. Ian and Kathryn had one of those days when things weren't going their way and the final nail in the coffin was the diff failure on the first left hairpin of stage 8. They managed to limp back to service and an early bath. Thanks go to Alnwick and Berwick Motor Clubs for putting together a slightly different set of stages. The rally did get fragmented with a couple of accidents and they lost the final pair of stages too.





# Tyneside Stages Rally

## Trimble's Team Change proves Talent defeats Traction

Ashley Trimble thought his Tyneside Stages Rally was sorted well before he set out prior to the event, being paired to co-drive for Jeffrey Simm and seeded at car 54. That was before he got head hunted by Simon Mauger, an ex-works Ford World Rally Team driver, a last minute hitch having found Mauger without an experienced co-driver. No contest, Trimble immediately moved 44 places up the seeded entry list to start at number 10 with Mauger. The pairing were however the top seeded two wheel drive class entrants, only four wheel drive WRC machinery, giving greater traction, being seeded in front of them.

Stage 1, saw Mauger and Trimble flying from the off, setting 4<sup>th</sup> quickest time over the opening 7.38 miles of Makendon. The pairings aggressive but controlled full on throttle approach saw their Mark 2 Escort remain firmly planted to the tarmac and by half way they had moved up to third place overall, a position they were to retain for the remainder of the total 65 mile stages. Add to this result their trophy for 1<sup>st</sup> in class B12 for 2 wheel drive cars over 2,000 cc, and they returned home highly delighted with their day's work.

On stages 7 and 9 they set joint quickest times with the two WRC cars of Peter Taylor and Damian Cole, Taylor and Cole being destined to finish 1<sup>st</sup> and 2<sup>nd</sup> overall in the rally. It was on the last stage, the 3.73 miles of stage 12 Leighton Hill, that Mauger/Trimble showed their joint experience to the full by setting the quickest time and reducing the deficit between them and the top two to just 59 seconds.

The last two stages of the rally had to be cancelled due to an accident for the next Escort running crew, Darren Atkinson and Phil Sandham, who suffered an off track excursion at the flying finish of stage 11, totally wrecking their car.

Thankfully both competitors were unharmed which is a tribute to the safety preparation of their vehicle. They had been lying in 7<sup>th</sup> place overall at the time of the accident, some two minutes behind Mauger and Trimble.

The rally proved yet again that a well built, maintained and sorted Mk2 Escort from the 70's and 80's can be a match for more modern 4 wheel drive machinery providing that the competitors within that vehicle are adept at what they do. Indeed, the only attention the Escort needed on this rally was for minor adjustments to the suspension settings.

Trimble now has as increasing problem in so much as his expert co-driving style is forever attracting the attention of the UK's top rally drivers. Mauger himself now wants Trimble to be his regular partner whilst Ashley already has a long term commitment to co-drive for Bob Fowden.

**Michael Davis : Rally to Report**

# Tyneside Stages Rally



## Stone Fourth On Otterburn To Maintain Series Lead

**Blackburn driver John Stone continued his bid for the 2014 REIS Get Connected MSA Asphalt Rally Championship with another strong performance on the Wilkinson Maintenance Tyneside Stages Rally at Otterburn in Northumberland.**

Driving the Legend Fires Skoda Fabia WRC, Stone followed up his podium finish last time out in Ireland with a fighting fourth after a day of high speed action on the military roads of the Borders to maintain the lead in the series.

Along with Welsh co-driver Carl Williamson, the pair were defending the series lead as the season entered its second half and with the changeable weather once again in evidence, it was going to be a battle from the start.

Fifth fastest on the opening stage, the Lancastrian driver upped the pace on SS2 to move briefly up to fourth but the tricky conditions which have been the hallmark of the series so far continued with tyre choice proving to be difficult once more.

Maintaining station for the opening loop of stages, the Dom Buckley Motorsport IRS-prepared car and its experienced crew slotted into fifth place and as the rally progressed, they became embroiled in a battle for fourth place with the Subaru of John Indri. After SS7, Indri held a 24 second advantage over Stone but gradually, the Legend Fires pairing reeled him in and with a huge effort on SS11, managed to grab fourth place which they increased to 21 seconds after SS12. With the final two stages cancelled, it meant that John and Carl couldn't climb the leaderboard any further but the pair were happy with their efforts at the finish.

The latest result added to the third place finish last time out as well as two other fourths and one fifth place finish so far this season meaning John and Carl will now look towards the final round back on Otterburn to try to secure the title.

**John Stone:** "The weather was once again a factor as it has been at most rounds and it was difficult making the correct tyre choice. The stages on Otterburn are very fast and you have to be very precise otherwise it can spell disaster, especially as you have to cut some corners. We had a combination of sun, showers and then sun again so I'm pleased with fourth place. We had a good battle with John Indri and we pipped him in the end and it's good to maintain the lead in the championship. We now have our five scores in the bag so are missing the next couple of rounds so hopefully we are still in contention at the final round. Thanks to Carl and the team for their efforts, the car was fantastic and we had no problems at all."

# **NORTH WEST RACERS**

*With*

*Dave Williams, Rachel Bourne & Danny Walton*

**Jonathon Wells dices with Lee Bowron**



quickest Escort XR3i in sixth.

A poor getaway when the red lights went out at the start of race 1 put the pole-sitter on the back foot as his kin Simon, Tony Rudd and Jack Minshaw pushed him down to fourth. M. Robinson had a late braking duel with the latter going into Rocket on lap 1 and, although he overtook Minshaw, both ran so wide on the exit of the corner that apex hugging Greg Speight was able to demote the pair of them.

M. Robinson got back ahead of Speight the next time they tackled Church but then the race was neutralised behind the Safety Car for 3 circuits while the stranded Escort of Michael Taylor was moved from the exit of Rocket to a less vulnerable location. On the third tour back under green, M. Robinson repeated the move he had made on Speight to take second from Rudd at Church and set about closing in on his brother. Before long the gap had evaporated and Mark was attempting to complete a hat-trick of passes at Church. Simon was having none of it and held on round the outside but he was to be denied the win when Mark clinched victory by diving up the inside at Rocket on the last lap. First Escort home was driven by Jonathan Wells in sixth.

Next time out, Simon again led into the first corner but a better getaway by Mark this time saw him soon latch on to the tail of his brother. With light rain making the track greasy, the lead duo put on a superb display of racing in which they constantly swapped places. Simon was ahead when it mattered at the end of the 20 minutes. Tony Rudd completed the podium as he did in race 1.

Wells again took the XR3i laurels although Lee Bowron was leading this category until he had a spin at Target. The third and "deciding" contest between the two Robinsons went to Mark by a comfortable margin because Simon had started from the pit-lane after a mechanical defect which manifested itself on the green flag lap required immediate but brief attention. At the end of the 20 minutes he had worked his way up to fourth allowing Greg Speight and Tony Rudd to take the final places on the podium.

Speight had been doing James Bond impersonations all weekend as he trailed a smoke screen behind his XR2.

**Ils Cox leads Paul Dobson**



## **NORTH WEST MOTORSPORT COMES HOME**

While the Northern Formula Ford 1600 Championship took a break, the North Western circuits at Anglesey and Oulton Park hosted the region's other home series – the XR Challenge and BARC(NW) Sports/Saloons.

### **DEMON TWEEDS/SPARCO XR CHALLENGE**

It was a special weekend for the Robinson brothers, Mark and Simon, on 9/10<sup>th</sup> August when the Demon Tweeds/Sparco XR Challenge ventured to Anglesey's Coastal Circuit for a triple header meeting as their French domiciled father came over and saw his boys competing for the first time in 9 years. The siblings annexed the front row of the grid during qualifying with Mark setting the fastest time by 7 tenths. Both were piloting Fiesta XR2s with Jonathan Wells being the

Subject to stripping down the engine, he believed this was caused by the crank seal leaking oil into the gearbox and then out onto the exhaust. Simon Robinson's pit-lane start plus the retirement of Jack Minshaw due to gearbox failure meant his pass on Rudd going into Rocket on lap 9 put him into the runner-up position. The oil escaping from his engine had got into his clutch and made it slip during both previous outings causing him to lose pace in the closing stages of those events. Although it began to happen again on this occasion, he just managed to keep Rudd at bay.

Jonathan Wells notched up 3 XR3i victories out of 3 as Jason Hennefer was once again the sole Fiesta Si representative this weekend.

*Continued on Page 35*



## NORTH WEST RACERS

Continued from page 34

Twice Winner : Mark Robinson



©dwmotorsportphotography.com

### CNC HEADS BARC(NW) SPORTS/SALOONS

Once again entries were over-subscribed for a round of the CNC Heads BARC(NW) Sports/Saloons Championship at Oulton Park necessitating a race each for Classes A/B/C and D/E/F. Both of these events gridded up on the Island Circuit on 16<sup>th</sup> August with a pole-sitter who had been in dominant form during qualifying. Paul Rose in his Saker was the fastest of the A/B/C competitors by more than 1.6 secs but when the lights went out he was beaten off the line by the lighter cars of Garry Watson (Westfield) and Joe Spencer (Locosaki). After a few frantic laps Rose had fought his way into the lead and then motored away to a 19 secs victory as Watson concentrated on fending off Spencer. He failed in this quest when he lifted to avoid collecting the Mk1 Escort of Colin Robinson who was being lapped. As Watson fought to collect the resulting slide, Spencer pounced to take the position.

In D/E/F qualifying, Ilsa Cox was even more dominant than Rose when she put herself 2.3 secs ahead of her rivals however, in a repeat of the earlier start, the car on pole was beaten to the first corner. In this instance, the rear-wheel-drive Mazda RX7 of Paul Dobson got more traction away from the line to beat Cox's front driven Seat Leon to the first corner. Cox had phenomenal speed on the straights but Dobson was always able to brake late enough to keep her at bay until lap 4 when he missed a gear exiting Island Bend and his pursuer powered ahead over the crest at Hill Top. This was the decisive moment of the race. Garry Wardle completed the podium in his Ginetta G50.

### AVON TYRES FORMULA FORD 1600

No rounds of the Northern Formula Ford 1600 Championship have been staged since the last edition of Spotlight was published however the reigning Champion of Oulton, Jamie Jardine, ventured south to Silverstone where he retained the Pre90 Triple Crown that he claimed last season after Chris Hodgen, who was his closest challenger, failed to complete a racing lap due to electrical gremlins. The Post89 Class went to Stuart Gough in a 1992 Van Diemen. He beat many drivers who were behind the wheel of more contemporary machinery.

**North West Racing Report by Dave Williams  
Photos**

**Rachel Bourne, [www.bournephoto.co.uk](http://www.bournephoto.co.uk) &  
Danny Walton, [www.dwmotorsportphotography.com](http://www.dwmotorsportphotography.com)**



### FERRARI 250 GTO ACHIEVES \$38,115,000 (£22,843,633)

A New World Auction Record  
At Bonhams Quail Lodge Sale  
The Ex-Jo Schlesser/Henri Oreiller,  
Paolo Colombo,

Ernesto Prinoth, Fabrizio Violati

### 1962-63 FERRARI 250 GTO BERLINETTA

Chassis no. 3851GT

Engine no. 3851GT



A Liverpool girl enters an adult shop and asks  
for a vibrator

The man says: "Choose one from our range on  
the wall"

She says "I'll take the red one"

The man replies: "That's a fire extinguisher"



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**Well - It should have  
been 'Beaver Tales'  
Here. BUT he missed  
the deadline !!**



Beaver Tales



## **Björn Waldegård 1943 - 2014**

Björn Waldegård, the first man to win the World Championship for Drivers' in 1979, has died aged 70.

The Swede, who won 16 world championship rallies during his career, had been receiving treatment for cancer when his condition deteriorated.

Waldegård began rallying at home in Sweden where he took his first national championship title in 1967. He recorded his first international win in 1969 when he drove a Porsche 911 to victory at Rallye Monte-Carlo – a feat he then repeated the following season.

Victories followed on a number of other international events, mostly with Porsche, and when the WRC was established in 1973, Waldegård was signed as one of the star drivers in the Alitalia-backed works Lancia squad.

He claimed his maiden WRC wins in 1975, driving the evocative Stratos to first place in Sweden and Italy. A bitter rivalry with fellow Lancia driver Sandro Munari came to a head on the 1976 Rallye Sanremo when Waldegård was asked by the team to surrender a four-second advantage over his Italian team-mate.

Waldegård did as he was instructed but went on to win the rally anyway, such was his dominance. He switched to Ford soon afterwards. For the next three years, Waldegård joined Roger Clark and Hannu Mikkola as they drove the Ford Escort RS 1800 into the rallying history books.

Waldegård took three wins in 1977, one in 1978, and enjoyed his most successful year in 1979 when he won the first-ever World Championship for Drivers' title in a duel programme aboard an Escort and a Mercedes 450 SLC.

In 1981, Waldegård linked up with Toyota, beginning an association that lasted until 1992 when he retired from top-level competition after breaking his arm in a crash on the Safari Rally.

Despite retiring from the WRC, Waldegård contested various historic events for fun, most notably the East African Safari Rally. His final rally win came on the Kenyan event at the age of 68.



**It's Beavers Birthday  
(Mat Kiziuk)  
on  
Thursday  
the 6th of September  
Many Happy Returns  
*(just saved £1:50 on a card !)***

## **U17MC NW Ormskirk Motorfest**



Eight members from the U17 MC NW raised £367 plus gift aid, for North West Air Ambulance.

This was from donations for passenger rides at the Ormskirk Motorfest.

Next event with passenger rides is 20/21 September at event city Classic Car Show.



I popped into Tony Harrison's Garage over in Bentham to pay a bill on the Tuesday before the running of the **Devils Own Tour**.

We had a natter about how good the Morecambe Rally had been and then got onto forthcoming events. Nothing planned for August - well there were no local rallies to enter. What about the Devils Tour? The entry closes today! So I was despatched to take 2 entries back to the Heaves Hotel (one for Tony/tba & one for Ayrton/me) and whilst we were at it I got talked into doing the Clitheronian, Countdown, Illuminations and Preston Regardless in the Mighty Micra (not that it took much persuading - other than the Countdown)).

Get home and have a quick look at the regs - check out the maps required and how the navigation will be. Make a brew and then get my maps out. Sorted, or so I thought. I had got out maps 90, 91, 97 & 98 out but it wasn't until we got the route on the Sunday that I realised it should have been 92 and not 90.

Oh well I now had to go off the Tulip Roadbook and rely on the micras trip for getting round it all. The problem with that is I couldn't see the micras trip and had to keep asking Ayrton for mileage updates. The other problem was we finished the event with the trip showing 4.8 miles more on our trip than that of the roadbook - so constant adjustments were necessary (too much wheelspin Mr. Harrison)

Had a fantastic day out. Great roads - pity we didn't do the whole of the '85 route - it missed out all of the whites, but still had a good time.

One of the benefits of the event was meeting up with a lot of the 'old crowd' from back in the day (its an old codgers thing) Charlie Woodward, Graham Leach, Chris & Frank Sharples & last but not least Stuart Lawrenson.

Also doing the event was another Clitheroe member - Jez Turner who is usually seen marshalling but was in the Navigators seat guiding Stephen Millband from Bolton-le-Moors CC in his Lotus Elise round the route

A good day out and it really could have done with a few more 'old faces' to catch up with

# Grumpy Old Git



On the 17th of August, Pendle & DMC ran their Scammonden Dam Hillclimb. The event got plenty of pre-event publicity, was a round of the SD34MSG league, Individual Championship and the None Race/None Rally championship, but still only attracted some 20 entries and consequently the promoting club lost over £400 on the event.

Not only did Pendle lose cash but because of the lack of use of the venue there is a real danger of losing it for motor sport all together, which would be sad.

I find it difficult to criticize others for not supporting this event because although I had planned on attending, other things got in the way and in the end I didn't go.

One person who did go was Andy Williams in his road car. Andy not only got a result on the day but also managed to get himself up from a lowly 19th O/A in the SD34 Individual Championship up to 2nd overall and challenging for first O/A.

You can enter in any car (even the wives shopping trolley + you get a 50% reduction in engine size for running a diesel - a 2litre diesel competes as a 1litre petrol)

All that's required, any Non-race National B licence or above and a helmet, gloves & overalls.

Those that did attend seemed to have a cracking day out. ([See page 18 for report](#)) Got to worth having a go next time it runs.

## WWRS R.A.C. Rally Championship award winners announced

The special award winners for the sixth round of the West Wales Rally Spares R.A.C. Rally Championship have been announced following the Zutec Neath Valley Stages (9 August).

Owen Murphy and James O' Brien were unfortunate enough to post the first retirement of the rally when electrical problems stopped their Sunbeam Lotus early on the opening stage. The last retirement was the Ford Escort Mk2 of Gareth Lewis and Dan Holley. Both crews will receive a £100 voucher from West Wales Rally Spares, as will Ford Escort crew Simon Pickering and Colin Jenkins after their number came out of the hat in the draw for a third voucher.

**Meanwhile, Talbot Sunbeam crew David Hopkins and Tony Vart will receive a cheque for £250 from Holton Homes after their number came out in the draw for a refund of 50% of the event entry fee. ([see page 22 for Tony's report](#))**

The run-away success of the Kumho Clubmans Challenge continued for cars using no more than six tyres during the event. Tim Freeman and Paul Williams (Ford Escort Mk2) were the highest-placed overall finishers from the Challenge contenders with a superb sixth place, while David Kirby and Tom Hutchings (Ford Escort Mk1) won a pair of Kumho tyres in the draw for contenders in the Challenge.

The 'Spirit of the Rally' product award from Fuchs Lubricants went to Ford Escort Mk2 crew Ben Friend and Sean Kennedy after scoring their first victory in the hotly-contested class D3. They also won the Best Improvement on Seeding, which is a set of axle brake pads from Mintex.

Finally, event winner Nick Elliott won the 'Hard Charger' award of a 20-litre jerry can from Green Valley Industrial Supplies. His pace in his Ford Escort Mk2 was outstanding as he thrilled the spectators with his attacking style.



# Inside the Industry with Paul Gilligan

This month I'm going to concentrate on the biggest burning motoring issues I see at present, those that begin with D.

## Driverless Cars

Many club members may think these a dreadful idea. We're all motoring enthusiasts aren't we, so by definition we enjoy driving. Yes of course we do, but I don't think there's a single one of us who ALWAYS enjoys driving. Through the Lakes on a quiet summer evening with the hood down would be a YES! Round the M25 at 5pm on Wednesday afternoon where it recently took me 90 minutes to do 10 miles a definite NO! As human beings we look for the good times not the bad. So once the technology is available we'll choose the driverless car for the drives we don't want to do, and the one we drive for the ones we do.

There are several powerful arguments in favour of driverless cars apart from our own wishes.

1. They are safer. I recently saw an interview with the genius (and he is apparently) who is in charge of the development of Google's driverless car. His main motivation is safety. "All human accidents are caused by the same thing, human neglect caused by lack of attention or lack of skill. Robots are never inattentive."
2. They will reduce traffic. Automated driverless cars can drive much closer together and because they will be "perfectly" driven they will use less fuel.
3. In cities they will be perfect for car-sharing, again leading to less cars. Given that in cities on average around 95% of the cars are parked at any one time, this has to make sense.

They reduce boredom and enable people to be more productive. Say you employ 10 salespeople and they average 25000 business miles a year. So that's around 10 hours a week each or 20-25% of their working time. Time when other than chatting on their hands free phone (which may shortly be illegal) they can do nothing productive. Wouldn't you rather have them in a driverless car (which would use less fuel and not have accidents) working for those 10 hours a week? As well as arriving fresh for that important appointment?

I can only speak personally. If I'm doing a long business trip now I try very hard to go by train. There's no joy for me in motorways having racked up hundreds of thousands of motorway miles already. On the train I can work, email, telephone, read, eat, sleep as required. Maybe I'm getting old.

Of course driverless cars are only the start. Google are already working on riderless motorbikes to deliver items (like takeaway food or parcels) and collect passengers. Once the technology is proven we can move on to driverless vans, buses, and trucks. The unemployment consequences are horrendous, but both for safety and harsh economics there are powerful arguments. Wouldn't we all be pleased to see all those white vans driven perfectly and politely with proper regard for other road users? I very roughly estimate that if Eddie Stobart Ltd have 1000 trucks they will have a driver wage bill of at least £40M a year if they single shift the trucks, £80M if they double shift.

In a perverse way the introduction of driverless cars will probably see an increase in "pleasure" motoring. If you haven't "driven" much all week it's likely you'll be keen on a nice drive at the weekend. So I'm surprising myself and after a lot of thought I can't wait!

## Diesel Cars

For a long time high mileage drivers have been buying nothing but diesel cars. Now many are questioning whether this is right or not. Firstly there's the difference in price per litre I mentioned a month or two ago. Then there's the fact that petrol engine technology has advanced enormously (much faster than diesel) in the past few years, so the mpg gap has narrowed. Most of all the extra pollution produced by diesel engines which has recently become the subject of much publicity. Older diesel cars are facing big daily surcharges to enter London's Low Emission Zone, and it's likely similar zones are coming in other UK cities. However there is time to prepare. The London scheme won't start until 2020 and will surcharge the diesels that don't comply with Euro 6 rules, and petrol cars registered before end of 2005. In practical terms this means cars will be 5-15 years old, but I see it as the start of a trend. Diesels are being seen as polluting whether or not that be the case.

In addition diesel engines cost more to manufacture, and that is reflected in the price of the cars. If diesel is seen as "dirty" the value of used diesel cars may drop. Already if you buy a Golf 1.6 TDi "Bluemotion" you pay £1215 more than the standard diesel model. You'll have to drive nearly 100,000 miles to recover that cost.

I said petrol technology is advancing. Hyundai have just announced they are about to start road testing a radical new petrol engine that should combine diesel levels of low end torque and economy and petrol low emissions. Target is to cut mpg by 37% compared to the current Hyundai petrol engine.

For any car buyer choosing the most economical buy is not easy. I do this when advising fleets, and I can promise you it's not easy even with a fairly complex spreadsheet which gave me a severe headache to develop. This is a discussion, like the driverless car above, that we'll be having until long after I've finished writing this column!



## **DREAD – The Biggest is Car Recalls**

Staying with the D Words this is the one that keeps the top industry suits awake at night. As I've reported before Toyota had a nightmare a few years ago with cars that accelerated themselves. Then GM recently had the problem that enabled airbags to be de-activated while the car was still driving. GM are facing a warranty bill of \$2.5 BILLION, and goodness knows what in law suits to cover "at least" 12-15 deaths. In the litigious US that won't come cheap!

The bills are enormous because technology is shared over so many different models produced by the same manufacturer now share components. The part that caused the problem for GM was a faulty ignition switch. Over 11 years this same switch was installed in 20 million cars. Chevrolets, Pontiacs, Saturns, GMs, Cadillacs etc. VW Group build VWs (obviously), Audis, SEATs, & Skodas on the Golf MQB platform. All share many components. Like ignition switches (which in this case are OK). Adding all the badges up VW build a mere 4 million cars a year on this platform. All with largely the same components. So if one of these components is wrong there isn't a big problem. There's a MASSIVE problem. Unfortunately as the electronics of cars in particular become more complex the opportunities for things to go wrong increase. Previously if VW got a simple component wrong on the Passat it was only a simple one and wouldn't affect other models. Now it's VERY different.

## **Discounts**

I couldn't write a column concentrating on the D word without using this one. Put it this way they are not going down! The industry continues to build more cars than can be sold, and then there is only one solution. It used to be the simple "Stack 'Em High and Sell 'Em Cheap!" Now it's more likely to be a cheap finance plan, free servicing, extended warranty, free extras and so on. The list is endless but the reality is new cars have (relative to average wages) never been so cheap. I understand that is of little interest to classic enthusiast, but new cars are now a value for money jump start machine!

*Paul Gilligan*

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



24<sup>th</sup> August

# George Hill RIP



**High Moor Motor Club** today heard the sad news of the passing of **George Hill** at the age of 66.

Most motorsport personnel will be aware that George was a past president, life member, and long term supporter of High Moor Motor Club.

George was a true sporting Gentleman and will be missed by all who knew him.

On behalf of the club, we would like to pass on our sincere condolences to Jayne, Andrew, Oscar and Archie, and the rest of the Hill family and George's friends at this sad time.

For those who wish to pay their respects, George's funeral will take place next Tuesday 2nd September at 12 noon @ Oldham Crematorium, Hollinwood, Oldham, Lancashire.



33 Acresfield Road, Middleton,  
Manchester. M24 2WT

0161 643 0151 or 07973-816965

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

# Out & About with Gemini

## The 59th BTRDA Cambrian Rally Saturday 18th October 2014

### Organised by North Wales Car Club

This is to welcome, advise and invite you to help with Safety Radio cover on this years event,  
Now in its 59th year (its been running since 1955!) the Cambrian is one of the qualifying rounds of the REIS BTRDA Series. The Cambrian is recognised as one of the best rallies in the UK. This was confirmed in 2008 and 2009 when it was crowned 'Best Event' by both the BTRDA and ANWCC

#### What's on Offer:

The Cambrian Rally, is the last round of the REIS – BTRDA Series and is set in the challenging welsh forests of Betws y Coed, and Penmachno. The forests of North Wales are synonymous with rallying especially the Lombard RAC (now the WRC) back in the late eighties, with legendary drivers such as Stig Blomqvist, Markku Alen, Per Eklund and Juha Kankkunen. In addition to the forest stages for 2014 we will be once again using the notorious Great Orme stage

#### The Stages are:

Grafnant 1 & 2, Llyn Elsie 1 & 2, Penmachno North 1 & 2, Penmachno South 1 & 2 and last but not least The Great Orme.

#### What we are after:

Help is required for radio communications for normal 81.575 MHz MSA Safety and Medical Frequency. If you are part of a team and has a second radio system that could be used for tracking, please let me know.

The Cambrian has been enjoyed by a number of top WRC drivers. In 2009 Mikko Hirvonen was the course car in his works WRC Ford Focus. In the same year Mads Ostberg took the overall win in a WRC Subaru. Mikko Hirvonen also won the Cambrian back in 2000, when he was just 20 years old, in his Subaru Impreza WRC. Andreas Mikkelsen won the Cambrian in 2006 when he was just 17years old!!

#### What do I need to do now:

To ensure your radio location on your favourite stage, please e-mail back to me and I'll reserve your special location now.

I really look forward to hearing from you,

Sincerely Yours

Bill Wilmer

Event Radio & Safety Staffing Officer

Event Communications & Assistant Safety Officer

Gemini Motorsport Communications:

MSA Approved Regional Radio Co-ordinator

Tel: 07973 830705

- Getting Bad Reception -

- Can't hear other Radios -

- Control is 'Back of the Box' -

Been located in a bad place in the Forest

--:--

Get one of our 30 foot pull up Telescopic Masts

Masts and Antenna's Always in Stock

Just ask Bill for details

Bill@GeminiCommunications.org.uk

www.GeminiCommunications.org.uk

For general event information, including event officials, etc. please visit [www.cambrianrally.co.uk/](http://www.cambrianrally.co.uk/)

## PENDRAGON STAGES Sunday 07th Sept.

Welcome to the 2014 Pendragon Stages Rally - Organised by Kirkby Lonsdale MC, Eden Valley MC & Northallerton AC. Motor Club's -

May I welcome and thank all who have already volunteered to assist with safety radio communications and for the excellent numbers wanting to help on this popular event, almost all the radio points are now covered, we again have a full entry list with loads of reserves and expecting 90 to 93 starters.

### Note we are intending starting 15 minutes sooner this year at 08:15.

For Entry lists and more informations see event web page on <http://www.pendragonstages.co.uk/>

Please find check the Provisional radio crew list which if you are listed could you please just confirm you are still available for the event.

Please confirm you are still available for the event A.S.A.P.

Same format as 2012 & 13, also note the Signing on instructions may change as I haven't had these confirmed yet.

Remember these are PROVISIONAL until you have all confirmed, I will then send you the stages maps.

I look forward to hearing from you all

On the recent **Gareth Hall Memorial Rally** two antennas met on a roof of Gemini 58 and very soon fell in love.

The wedding was nothing special but the reception was fantastic...



*'Out & About with Gemini'  
Continued on Page 41*



# Out & About with Gemini

## The Magnificent Golden Microphone Trophy

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

Tony Jones	G 56	98 Pts	Peter Langtree	G 48	60 Pts
Bill Wilmer	G 1	58 Pts	Lee Skilling	G 37	58 Pts
Ian Davies	G 23	56 Pts	Steve Gregg	G 52	10 Pts
Chris Woodcock	G 25	52 Pts	John Ellis	G 33	52 Pts
Les Fragle	G 3	50 Pts	Stuart Dickenson	G 13	48 Pts
Eve & Graham	G 18	48 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	Geoff Ingram	G 58	20 Pts
Derek Bedson	G 21	20 Pts	Mark Dickenson	G 26	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
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			

Remember this year it will be 10 points for a Rally and 6 points for a Bike Ride.

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

At the August ANWCC Meeting Tony Jones (G 56) won £25 in the Marshals draw for May

## WRGB 2014 - Radio Marshals

Space for radio crews is running out, act now if you want to be involved.

**Thursday:** Shakedown is now full for 81-Radios

**Friday:** Gartheiniog now full for 81-Radios.  
Dyfi, 2 Hafren still room

**Saturday:** Aberhirnant, Cloc Main now full for 81-Radios  
Cloc East, Dyfnant still room .

**Sunday:** Brenig, Alwen & Kinmel Park now full for 81-Radios.

**Bill Wilmer - Radio Staffing Officer**

**[ Feel free to contact me direct ]**

**see next page (pg 42) for more details.**

## A Quiet Day at the Gareth Hall Memorial Rally Other than for a certain Mr. Steve Johnson !

Just a quick note to thank you and your team for all your help yesterday, as ever invaluable.

Thankfully a fairly quiet day and even the weather played nice for most of the day, I think we got away with murder with that one given the forecast the day before!! I'd be grateful if you could pas on our sincere thanks to the rest of the team please. (Story page 20)



## 2014 Events & Dates

**7th September**  
**KLMC, EVMC, NMC**  
**Pendragon Stages**  
Warcop

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

**18th October**  
**NWMC**  
**Cambrian National**

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

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

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

**22nd November**  
**Clitheroe & DMC**  
**Hall Trophy Stages**  
Blyton

## Gemini Communications Team

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**07973-830705**

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





13-16 NOVEMBER 2014

# WALES RALLY GB

RALLY OF LEGENDS



No. 1 August 2014

## Welcome to the first Marshals' Newsletter for 2014

After last year's successful move to North Wales, the Rally HQ and Service Park will again be based at the Toyota Engine Plant on Deeside in Flintshire. Whilst the forest stages are largely the same as last year, a reshuffle of the order that they are to be run in has given a revised look to the rally which is more compact but still retains the same competitive distance as 2013.

In this newsletter we have an introduction from the new managing director of IMS, Ben Taylor; details of this year's route and all you need to know about how to sign up to help on the rally. For up to date news and press releases remember to visit [www.walesrallygb.com](http://www.walesrallygb.com)

### Taking the helm of Wales Rally GB Ben Taylor - Managing Director, IMS

"As learning curves go, the last two months have been pretty steep. Although I have been to plenty of Wales Rally GBs, it is an entirely different proposition being responsible for the whole thing!

Thankfully, I have inherited an excellent organising team of dedicated people – as well as so many amazing marshals and volunteers – who have always delivered a first class sporting event and who have all the necessary experience to make sure that this year's event is one of the best ever. And I know that this overriding ambition is common to all of us involved in this very special event.

Without doubt, last year's rally – the first to be based entirely in North Wales – was a huge success. The stages were full (more than full in some cases) and there were people lining the roads again, hoping to catch a glimpse of world championship drivers rolling through their village. It's certainly been a while since the 'Car Park Full' signs have been required, but it all helped to create a great atmosphere and everyone went away happy.

So now the challenge is to build on that success and I'm really confident that we can do that. We've got a great new route that condenses the action into three days, we've got two night stages on Saturday evening and we've kept the RallyFest concept that proved so popular at Chirk Castle and Kinnel. In addition, we have a fabulous new location for the Start Ceremony at Eirias Stadium in Colwyn Bay that will be one of four opportunities, alongside the Service Park in Deeside, the Finish in Llandudno and the Remote Service in Newtown, for the public to catch all the rally fever for free.

As well as putting on a great show, it's equally important that we recognise and support the amazing work of the clubs and volunteers without whom there would be no WRC in the UK. I have lost track of the number of people I

have met in the past ten weeks on other events who have told me proudly what role they perform on Wales Rally GB. It is humbling to witness this dedication and a little daunting to understand the sheer scale of the event, but we are looking at ways in which we can further register our appreciation for all of you who make it all happen.

I consider it a real privilege to have been given the responsibility for this great event, but I am also conscious that the event is far bigger and more important than any one individual. We only have it in trust for the future, so that the rich history, the legendary status and the plethora of amazing names that have graced the wonderful trophy will live on.

With your support, I am sure that this new era will do it proud."

*Ben Taylor*

### Changes for 2014 in the WRC

There have been quite a few driver and team changes in the World Championship since last year's Wales Rally GB.

The most significant is the new Hyundai team led by Thierry Neuville. They are already running 3 cars on every event and, despite some reliability issues, have been well on the pace of the other manufacturers. Their service park structure has raised the bar significantly with a two storey



Hyundai raise the game in the Service Park



structure (pictured above) incorporating service bays, an internal spectator viewing area and hospitality on the first floor.

Driver changes have brought a significant British interest into the WRC for the first time in a few years; Kris Meeke at Citroën started very well with 3rd place in Monte Carlo and, after a few setbacks, he is starting to show excellent pace with another 3rd place in Finland.

Elfin Evans has stepped up to the top level and is very much in a learning year at M-Sport but, despite this, he has been keeping up with his experienced team mate Mikko Hirvonen on a number of occasions.

### How To Marshal On Wales Rally GB

The volunteers of RallyStageTeam are, for another year, an official partner to the rally and are working with the organising committee, regional organisers and stage commanders to provide the marshals' registration system and assist in managing the communication process with all the marshals.

In the first instance, please register for the event on [www.rallystageteam.co.uk](http://www.rallystageteam.co.uk); you will also be directed to register with the MSA. Remember to check and confirm that all of your personal details are updated. Incomplete registration could result in your personal profile being marked as inactive or your registration documents and stage passes not reaching you on time before the event.

When registering, if you are part of a group, you will be asked to confirm all of the members of your group. It is essential that the Event Staffing Officers know all the marshals within a marshalling group.

### Questions about helping on the rally?

Should you have any general questions about marshalling and radio marshalling, please send your enquiries to: [staffing@wrgb.co.uk](mailto:staffing@wrgb.co.uk)

Queries related to the timing systems and equipment should be sent to: [timing@wrgb.co.uk](mailto:timing@wrgb.co.uk)

During the period leading up to the event, the regional organisers and training staff will be conducting a number of training events across the country. A timetable will be published shortly, meanwhile please send your training enquiries to: [training@wrgb.co.uk](mailto:training@wrgb.co.uk)

Any questions or problems with the RallyStageTeam website please contact the support team at: [admin@rallystageteam.co.uk](mailto:admin@rallystageteam.co.uk)

### Staffing Contact Details

#### Event Staffing Officer

Neil Cahill 07411 806 677  
[neil.cahill@wrgb.co.uk](mailto:neil.cahill@wrgb.co.uk)

#### Radio Staffing Officer

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#### Timing Officer

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#### Training Officer

Tim Harding 07702 440 633  
[tim.harding@wrgb.co.uk](mailto:tim.harding@wrgb.co.uk)

### Staffing update

Within hours of the event route being published, and marshals' registration opening, over 200 registrations were made. At the time of preparing the newsletter, we have over 1,200 registrations including over 700 marshals, more than 400 safety radio operators and nearly 100 timing marshals.

A big thank you from all of the staffing officers and the regional organisers for this great response.

There are lots more marshals needed so please ensure that you register for the event as soon as possible; even at this point some locations and duties are already full!

### Shakedown

There is no Qualifying stage procedure on this year's WRC and we have returned to the previous system of a Shakedown stage which will be open to all drivers between 08:00 and 14:00 on Thursday. The stage itself will be just over 2 miles long and runs in a section of Clocaenog forest; it will use part of the Clocaenog East stage that is being run on the Saturday route.

Because of the distance between the stage and the main Deeside service park a remote service zone will be set up in nearby Ruthin so that drivers can have adjustments made to their cars before returning to the stage for another run.

### Training Group Update



Training is already underway as this picture shows

Preparations by the Training Group are well under way and they are finalising the content and format for the WRC Club Briefing Nights.

These are relatively informal events that will see members of the Training team travelling along to club nights or any club type meeting and covering off topics such as route changes for 2014, rule changes, safety matters and registering to marshal on the event.



We are also happy to include, if advised in advance, any points that you as a club or marshalling group may need clarifying or developing. To ensure we can get the briefings out to those who would like a visit from one of the training team in a timely fashion then please email [training@wrgb.co.uk](mailto:training@wrgb.co.uk) with the following details;

Your club name, the venue, any proposed dates and of course any specific topics you would like us to cover.

Thank you all for your interest and continued support of Wales Rally GB and we look forward to hearing from you and seeing you, both at your club night, and out on the event. *Tim Harding - Training Officer*

## National Rally

The very popular National Rally will again be run during this year's Wales Rally GB. Based at the main Deeside Service Park the National crews will this year, for the first time, have the chance to compete on a single run of all the stages of the rally. The National crews will also have the option of taking part in the Ceremonial Start at Eirias Stadium in Colwyn Bay on Thursday evening.

## Route Information

### Thursday 13 November

- 08.00 Shakedown, Clocaenog
- 19.00 Ceremonial Start, Eirias Stadium, Colwyn Bay

### Friday 14 November

- 05.30 Start Deeside Service Park
- 07.44 SS 1 Gartheiniog 1 (14.58 km)
- 08.14 SS 2 Dyfi 1 (21.90 km)
- 09.24 SS 3 Hafren Sweet Lamb 1 (23.55 km)
- 09.57 SS 4 Maesnant (13.79 km)

- 10.58 Newtown Regroup & Remote Service
- 12.58 SS 5 Gartheiniog 2 (14.58 km)
- 13.28 SS 6 Dyfi 2 (21.90 km)
- 14.38 SS 7 Hafren Sweet Lamb 2 (23.55 km)
- 15.11 SS 8 Maesnant 2 (13.79 km)
- 18.10 Service Deeside Service Park

### Saturday 15 November

- 06.40 Re-start Deeside Service Park
- 07.52 SS 9 Clocaenog East 1 (8.25 km)
- 08.08 SS 10 Clocaenog Main 1 (13.74 km)
- 09.17 SS 11 Aberhirnant 1 (14.91 km)
- 10.10 SS 12 Dyfnant 1 (20.48 km)
- 12.00 SS 13 Chirk Castle (2.06 km)
- 13.03 Regroup & Service, Deeside Service Park
- 15.00 SS 14 Clocaenog East 2 (8.25 km)
- 15.16 SS 15 Clocaenog Main 2 (13.74 km)
- 16.25 SS 16 Aberhirnant 2 (14.91 km)
- 17.18 SS 17 Dyfnant 2 (20.48 km)
- 19.49 Service Deeside Service Park

### Sunday 16 November

- 07.05 Re-start Deeside Service Park
- 08.33 SS 18 Brenig 1 (10.81 km)
- 09.00 SS 19 Alwen 1 (10.31 km)
- 09.55 SS 20 Kinnel Park 1 (2.18 km)
- 10.04 SS 21 Kinnel Park 2 (2.18 km)
- 10.51 SS 22 Alwen 2 (10.31 km)
- 11.08 Regroup Brenig
- 12.00 SS 23 Brenig 2 (10.81 km)
- 13.18 Finish Llandudno







# An Englishman's Map of Wales

\* A few minutes

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



## Closed roads legislation tabled

Legislation designed to facilitate closed road motor sport on mainland Britain was tabled with Parliament as part of the Deregulation Bill on 30 July.

The legislation was tabled before the summer recess so Peers can consider it ahead of a debate in the autumn. Dates for the Committee stages of the Bill are yet to be confirmed but it is understood that they will start to be held in late October when the House of Lords returns. "We are absolutely delighted with the news that a change in the law to facilitate closed road motor sport on mainland Britain is now officially under way," said Rob Jones, MSA Chief Executive. "It has taken many years' hard work to reach this juncture and this is an incredibly exciting moment for British motor sport. We're not there just yet but the wheels are now very much in motion, and we thank everyone across the British motor sport community who has supported the closed roads campaign thus far."

The legislation can be viewed at

[www.publications.parliament.uk/pa/bills/lbill/2014-2015/0033/amend/am033-e.htm](http://www.publications.parliament.uk/pa/bills/lbill/2014-2015/0033/amend/am033-e.htm)

## Tickets on sale for 25th Autosport International

Tickets are now on sale for next year's Autosport International, which celebrates its 25th anniversary at Birmingham's NEC from 8-11 January.

"This is an amazing milestone for Autosport International and I am looking forward to celebrating its 25th anniversary," said Ian France, Show Director. "Britain continues to dominate motor sport and I look forward to Autosport International remaining at the forefront of this thriving industry over the next 25 years, creating many more unforgettable experiences."

Advanced adult tickets cost from £32, with children's tickets priced from £21 (children under five years of age go free). MSA members will be eligible for a £5 discount on trade tickets, which go on sale at the end of the month.

For more information visit

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



## MSA seeks tenders for Cross Country & Rallycross championships

The MSA has launched individual tender processes for the organisation and promotion of the MSA British Cross Country Championship, MSA British Rallycross Championship and MSA British Rallycross Grand Prix. In separate Invitation to Tender (ITT) documents the governing body is seeking interested parties to run and promote the championships for a minimum period of three years from 1 January 2015.

The ITT documents are available on the MSA website. Submissions should be delivered to the MSA, marked for the attention of Sheila Barter, Executive Office Services Manager, by 12.00 noon on the closing dates specified in each tender document.

## Top UK rally drivers on the Road to Wales

Stars of the UK's domestic rallying scene will once again get a chance to compete on Wales Rally GB, the final round of the FIA World Rally Championship, through the Road to Wales initiative. The Road to Wales offers free Wales Rally GB entries for the top performers in a number of UK-based rally championships. There are now seven prize drives available for the International event, on offer to the top three drivers in the MSA British Rally Championship (BRC), the BRC Rally Two champion, the BRC Junior champion, BRC Challenge winner and the BRC Stars of the future winner.

Wales Rally GB organiser International Motor Sports (IMS) has also partnered with the BTRDA to offer a free drive for its Gold Star champion in the three-day Wales Rally GB National. And for the first time this year, IMS will be awarding Wales Rally GB National entries to the MSA English, Northern Ireland, Scottish and Welsh Rally Champions.

"Last year's Road to Wales initiative proved a great way of rewarding the brightest rally prospects competing in Britain with a platform to showcase their driving skills on a global stage against the world's best drivers," said Ben Taylor, IMS Managing Director. "We have added a further five prize drives for this year's Wales Rally GB taking the total up to 12 and it's extremely exciting seeing the competition hotting up. We hope that the opportunity to contest the event will have a positive impact in nurturing and developing the careers of young rally drivers."







## Apply now for FIA Institute Academy

The MSA is inviting applications from aspiring race and rally drivers wishing to be considered for selection for this year's FIA Institute Young Driver Excellence Academy.

The FIAI YDEA is a fully-funded training programme to help young competitors develop their motor sport careers, while increasing safety skills and promoting fairness and responsibility on and off the track. The programme is led by two-time Le Mans winner and former F1 Driver Alex Wurz, and 2001 World Rally Champion co-driver Robert Reid.

ASNs such as the MSA are able to nominate one competitor to take part in a regional selection event, of which there are six worldwide. The MSA's nomination is for the North Eastern Europe region, with selection taking place in the Netherlands on 28-31 October. The nomination window for this particular selection event has yet to be confirmed.

Jean Todt, FIA President, said: "This selection process ensures that every FIA member country has the opportunity to nominate a driver. Each Selection Event is like a training programme in itself so all drivers benefit regardless of whether they make it through to the main Academy programme."

Drivers interested in applying for YDEA nomination must first meet the eligibility criteria, which can be found here: [http://www.fiainstitute.com/academy/2014\\_2015/Documents/YDEA2014nominationcriteria.pdf](http://www.fiainstitute.com/academy/2014_2015/Documents/YDEA2014nominationcriteria.pdf)

Those who meet the criteria and wish to be considered by the MSA should send their motor sport CVs and a covering letter/email to [greg.symes@msauk.org](mailto:greg.symes@msauk.org).

To watch highlights from last years' selection events, please visit [www.fiainstitute.com/academy/2013\\_2014/Pages/academy-videos.aspx](http://www.fiainstitute.com/academy/2013_2014/Pages/academy-videos.aspx)



## Spring Classic 2015 dates confirmed

This 2015 MSA Spring Classic tour will run over the weekend of 25- 26 April, based at the Vale Resort Hotel just 15 minutes from the centre of Cardiff.

The first two Spring Classics in 2013 and '14 were sell-out events. Details of the two-day, non-competitive 2015 route will be published when entries open later this year. Ben Taylor, Managing Director of event organiser International Motor Sports, said: "We are announcing the date for next year's MSA Spring Classic well in advance to give everyone enjoying the current sunshine something that they can look forward to over the dark winter months. Both the previous Spring Classics have been over-subscribed and we are confident that next year's event will again be hugely popular both with participants and those lucky enough to catch the evocative cavalcade on the open road."

The MSA Spring Classic is open to all owners of classic cars that are more than 20 years old and has a capacity of just 100 entries.

This year's fleet included a lexicon of true classics from the golden era of the British sportscar industry. Among these were a number of iconic marques including Alvis, Aston Martin, Austin Healey, Bentley, Jaguar, Lotus, MG, Morgan, Sunbeam, Triumph and TVR.

They were joined by classics from right around the globe, with brands such as Porsche and Mercedes representing Europe while Ford Mustangs and Chevrolet Corvettes added a little American V8 thunder to proceedings.

To register your interest in this year's Spring Classic, please visit [www.msaclassics.co.uk/register/index.php](http://www.msaclassics.co.uk/register/index.php)

## Strong progression for Evans in Finland

Team UK's Elfyn Evans finished seventh on his first World Rally Car appearance at Rally Finland after becoming increasingly quick and confident throughout the famous event. Evans finished just two places behind his Finnish team-mate Mikko Hirvonen, a former winner of the rally. The 24-year-old Welshman got off to a cautious start but picked up the pace as he became more confident in his pacenotes and driving technique along the fast, undulating stages. "Before this weekend I had only ever completed the full distance in an R2 car so to come here for the first time in a world rally car was a bit of an eye opener!" said Evans. "There's no comparison between the two. To have the opportunity to drive a car like this on these stages is absolutely incredible."

**"This is such a unique event that there is an element of specialist pacenotes and specialist driving styles. Everything we've learnt this weekend will be very important for the future and I'm sure we'll be a lot stronger when we come back as a result."**



# Technical / Sporting Regulations

## Minimum age for drivers reduced to 15 in certain circumstances

Motor Sports Council has approved new Circuit Racing regulations regarding the minimum age for competitors in single-seater championships, as follows:

**(Q)3.5.** A Single Seater Championship may make application to the MSA to accept registrations from Drivers who have achieved their 15th birthday subject to the Driver being the current holder of an International 'C' Kart licence, as a minimum, and that the eligible vehicles:

- (a) have a Weight/Power ratio greater than 3 kg/hp, and
- (b) meet the current FIA Formula 3 (Article 275) or FIA Formula 4 (Article 274) crash test and safety requirements.

**(Q)3.5.1.** Competitors must satisfactorily complete the extended ARDS course specifically designed for Junior Car Racing.

**(Q)3.5.2.** The Competition Licence application must be endorsed and submitted to the MSA by the Championship Organising Club.

**(Q)3.5.3.** This Licence will be restricted to the permitted Championship and will be held by the Championship Organising Club.

**(Q)3.5.3.1.** This licence is not valid for any other event or discipline.

**(Q)3.5.4.** Once the driver reaches 16 years of age he is eligible to be issued an unrestricted Race National 'B' licence.

**(Q) 9.1.** Other than the provision of 3.4.4. and 3.5. a driver must have achieved his 16th birthday to participate in Car Racing.

**Date of implementation: 1st January 2015**

## Helmet standards

The MSA Technical Department wishes to remind competitors that the SNELL SA2000 helmet standard will be withdrawn from 1 January 2015, which is now less than five months away. Subject to the helmet being in satisfactory condition, the standard remains acceptable in 2014.

## Go Motorsport at Emergency Show

Go Motorsport will promote a demonstration Production Car Autotest at the Emergency Services Show at Hullavington Airfield on Sunday 7 September, running from 10am to 4pm.

The show will highlight all elements of the emergency services, giving visitors a chance to get up close to fire appliances, police vehicles, ambulances and a whole range of specialist equipment. Proceeds will be donated to local charities that support the work of the emergency services.

Working with Bath Motor Club and Devizes & District Motor Club, visitors will be able to enjoy being driven around by an experienced driver in exchange for a charity donation. Visitors will also be able to get behind the wheel using a dedicated pool of cars. Local RDO Andrew Bisping, who is coordinating the event, said: "It will be fantastic to highlight entry level Motorsport to a new audience. Police Car rides and Fire Engine rides generate huge queues so adding the live action of the PCA is sure to be very popular. I'm expecting a very busy day!"

Hullavington Airfield is on the A429, just north of J17, M4. Use postcode SN14 6GU and then follow the event signs. Further details may be found at <http://www.emergencyservicesshow.com>



## Seat homologation labels

The image depicts a seat label that was identified as being fraudulent, and which is a good example of what to look out for when buying a seat.

When looking carefully at the label – and it can just be seen in the photo – the bottom part of the original label is covered with another label.

FIA Technical List No. 12 shows that homologation no. CS.197.07 relates to a Sparco Pro Advance seat – as the 'new' part of the label suggests – but the seat to which the label is attached is a Sparco Circuit model.

Also, when this type of seat label was used the marking of the manufacture date was almost universally achieved by hole punching, not scratching the label away. Finally, this particular style of label was only used by the manufacturer until the end of 2011, so the purported manufacture date of December 2012 doesn't stack up.

## 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).

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## Harness installations

The following images were taken at a recent speed event meeting and depict various issues with harness installations. For sprints and hill climbs, harnesses are not required to be FIA-homologated but they must comply – and be fitted in accordance – with MSA Yearbook regulations within (K)2. Regulation (K)2.1 states that harnesses must be “...fitted in accordance with the manufacturers’ instructions, MSA recommendations or FIA requirements (See Drawing Nos. 39, 40, 41, 42 and 44.).”



In the first example (above) the fitment will not be in accordance with the manufacturer’s instructions, and certainly does not accord with MSA recommendations or meet FIA requirements. Additionally the mounting bracket is ‘sandwiched’ between two plates, with all three parts then attached to the bulkhead with bolts through each corner that do not appear to comply with the (K)2.1 requirements: “Where the vehicle manufacturer’s standard safety belts and associated fitments are not utilised, bolts must be of a minimum 7/16in UNF or M12 (grade 8.8).” Furthermore this mounting does not follow the principles of any of the drawings mentioned.

The second example (below) is mounted in a manner that in isolation may well follow the manufacturer’s instructions and/or MSA recommendations. However, the harness straps pass through – and are mounted on the ‘wrong’ side of – the bulkhead, which is not ideal in the case of an engine bay fire. The holes also clearly compromise the effectiveness of the bulkhead. Additionally, the harness straps are mounted a few inches above the openings in the bulkhead, so then pass down the rear of the bulkhead before turning sharply through 90° to pass through the holes, which have been rather roughly fashioned in the bulkhead and will almost certainly cause significant wear in this area of the harness webbing.



## Technical / Sporting Regulations



### More on harnesses

Competitors are reminded that harnesses must not have merged shoulder straps on a single anchor point, an example of which is pictured. Each strap termination must be attached to an individual anchorage point to spread the load. The image also shows carabiner terminations, as featured on a number of FIA-homologated harnesses.

### Equipment condition

Competitors are advised that equipment in poor condition may be rejected by scrutineers. The boots pictured were presented to the scrutineers at a recent race meeting and rejected. Closer inspection also shows that the labelling displays an incorrect ISO number of 9640, the correct number being ISO 6940 (see (K)14.3(d)).







# The Icelandic Saga is Back!

## April 18th to 26th 2015

**“Fantastic”; “wonderful”; “can we start again”;  
“when will the event return” ;**

**Entries are NOW open! See below for latest updates.**

Such was the reception and enthusiasm for this event that the decision to return was an easy one to make. April 2015 will see the Icelandic SAGA continue with the third running of HERO's Classic Reliability Trial of Iceland.

With some of the most spectacular and stunning scenery to be seen anywhere in the world there is little wonder that during the Middle Ages Icelanders referred to Mount Hekla as “the gateway to Hell”.

Venture outside the capital, Reykjavik and you will quickly see what inspired Jules Verne to portray Snæfellsjökull as the entrance to the subterranean world he created in “Journey to the Centre of the Earth”. In more modern times, the barren lava and ash fields were used by NASA astronauts when training for working on the surface of the moon.

The 2008 autumn event took an anticlockwise route from Reykjavik via such places as Hofn and Egilsstaðir before arriving at Akureyri and the return south to Reykjavik. 2015 will see the event travel clockwise taking two days to reach Akureyri from Reykjavik in order to allow more time to be spent in the area that inspired the original Icelandic sagas. Experience and knowledge gained from the prior events has enabled the organisers to reduce the time allocated to loading the cars at Reykjavik for the return. The day saved will enable HERO to provide entrants in 2015 with an additional day of competition within the ten days of the event.

The activity day during the 2008 event will be split into two half days for 2015, to avoid a full day's break in the competition.

Whale watching is planned to take place in the north of the island on one of the half days, and the skidoo driving enjoyed by the crews in 2008 will take place in the south on the other half day. There will also be an opportunity to watch one of Iceland's most famous motorsport activities – a “cliff-hanger” hill climb.

Although intended as a competitive event, the Icelandic SAGA is designed to be just as enjoyable for crews who normally only enter touring events. You decide just how competitive you want to be.

On successful completion of the event each crew member will receive a finishers' award. Throughout the event, time will be allocated to ensure all participants have a chance to experience everything Iceland can offer, including Geysir and some of the most spectacular waterfalls in Europe.

Organised under a permit issued by the Icelandic Motorsport Association and with the support and co-operation of the Icelandic Tourist Board, Reykjavik & Akureyri City Councils and a host of other bodies the format will be regularity road sections interspersed with tests at various locations along the route.

Driving days will vary in length and will be dictated by the location of hotels capable of accommodating the event.

The rally itself will take place over seven days during the period from Saturday 18th April to Sunday 26th April 2015. Competing vehicles will be containerised at Immingham during late March and shipped by one of the specialist Icelandic shipping companies.



*Continued on Page 51*



## HERO

### Continued from Page 50

Shipping agents and customs officials are supportive of the event and have worked with the organisers to ensure that the process of unloading and customs clearance is dealt with as quickly and smoothly as possible. The clearance process was completed in 2008 prior to the arrival of the crews, and the organisers have been informed by the Icelandic customs that clearance in 2015 should be even easier. Should it be necessary to unload a vehicle before you arrive at Reykjavik, members of the Antique Automobile Club of Iceland have offered to assist with the unloading.

As in 2008, arrangements will be made to enable continental crews to have their vehicles return shipped from a port in Northern Europe.



## Northern Phoenix Trials Car Club



The Northern Phoenix Trials Car Club is looking for land on which to hold Sporting Trials in the Cumbria - Lancashire - Yorkshire region.

The photos above give some idea of the type of site the Club is looking for, if you are aware of any land that might be available please let us know - a fee is paid to landowners for its use.

**Please contact Bill Rhodes**

**01200 446385**

**or billrhodes04@yahoo.com**



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.

## Historic Rally Car Register's 30th Anniversary Rally The HRCR Classic 30 Rally 27/28<sup>th</sup> September

"Come and celebrate the Historic Rally Car Register's 30th Anniversary and join us on this special landmark event. What better way to celebrate this momentous occasion but to enter our very own weekend Historic Road Rally and help raise vital funds for The Air Ambulance Service.

Organised by an experienced team of HRCR members, exclusively for HRCR members, the Classic 30 will be a very social, enjoyable – but equally competitive – Clubman's status, daylight only, two day road rally.

The format will have straightforward navigation, mostly from a road book, scenic regularities and exciting special tests on smooth private ground using the class improvement system for results. The event will cover approximately 250 miles and be suitable and enjoyable for all levels of experience, from first time novices to master campaigners. There will be plenty of time to enjoy the company of like minded individuals alongside some wonderful camaraderie and competition.

Andy Gibson and Ali Green (both current & previous Clubman's Road Rally Championship coordinators) head a very experienced team of officials who are planning a great weekend of competition and socialising to celebrate 30 years of the HRCR.

Limited to an entry of 60 cars, the rally will be based at The Holiday Inn, Corby, Northamptonshire and is planned to run into Leicestershire, Lincolnshire & Rutland. An MSA competition licence is not required to compete, but both crew members must be current members of the HRCR.

The rally is open to cars registered before 31.12.1985 that comply with MSA Historic Road Rally Regulations Categories 1 to 4 (Cat 4 cars are only eligible for class awards). There will even be a class for vintage cars registered before 31.12.1939.

The all-inclusive entry fee includes meals and accommodation and offers a great value weekend of motor-sport. Not only that, if you pay the entry fee of £625 for a crew of two before 1st May, you can SAVE £75 off the later price.

Entry Includes; Twin/Double shared en-suite room with buffet dinner on Friday and sit-down 3 course dinner on Saturday plus breakfast both days

Entry to the rally all meals and non-alcoholic refreshments over the weekend

A great team of experienced marshals to run all controls and special tests

Event road book, rally plates and rear window stickers  
Entry to the finish venue event 'Sywell Classic – Pistons & Props' on Sunday afternoon with live special test, followed by lunch, results and prize giving

We hope you will join us on what promises to be the event of the year!"

Documentation: [www.hrcr.co.uk/articles.php?id=2401](http://www.hrcr.co.uk/articles.php?id=2401)



# Wigton Motor Club Cumbria Classic Weekend

Saturday August 16th & Sunday, August 17th



The twenty sixth running of the Cumbria Classic Weekend brought record entries for both days with the Rose & Thistle Challenge having a full eighty car entry on Saturday while the Cumbria Classic & Motorsport Show on Sunday, August 17th had over 700 cars entered – over 100 more than last year! The Dalemain based show is the highlight of the motoring year in the North.

The Rose and Thistle Challenge took the crews around north west Cumbria and the Solway for the morning section and then into southern Scotland for the afternoon before finishing at Houghton Hall.

At the Cumbria Classic & Motorsport Show the featured marques were 90 Years of MG and Lotus Legends and there were big turn-outs for both makes. Motorsport also featured with the organising Wigton Motor Club putting on a Go Motorsport! display with all types of motorsport from a Ford Fiesta World Rally Car to rally-cross, racing and speed event cars along with demonstrations of autotesting and the chance to have a go in the autotest arena.

The usual trade and charity stands were well supported as well as thirty club displays from a wide variety of owners clubs. They were competing for the best club display award which was won by the Series 1 Land Rover Club while the individual entries had class awards with the award winners contesting the coveted "Car of the Show" award which was won by the Ford Anglia of G. Wright.

There was also the opportunity to buy family membership of Wigton Motor Club for £20 which included admission to this year's show membership until December 2015 and free admission to the 2015 Show! Over a hundred new members were recruited this way.



## St Wilfrid's Classic Rally



Steve Entwistle has tightened his grip on the HRCR Clubmans Championship after another giantkilling performance.

Entwistle and navigator Bob Hargreaves outshone their higher powered rivals to claim a brilliant class win and third overall on the St Wilfrid's Classic Rally. And the pair, who were in the ex-Roy Mapple Orangebox Mini, were only beaten by a pair of 2-litre Ford Escorts. "It was one of those days when everything clicked, we didn't make many mistakes and luck went our way," said Entwistle.

"Full credit to Bob, who was a star on the maps. The six regularities were very difficult for everyone, but Bob got it spot-on all day."

The duo didn't get off to the best of starts, lying 12th after the first two tests and regularity. But a storming run on three tests, which used an auto grass circuit near York, soon pulled them up the leaderboard. They then survived a lucky escape after flooding on the route.

"It was unbelievable," added Entwistle. "There was a trough of cement water a foot deep and 70 foot long. The water was over the bonnet of Orangebox, and six inches deep in the footwell, then the engine cut-out."

"At that point Bob was refusing to get out of the car and push, and I thought we'd had it."

"Amazingly, a turn of the key and the engine started again, and we struggled out on three cylinders."

Entwistle now has a 37 point lead in the series, with three rounds left. The next round is the Vale of Clywd, based in Mold, on September 6th.





# Classic Corner



- 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

<b>Durham Dales</b>	<b>7<sup>th</sup> September</b>
<b>Doonhamer</b>	<b>21<sup>st</sup> September</b>
<b>Illuminations</b>	<b>18/19 October</b>
<b>Solway Classic</b>	<b>19<sup>th</sup> October</b>
<b>Hexham Historic</b>	<b>25<sup>th</sup> October</b>



[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.

## 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/)

## 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>

## 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)**

## 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)

# Finland celebrated as Jari-Matti Latvala kept his nerve to claim a thrilling first home victory at the country's FIA World Rally Championship encounter for four years.

Latvala dominated most of the four-day Neste Oil Rally Finland but a brake problem yesterday evening threw his win into doubt. However, he held off a determined charge from Volkswagen team-mate Sébastien Ogier to win by 3.6sec.

Latvala, conscious of the lack of home success in a country where rallying is a national sport, said he was motivated to fend off Ogier by the support from his fans. He was embraced by father Jari after finishing the final Ruuhimäki special stage.

Latvala won 13 of the opening 19 stages to build a 31sec lead over the first three days but broke the front right brake caliper on his Polo R when he hit a large hole. Ogier, who had earlier conceded victory, seized his chance and slashed the margin to under four seconds.

But with the Finn's car restored to health today, Ogier had to settle for second. The Frenchman gained maximum bonus points by winning the live TV Power Stage and heads Latvala by 44 points in the title battle with five rounds remaining.

Kris Meeke drove perhaps the best rally of his career to take third in a Citroën DS3. It was the third podium of the season for the Northern Irishman. Andreas Mikkelsen retained third in the championship by finishing fourth in another Polo R but the Norwegian was more than a minute adrift of Meeke. Mikko Hirvonen finished fifth in a Fiesta RS after a frustrating weekend for the former winner.

Power steering problems today deprived Kiwi Hayden Paddon of sixth. He slipped behind both Hyundai team-mate Juho Hänninen, who bounced back from a second day roll, and Elfyn Evans. Henning Solberg and Karl Kruuda completed the leaderboard.

Craig Breen was today's only major retirement. A heavy landing over a big jump in the first pass through Ruuhimäki left him with severe back pain and he withdrew.

Kruuda claimed WRC 2 victory while prize drive winner Teemu Suninen, wrc.com's pre-event One to Watch, took WRC 3 honours. Martin Koci won the JWRC category.



BARROWFORD co-driver **Daniel Barritt** finished seventh alongside **Elfyn Evans** in the latest round of the World Rally Championship in Finland.

Evans made a shaky start to Rally Finland, which takes in the forests of the Nordic country. But the inexperienced driver grew in confidence and showed obvious progression during the rally.

Seventh place was an encouraging performance in their M-Sport Fiesta.

He said: "Everything we learned will be very important for the future and I'm sure we'll be a lot stronger when we come back as a result."

*Lancashire Telegraph*



(Photo: Chris Wynne/Network Images)

## Morgan back to his best

ADAM Morgan had a strong weekend at Snetterton in the British Touring Car Championship.

Morgan qualified in eighth place in Norfolk, as the series returned after its summer break.

The Blackburn driver then moved up to an impressive fourth position in race one before taking fifth place in race two.

Morgan then finished eighth in the third and final race of the weekend as he climbed to 10th overall in the standings.

*Lancashire Telegraph*



## Thierry Neuville claimed a rags-to-riches first world rally victory in Germany, three days after virtually destroying his car when he rolled six times at pre-event shakedown.

In a chaotic final day at ADAC Rallye Deutschland, Neuville climbed from third after first Jari-Matti Latvala and then Kris Meeke crashed out of the lead.

The win on this ninth round of the FIA World Rally Championship was the first for Hyundai in its debut year back in the series. Dani Sordo added icing to the cake by finishing second for the Korean manufacturer.

Twelve months ago Neuville came close to victory in Germany as he and Sordo fought a final stage duel when driving for different teams. Sordo won on that occasion to secure his first win when Neuville slid off just before the finish.

Neuville's story began on Thursday morning when he barrel-rolled through the vineyards near Trier. Team mechanics worked for 18 hours to rebuild the battered i20 car and Neuville repaid them in style, becoming only the second Belgian to win a world rally and the first since François Duval in 2005.

Latvala, chasing his first asphalt win to reignite his title bid, was almost a minute clear when he started the first of the final four stages in the vineyards on the banks of the Mosel River.

However, he crashed his Volkswagen Polo R in treacherously slippery conditions, handing Meeke an 8.4sec advantage over Neuville. But the Northern Irishman hit a wall early in the next test after a recce pace note error, ripping the left rear wheel from his Citroen DS3.

Neuville, who admitted dropping two wheels into a ditch in the opening stage, was in the clear and finished 40.7sec ahead of Sordo. The Spaniard enjoyed a clean run on his first rally since May, aside from a sixth gear spin yesterday after aquaplaning.

Andreas Mikkelsen survived a spin where Latvala crashed to take third in a Polo R, 17.3sec further back. Elfyn Evans excelled on his debut asphalt event in a World Rally Car, matching a career-best fourth place after outgunning more experienced Ford Fiesta RS team-mate Mikko Hirvonen by 6.9sec.

Mads Østberg was sixth, admitting he failed to get the best out of his DS3, with Martin Prokop and Dennis Kuipers in seventh and eighth. WRC 2 winner Pontus Tidemand finished ninth with Ott Tänak completing the leaderboard. Robert Kubica retired before the opening stage when the gearbox in his Fiesta RS jammed in third as he warmed his tyres while Bryan Bouffier crashed his i20 early in the final test.

Despite retiring after two crashes, Sébastien Ogier's retains a 44-point lead over Latvala in the standings. Although a wretched weekend meant it failed to clinch the manufacturers' title, the results guaranteed a Volkswagen driver – Latvala, Ogier, or Mikkelsen - will win the drivers' crown.



## Toivonen and Martin to appear at Rallyday

Two of the FIA World Rally Championship's most iconic names will be reunited with period rally car machinery next month as part of Rallyday – the UK's premier rally car show. Event organisers have confirmed that Gp B protagonist Harri Toivonen, the younger brother of the late Henri, will attend Rallyday (20 September), and he will be joined by Estonia's Markko Martin who won five WRC events during a career that included works drives with Subaru, Ford and Peugeot.

Toivonen will take part in the celebrations that will mark the 30th anniversary since the MG Metro 6R4 [pictured above] was first used on the world championship rally stages. The Finn drove a 6R4 on selected WRC rounds in 1986 and also in the British Rally Championship the same year.

Former Subaru, Ford and Peugeot driver Markko Martin will drive an ex-Colin McRae Subaru Martin, who brought the curtain down on his WRC career at the end of 2005 and is a patron for the Richard Burns Foundation, will drive an ex-Colin McRae Subaru Impreza WRC at the event.

Other famous drivers that have been confirmed on the Rallyday lineup include 1979 World Rally Champion Bjorn Waldegard, Finnish legend Markku Alen and British rally champions David Llewellyn and Gwyndaf Evans. Rallyday will be held at Castle Combe Circuit in Wiltshire



**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/)

**HOVAC**  
**JP Tod Commercials**  
**1000 lanes Rally**  
**11/12 October 2014**

We are pleased to announce the anniversary 30th year running of the 1000 lanes road rally - on the 11th/12th October 2014.

We would like to thank our returning sponsor JP Tod Commercials of Abergavenny for their continued support .

This years event will again run to a night road rally format , providing 107 miles of no nonsense but challenging nights rallying, consisting of approximately 5 miles of unsealed road surfaces along with use of farm yards, using OS map 161.

The start and finish venue this year will be returning to the Hogshead pub (Ilantilio crosenny) as run in 2012.

We are pleased to announce the event is once a again a qualifying round of the WAMC road rallying championship and also a round of the TVMC road rally championship 2014

Regs will be available to download at the club website during the last week of August.



**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 November 24th 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  
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## Eastwood & District Motor Club Harold Palin Memorial Stages

5th October 2014

Fulbeck Airfield

Regs are now on line at [www.eastwoodmotorclub.co.uk/H/P](http://www.eastwoodmotorclub.co.uk/H/P) stages. This years event has 8 stages over approx 50 miles. The Fulbeck venue is proving very popular with local competitors and with support of the EMAMC and ANEMMC stage rally championships should fill quickly. We as a club and with the help of the land owner are continuing to do work and repairs to protect the future of rallying at this venue so do support us.

## CAMBRIAN RALLY 18 OCTOBER 2014

Final round of the BTRDA, WAMC and ANWCC Championships. This year we also welcome the Bowler Defender Challenge contenders and we offer a very compact route this year with much reduced road mileage and only a short trek from the Llandudno base for Service Crews. 45 miles of stages in prime north Wales forests.

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

We would ask that you enter early to reassure us, and promise that cheques will not be banked until the closing date. Payment by BACS and Paypal (fee applies) are also available. Please don't leave entering until last minute as we need to commit to many things to give you the best possible event.

**Offers to help marshal will also be welcomed - please contact our Chief Marshal Keith Pulling on [k.pulling@btinternet.com](mailto:k.pulling@btinternet.com)**

General enquiries can be sent to [entries@cambrianrally.co.uk](mailto:entries@cambrianrally.co.uk)  
We look forward to receiving your entry and welcoming you to Llandudno.

22nd August 2014

**Mark Wilkinson & Sarah Jayne Dunning  
Congratulations**



## RALLY DRIVER SHIELS NEEDS YOU!



Eighteen year old rally driver **GEORGIA SHIELS** from Garstang is very excited to announce her nomination for the Downforce UK Radio Racing Driver of the Year 2014 and **NEEDS YOUR HELP** to win it!

This will take seconds! There are a few ways to vote for Georgia and support your local rally driver, you can either:

- o Hashtag #TeenVoteShiels on Facebook and Twitter
  - o Send 'downforceradio' a voicemail via Skype nominating Georgia
  - o Visit 'Downforce UK: The Voice of British Motorsport' on Facebook, go to the photo section and Like the photo of Georgia Shiels
- "Thank you to everyone for the support already! I am very grateful and would really appreciate everyone's continued support!" Georgia told us.  
Please 'like' Georgia Shiels Rallying on Facebook to keep up to date with her latest news!

## FOR SALE

### Spiral bound Speed Tables

suitable for mounting  
on the dashboard.

Size: 6.5" x 5.5"

Range from 10mph up to 60mph.

New supply just arrived and held at last years

price. **£12** including Post and Packaging.

For further details and orders please contact.:

**Peter Mellor on 01543 492722.**



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## F1 boss Bernie Ecclestone:

### I was 'a bit of an idiot' for settling case

Formula 1 boss Bernie Ecclestone says he was "a bit of an idiot" for paying a £60m settlement to end his bribery case - but is pleased it is over.

The 83-year-old denied any wrongdoing after being accused of paying a German banker £26m to ensure a company he favoured could buy a stake in F1.

His offer was accepted by German prosecutors, with the judge saying the charges "could not be substantiated".

Billionaire Ecclestone said: "They really didn't have a case."

He added: "The judge more or less said I was acquitted... so I was a bit of an idiot to do what I did to settle because it wasn't with the judge, it was with the prosecutors."

"Anyway, it's done and finished, so it's all right. I'm content - it's all fine. This now allows me to do what I do best, which is running F1."

Bernie Ecclestone says "everything is back to normal now" and he will return to running F1 full-time

## Wigan & DMC

## Adgespeed Stages

12<sup>th</sup> October

**The Adgespeed Stages Regulations and online entry form have now been posted on the motor club web site at :- [www.wiganmotorclub.org.uk](http://www.wiganmotorclub.org.uk)**

This is an ANCC, ANWCC & SD34MSG Rally Championship round, it is also the final round of The 6R4.com Three Sisters Rally Challenge 2014.

Over £550.00 worth of cash prizes are there to be won on this free to enter Rally Challenge, no need to register, check out the Regulations on the above web site.

This all tarmac special stage rally is held at The Three Sisters Race Circuit, Ashton-In-Makerfield, Wigan, Lancashire.

Twelve stages are on offer for £160.00.

Full facilities are available at this spectator friendly venue, marshals are welcome get in touch with the Chief Marshal, contact details are in the Regulations

**Mileage: 28 Miles.**

**Number of Stages: 12.**

**Surface: All sealed tarmac.**

### **Championships:**

**1 The ANWCC Stage Rally Championship 2014.**

**2 The ANWCC All-rounders Championship 2014.**

**3 The ANWCC Ladies Rally Championship 2014.**

**4 The ANCC Stage Rally Championship 2014.**

**5 The 6R4.com Three Sisters Stage Rally Challenge 2014.**

**6 The SD34MSG Inter Club League 2014 supported by Gazzard Accounts.**

**7 The SD34MSG Stage Rally Championship 2014 supported by Gazzard Accounts.**

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

**Or Send your entries to The Entries Secretary, Helen Fox, 41, Elgin Avenue, Ashton In Makerfield, Wigan, Lancs.**

**Tel. 01942 715653 between the hours of 19:00 – 21:00.**

**Marshal's & Timekeepers wanted please Contact The Chief Marshal Telephone 07909 813002.**

## GWF Energy

## Merrick Stages Rally

**Saturday, September 6th.**

The event is a round of the ARR Craib MSA Scottish Rally Championship, and is also a counter in both divisions of the Ecosse Challenge, and the Five of Clubs Rally Championship.

For the fifth successive year, the start and finish, as well as Friday night scrutineering, will be located in front of Rally HQ at the former county buildings in Wigtown.

The rally route – one of the most compact in the Scottish Championship calendar – will comprise seven classic stages in the Galloway Forest Park, totalling some 44 miles. There will be 115 road miles, and two visits to the central service area at Glencaird.

**Full details of the event, including supplementary regulations and an online entry form, can be found at [www.merrickstages.co.uk](http://www.merrickstages.co.uk)**



# **RALLY DRIVERS SUMMER BALL MOTORING TOUR & CONCOURS D'ELEGANCE 6th (Sat) SEPTEMBER 2014.**

**Bringing a Pebble Beach style  
Concours D'elegance to Lancashire.**

Rallying with Group B Club Members have been invited to attend a summer Concourse display, Cavalcade tribute to the fallen soldiers of World War 1 in Accrington town centre and then to also attend the 2014 Chris Wood Trust Rally Drivers Ball in the evening on Saturday the 6th of September.

We are delighted to be involved with the high profile motoring event based in the heart of Lancashire, in Accrington at the four star Dunkenhall hotel.

The event is organised by club founding member of Rallying with Group B and member Kevin Furber who most people will know as not only the world's best rally driver(LoL) but also as the organiser of our own Rally Ball's held at Race Retro.

The event will be hosted by Paddy Hopkirk and money raised from the events charitable activities will be donated to Chris Woods spinal injury trust. (Chris is a world renowned rally co-driver who has recently fallen from a mountain bike and broken his neck)

This is not our normal type of flat out driving event, but will be a perfect opportunity to get your families and friends more involved in a very social way... It is a lovely hotel, the tribute drive will be heart-warming and the summer Pimms marque will no doubt be packed out during the day.

We will send more information to you very soon but please put the date in your diary and take a look at the website [www.rallydriversball.co.uk](http://www.rallydriversball.co.uk) for more information regarding the Ball please contact Kevin direct or to register for the Car display & Accrington Town centre Cavalcade please email the me on the normal address [RWGB@live.co.uk](mailto:RWGB@live.co.uk)

## **8/9 November**

### **The D.G. Jones Agri Ltd Powys Lanes Rally**

Based around the Builth Wells area the route will be approximately 110 miles on maps 147, 148 and 161.

Regs will be available on our website

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

from the 16th September.

### **Carmarthen Motor Club The Autumn Road Rally September 27th/28th 2014.**

We are deep in PR at the moment and are expecting the release of Regs to be at the end of August / early September.

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

Police cordoned off Liverpool City Centre this morning when a suspicious object was discovered in a car. It later turned out to be a tax disc.

## **Ty Croes Weekend Sprints 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

## **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

## Raintite Patriot Stages Rally 28<sup>th</sup> September 2014

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

Forresters Car Club and South Wales Automobile Club are delighted to announce their intention to promote a rally that, we think, will provide competitors with an excellent route, reflect good value for money and hopefully, good weather.

For 2014 we would like to welcome back the Steve Harkness Competition Tyres Welsh Association of Motor Clubs 2014 Tarmacadam Championship. The 2014 CMSG BP Motors & Bodybuilders Stage Rally Championship. The Maesteg & District Motor Club FMP Rally Challenge 2014. ASWMC Subaru WRC Spares Ltd Sealed Stage Rally Championship 2014, F1000 Kick Energy Junior 1000 Rally Championship 2014, F1000 Kick Energy Senior 1000 Rally Championship 2014 and the AWMCC Kingsway Insurance Heart of England Rally Championship.

In an effort to provide an event that appeals to all levels of expertise and budgets, we have opted to run an event that caters for everyone. We have classes for F1000 cars, road rally cars and a class purely for two wheel drive cars over 2000cc. As with all forms of sport today, events cannot be organised without assistance from sponsors and we are delighted to announce that Dave Thomas of Raintite Coated Metals has agreed to sponsor the 2014 Patriot Stages. We hope that you will be able to take part in this event, which not only has an experienced organising team, but also a superb venue at the MOD Caerwent Training Area.

Due to a 'Potential Noise Issue' with some of our neighbours, Scrutineering will take place on SATURDAY 27th September 2014 only.

We look forward to receiving your early entry, as our entry list fills up quickly. Consequently entries will be at a premium for what we, the organising team, feel will not be just another rally, but a rally for everyone, with a challenging route, lots of mileage and last but not least, that vital ingredient fun!

Regulations and an entry form are available from:

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

## Teifi Valley Motor Club Rali Cilwendeg Rally 25th / 26th October 2014.

We as organisers would like to welcome and thank our new sponsor's Adrian and Keith Jones of Forge Garage, Ffos-y-ffin, Aberaeron for sponsoring the event.

The rally will be based in Newcastle Emlyn and the route will be made up of classic Cilwendeg lanes and tracks which will all be on Map 145, offering a high quality event for both driver and navigator to enjoy.

More details about the event to follow.

Regulations will be available to download from the TVMC web site at the Start of September. We look forward to receiving your entry.

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

## 2015 Riponian Rally

After taking the agonising decision to cancel the 2015 running of the season opening Riponian rally, Ripon MSC knew there was a risk the event might be difficult to revive in future. After a very welcome approach from Whitby DMC both clubs are pleased to announce the event WILL go ahead in Feb next year"

### The Riponian Rally will run on February 21st

Ripon MSC and Whitby & DMC have pooled resources and put together an organising committee to jointly run the event. Negotiations are ongoing to secure a title sponsor for the event and the committee are confident that the event will run successfully.

The Riponian rally has run as a special stage rally since 1988 and is one of only 3 rallies still running through the North Yorkshire forests. Clerk of the Course Alan Hill, said "To lose the rally would be tragic for North East rallying, but with the combined efforts of Ripon and Whitby Motor Clubs we can keep this classic rally in the calendar"

"When we heard that the Riponian may not run next year, we contacted Ripon MSC and offered any help we could.

The Riponian is a great early season rally and we are very pleased to be helping keep it going" said Dave Scrimmour, Chairman of Whitby & DMC.

"We have committed to running the event, just need the support of you the competitor before another Forest Rally is lost into the archives of rallying".

## Roberts (Ffestiniog) Memeorial Rali Meirion 6th/7th September 2014

HDMC would like to announce the 2014 E Roberts (Ffestiniog) Memorial Rali Meirion, which promises this year, to offer approximately 110 miles of classic Road Rally action on the Meirionydd and Eifionydd lanes of maps 123 & 124.

We are pleased to announce that this year the main sponsors Roberts of Ffestiniog Ltd will continue their support for the event and also Emyr Jones Groundworks.

The charity that we are supporting this year will be 'Ambiwlans Awyr Cymru' and we hope to raise a considerable sum of money to donate to this worthwhile cause. This event is a round of the WAMC / ANWCC/ AWMCC and WBCC 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 'Canolfan Hamdden Glaslyn' on the 6th of September.

Regs and Entrys can be found @:

<http://www.harlechdmc.co.uk/#!meirion-rali-2014>

Q. What does a Liverpool girl use as protection during sex?

A. A bus shelter

Q. What do you call a Liverpool girl in a white tracksuit?

A. The bride



# 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

## 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 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**

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## HEXHAM & DISTRICT MOTOR CLUB JOHN ROBSON RALLY October 25<sup>th</sup>

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

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

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

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

## Roger Albert Clark Rally

**28-30 November**

### Sunderland to host 2014 Roger Albert Clark Rally

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

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

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

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

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

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

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

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

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

**[www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)**





**Manx Auto Sport**  
is pleased to announce  
**The PokerStars Rally**  
(Tarmac - National B)  
**7th/8th Nov 2014**



## 13th/14th September The Countdown Rally

The Inter-Association event this year is through AN-ECCC 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.



Ecurie Royal Oak



Motor Club



## Oaks Trophy Road Rally September 13<sup>th</sup> / 14th 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: [pmdyer4@aol.co.uk](mailto:pmdyer4@aol.co.uk)

Many Thanks from the Organising Team.






13-15 NOVEMBER 2014  
**WALES RALLY GB**  
13-14 November 2014  
RALLY OF LEGENDS

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

### MAKE A DATE IN YOUR DIARY!

**WALES RALLY GB** 13 - 15 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 - 15 NOVEMBER  
The hugely popular Wales Rally GB National, encompassing the best of the WRC stages, is the perfect end to the national rallying season.

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






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



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**Morecambe Car Club**  
**The Illuminations Rally**

National 'B' Road Rally

**18/19th October 2014**

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

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e-mail: [postmaster@dtlittler.f9.co.uk](mailto:postmaster@dtlittler.f9.co.uk)

**Caernarvon & Anglesey Motor Club**

**Slater Llangefni Rali Mon**

**20th/21st Sept 2014.**

We are offering approx 125 miles of classic lanes on map 114 with the event once again kindly being sponsored by Slaters of Llangefni.

As usual we are in need of marshalls for the event, which each entrant must provide to secure a start.

This years event is part of the ANWCC, WAMC, WBCC championships with Regulations and entry forms now live on-line on our club web-site and the links below.

<http://rallies.info/>

<http://www.camconline.co.uk/>

<http://www.anwcc.org/>

**Telford Auto Club**

**The RoamerLite Novice Rally**

**6th/7th December 2014**

Starting in: Much Wenlock, Shropshire.

Map 138 only. Ninety mile route. No whites.

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

**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 lose 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

**MARSHALS WANTED**

I'm looking for marshals for the  
**HEROs Rally**

if you can help please let me know asap

I can be contacted on 01706 223671

or email [p.n.wright@btinternet.com](mailto:p.n.wright@btinternet.com)

Many thanks,

Peter Wright, Chief Marshal, Pendle DMC

**Lindholme Motor Sports Club**

**and Slaithwaite Motor Club**

**Vale of York Stages**

**Melbourne Airfield**

**Sunday 7 September 2014**

sponsored by

L & S Copcutt & son (Worksop)

This Single Venue Rally brings the organising teams of the Lincoln Green and Opposite Lock Rallies together.

The Rainworth Skoda EMAMC Multi-use Championship and The Roadrunner & Phoenix Awards ANEMMC Multi-use Championship

The Association of North Western Car Clubs Stage Rally Championship

We are offering 2 £50 reductions of entry fees to entries received and paid before Sunday 10 August.

Supplementary Regulations and on line entry form are available at

[www.valeofyorkstagesrally.co.uk/](http://www.valeofyorkstagesrally.co.uk/) ... \_&\_Entries



# Acknowledgements

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

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

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

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

Terry Martin,	Malcolm Hague,
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Geoff Bengough	Richard Barnard
Malc Graham	George Jennings
Tony Lynch	Tony King
Ian Mitchell	Tony Vart
Paul Edwards (RallyRev)	Stephen Berresford
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 October edition is Saturday the 27th September which is due out on**

**Tuesday 30th of September**

**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

Maps 97, 98, 102, 103

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

## MARSHALS WANTED

Contact Mat Kiziuk

[chiefmarshal@clitheronian.co.uk](mailto:chiefmarshal@clitheronian.co.uk)

Or 07718-054838

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

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