

September 2012



Motor Sport Group

spotlight

also available online at

www.sd34msg.org.uk

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SD34MSG

Photo Courtesy James Redman
www.pprs.moonfruit.com



Nick Dobson / Terry Martin
Jane Cowling Memorial
Phoenix Stages Rally



Chairmans Chat

I know you all read each '**spotlight**' from cover to cover ([so you say Les - see page 35 - Ed](#)) but this month as well as all the 'adverts' for the forthcoming competitive events there are two flyers for very interesting non-competitive events: **Paul Swift** showing his exceptional car control **this Friday 31st at the M65** service and an evening with a trio of rally legends, namely **Jimmy McRae, Ian Grindrod and Mike Broad, on Wednesday 3rd October in Stockport.**

See page 46 for all the details.

August has been quiet in terms of events with the exception of the Pendle & DMC Scammonden Hillclimb, which I'm glad to see ran after suffering from lack of entries in recent years, and the AMSC & CSMA autosolo and autotest. However it's all change over the next couple of months with numerous events of all disciplines so there is still all to play for in the championships.

As it's going to get busy soon and being a radio operator, usually associated with stage rallies, I will be covering many miles travelling to Scotland for the Mull Rally (like me a must for many people), Wales for the Cambrian and a lot closer to home, 3 miles !, for the Heroes Rally at Weeton, not in this order I hesitate to mention. Add to these a trip to the Paralympics, couldn't get tickets in the shambles of allocation for the Olympics, but at least we'll let the train take the strain this time.

Talking of the Olympics did anyone manage to watch the BMX racing ? I know rallying is dangerous and very rarely tragedies happen but in most cases crews walk away unscathed from the accident due to the roll cage, helmet, gloves, etc. However what about those who hurtle through the forest or along rough tracks strewn with big rocks on a push bike wearing little more than a helmet for protection, they are either very brave or insane. Some competitors interviewed lost track of the number of bones they had broken in the pursuit of achievement.

Enjoy the forthcoming events and let's hope the entertainment will be better than the summer weather so far. Forget the BMX bike I'm taking up canoeing to get to events !

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(Details of Member Clubs of Motorsport (NW) on pg 4)



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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Knutsford & District Motor Club
www.knutsfordmotorclub.co.uk



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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

ADVERTISING in the 'SPOTLIGHT'

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

Sent to all **20 member clubs** and then
forwarded to club members + another 4000+ on
the distribution list (20 X 100 + 4000 = 7000+ readers)
All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

Steve Johnson

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WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

Terry "TWO LAPS" Martin Takes Lead in Table Top



Inter-Club Table Top Rally Series

P	Competitor	Club	Rd 1	Rd 2	Rd 3	Rd 4	Tot
1	Terry Martin	CDMC	10	12	12		34
2	Steve Butler	CDMC	9	12	10		31
=3	James Gardner	CDMC	6	7	10		23
=3	Matt Worden	CDMC	6	7	10		23
=5	Mark Shepherd	G&PM	12	9			21
=5	Terry May	G&PM	12	9			21
7	Steve Lewis	CDMC	7		12		19
8	Maurice Ellison	LMC	0	10	6		16
9	Dion Wild	CDMC	5	6			11
=10	Kris Coombes	G&PM	10	0			10
=10	Dave Nolan	G&PM	10	0			10
=10	Jason Bleakley	G&PM	10	0			10
=10	Jem Dale	G&PM		10			10
=10	Myles Dale	G&PM		10			10
=10	Heidi	CDMC	10				10
=16	Paul Buckel	CDMC	9				9
=16	Simon Barnes	LMC			9		9
=18	Chris McIvor	G&PM			8		8
=18	Mark Byrne	G&PM		8			8
=18	Tom Byrne	G&PM		8			8
=18	Ian Farnworth	G&PM	8				8
=18	Alan Barnes	G&PM	8				8
=23	James	CDMC			7		7
=23	Chris	CDMC			7		7
=25	Chris Day	CDMC		6			6
=25	Martin ?	CDMC	6				6
=27	Nigel Worswick	CDMC		5			5
=27	Phil Scholes	CDMC		5			5
=27	James ?	CDMC	5				5

NEXT ROUND (Round 4)
Tuesday October the 2nd
 To be held at Lancaster MC
 Scale Hall Hotel, Morecambe Road
 Lancaster LA1 5JB (Next to Aldi)
 8-30 for 8-45 start
 Map Ref 97 / 464 626
MAPS 102 & 103 - Will be required
Clerk Of Course - Jerry Hettrick



CLITHEROE & DMC

The Club Meets at 8-30pm
Every Tuesday
at Waddington Sports & Social Club
Waddington, Nr Clitheroe
Website : www.cdmconline.com

TEG SPORT



Arron Newby & Martyn Taylor
Tuesday August 21st



Arron Newby and Martyn Taylor (TEGSport / Wiseman Dairies / Pirelli Team) entertained a packed Clitheroe & District MC meeting on Tuesday the 21st of August.

Arron & Martyn have taken 3 outright victories in their last 3 outings in the ex Mark Higgins N11 Subaru

They gave the assembled audience their frank opinions on a wide range of questions regarding their future plans and ambitions. Speaking with the confidence of a star of the future. Currently Arron is lying 4th in class in R2 in the



Opposite Lock Rally - 2012 - 1st O/A



Jim Clark Rally - 2012

Paula Swinscoe is up to third in the co-driver standings for this year's MSA Asphalt Rally Championship after helping driver Matt Beebe to a creditable 15th place at the **ALMC Stages Rally in Ireland**.

Beebe and Swinscoe fought their way up from 23rd in their MG ZR, taking sixth place in class.

That left the driver in fourth place in this year's standings after five of the nine rounds of the **MSA Asphalt Rally Championship**, while Swinscoe climbed eight places to **third in the co-driver standings**.

There was further disappointment for **John Stone**, though, with the Blackburn businessman thwarted once more in his bid to climb the rankings.

Stone never made it to the start of the first stage after turbo in his Skoda Fabia WRC expired on the road section – two years after an early turbo problem had

Matt Griffin has hailed his class victory at the **Nicky Grist Stages** as one of his best ever achievements.

The 22-year-old had been hoping for a change in fortunes after being forced to retire agonisingly close to the end of the Dukeries Rally.

Griffin had been leading his class in Nottinghamshire before the front left suspension gave way with only half a mile of the final stage remaining.

He teamed up with co-driver Chris Spilstead once more in a Rallyschool Ford Fiesta ST at his latest event at the Royal Welsh Showground in Builth Wells. The rally, which included stages in the mid-Wales forests, was sponsored by Nicky Grist – a former co-driver for the late Colin McRae in the World Rally Championship.

Griffin surged into a 12-second lead over nearest rival David Poyser in the N3 class after the first stage of the weekend rally.

But Poyser eroded that lead as the event went on and Griffin was nine seconds behind ahead of the final stage – Monument Two, a five-mile stage.

A superb performance in the last stage, though, gave him a class victory by four seconds as he took 43rd place overall.

After the rally he had the honour of receiving his trophy from Grist.

"It was one of my best rallies ever," Griffin said. "After the disappointment of the Dukeries Rally, we wanted to win this rally. We started the rally really well but going into the last stage we were nine seconds down. "Chris and I decided that the only way to win was to raise our game and go all out, which is what we did. "Chris mentioned that the last stage was one of the best stages I had driven while he had co-driven for me.

"It's my **second outright class win of the year**, and it felt great receiving the trophy from Nicky Grist at the end of the rally." Griffin's weekend result now puts him **on course to win the N3 section of the BTRDA Rally Championship** but he will need another strong performance at his next rally to keep him in front.

Congratulations to CDMC Members David and Alison Stubbs, who got married on the 11/08/12. The reception was held at Taitlands, in Stainforth



Mrs. Alison Stubbs



Taking Advantage
of the FREE wine



David Stubbs / Terry Martin

WALLASEY MC

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



New Brighton RNLI Visit – 9th July

On the 9th July a few members who responded to Andy Macs mails about the RLNI visit got together down at New Brighton, and spent a couple of hours in their hut learning about what they do, how they do it, and how everything works. I must say it was an eye opener to see how they did everything, relying totally on donations!



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

Tony Lynch (Wigan & DMC member) was one of the six finalists in **The Castrol Edge Search for a Star** in association with **Motorsport News**.

Tony went head to head with the other finalists at a rally day at Castle Combe race circuit on Saturday 18-8-2012, for a chance to drive a works liveried Ford Fiesta R2 in a National Rally with support from Castrol Edge and M-Sport. The finalists had to drive a gravel stage and then a tarmac stage, there was also a question and answer interview, all to assess who would finally be chosen. The winner was Phil Kendall from North Wales Car Club, he will drive a works liveried Ford Fiesta R2 with support from Castrol Edge and M-Sport in the forthcoming Cambrian Rally.

3rd Sept Rally slot car night.

Bring your cars or race a loan car against the clock on WDMC's special stage.

10th Sept Open Committee night - to discuss new ideas and the future direction of the club plus a chance for committee members to explain their roles to the club and give people an insight into what is required on the committee before the E.G.M. and the election of members.

17th Sept Scatter Rally

organised by George Jennings

24th Sept E.G.M. to elect a new committee and take the club forward. Please attend as it's your club and your say.

29th Oct Scatter Rally -

Organised by Steve Prince

3rd Dec Scatter Rally

Organised by Ann McCormack

Bolton-le-Moors MC

The Club Meets at 9-00pm

every Thursday @
Horwich RMI Club,
Chorley New Rd,
Horwich.

M/R109/639 111



AUTOSOLO / AUTOTESTS 2012

Our next event for 2012 is the September
Autosolo & Production Car Autotest

This will be taking place on

16th September

at Camelot Theme Park.

Regs available at :

www.bolton-le-moorscarclub.co.uk/autotestmain_12.htm

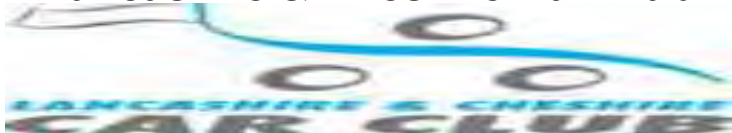
“Neil Howard Memorial Stages Rally”

will be held on

Saturday 10th November 2012

at **Oulton Park Race Circuit in Cheshire.**

Lancashire & Cheshire Car Club



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

1 & 2 September - Ty Croes Weekend Sprint

A great weekend at the challenging circuit on Anglesey. Marshals needed for one or two days, on or off track. Good camping facilities and local B&Bs. Cash contribution per day towards expenses, plus gift and free cash draw. Contact Martin Nield on 0161 980 8509 or Chief Marshal, see website www.ty-croes.com

23 September

Chairman's Challenge Autotest

Demon Tweaks, Near Wrexham. This makes an interesting Sunday out watching close up as cars manoeuvre their tests against the clock.

²³Martin Nield 0161-980-8509

September - Passion for Power, Event City

A different sort of 'marshalling' but really vital as we share our sport with members of the public. This is a new and interesting show and volunteers are needed to man the club display stand: Saturday and/or Sunday manning the stand.

Shifts on rota system to allow marshals to visit the show and/or the Trafford Centre.

Competitors who bring competition cars for the display may qualify for marshalling points, please check. All queries, contact S Nield 0161 980 8509

SD34MSG Inter Club

Table Top Rally Series Round 3 Tuesday 7th August Held at CDMC 'Waddy Club'

Terry "Two Laps" Martin now leads the series with a 3 point advantage over round 3s Clerk of the Course Steve Butler who, on this round, ran a totally illegal event. No PR was undertaken, nor was there any communication with the RLO for the area. The noise Check & scrutineering were none existent.

Some of the roads used were identical to those to be used on the forthcoming Clitheronian Rally although not all in the same order or direction and they were used within the 6 weeks rule.

Good practice for both the Countdown & Clitheronian Tricky & testing (Bugger!!!) - **Thanks Steve**

Next Round Tuesday at Lancaster MC

Scale Hall Hotel, Morecambe Rd, Lancaster

See Page 6 For Details

WARRINGTON & DMC



Warrington & District Motor Club has it's meeting place as "The Antrobus Arms" on the A559 between Warrington & Northwich. CW9 6JD. Meet every

Sept 3rd: Scatter Rally

Sept 10th: Open Forum evening

Sept 24th: EGM



The Club Meets at 8pm onwards

Every Second Thursday @

High Lane Conservative Club,

23 Buxton Rd., High Lane, Stockport SK68DR

The 4th Thurs of the month is an 'Away' event

Date	Event	Organiser	Venue
13/09/12	Table Top		HLCC
27/09/12	Karting		Swains, Buxton
3/10/12	An Evening with Rally Legends Jimmy McRae Ian Grindrod Mike Broad		Alma Lodge Hotel Buxton Rd Stockport
11/10/12	Quiz		HLCC
25/10/12	On the Road Event		
08/11/12	Guest Speaker		HLCC
22/11/12	On the Road Event		
13/12/12	Game		HLCC

SD34MSG Meeting Wednesday 19th September (3rd Wednesday of every other month)

8-00pm,

**Hartwood Hall Hotel,
Chorley.**

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

Garstang & Preston MC

Meet at 8-30pm

Every Tuesday

at the Lonsdale Club,

Fulwood Hall Ln,

Fulwood, Preston PR2 8BD



Fylde MSC

Meet at the The Victoria Hotel, Cleveleys
On the first Thursday of the month



Lancaster MC

meet at the **Scale Hall Hotel,**
Morecambe Rd,
Lancaster (Next to Aldi !!)

on the 1st Thursday of the Month at 8pm



SPOTLIGHT ON 'John Cope'

Name : John Cope

Motor Clubs : Bury AC / Clitheroe & DMC

D.O.B. : 27th April

Where : Bury

Live : Bury

Status : Married, 2 children

Earn a Crust : Engineering

How did you become involved in Motor sport : Brother took me to a night rally when I was 14, never looked back

1st Car : Mk2 Escort

1st Competition Car : 1300cc Mk2 Escort

Favourite car : Lancia Stratos

Other Cars : Subaru Impreza

1st Event : Towers Leck Trophy Rally 1979
and how did you do : 19th

Most frightening Moment : Almost hitting a bridge parapet on Mull sideways, managing to slide across it taking the front off the car

Biggest Accident : Killarney, through a 3ft thick dry stone wall!

Best Event : Lots, Mull, West Cork, Killarney, And any rally on Isle of Man

Rally Hero : Mark Higgins

Why : Total commitment on any surface

Funniest Moment /s : portraying Captain Chaos (Him) from Cannonball Run on West Cork this year

Biggest Influence : Brother, Tony

Biggest Regret : Never regret anything, life is too short

Most Help from : Dean of 'Geoprep' and Andy, my mechanics

If you were starting all over again – what would you do different : Win the Tour of Mull ;-)

Ambitions for the future : None, I'm too old!

Championships : Don't do 'em

Advice to newcomers to the sport : Don't get horsepower. Make it stop quickly and go round corners fast first! Oh and buy the best safety equipment you can.



2012 Championship Tables

Stage Rally Championship

Following Envile Stages - Anglesey

Last updated 18th July 2012

O/A	Driver	pts	Class	Club
1	Steve Quigley	81	C	CDMC
2	Ian Savage	80	D	HMMC
3	Garry Jakeman	79	B	HMMC
4	Steve Johnson	52	A	CSMA
= 5	Michael Judson	27	C	CDMC
= 5	Steve Lewis	27	D	CDMC
= 7	Graham Chesters	26	B	GPMC
= 7	Ross Miller	26	C	CDMC
9	Peter Jackson	26	D	GPMC
= 10	Keith Dowthwaite	0	C	Wall MC
= 10	John Gorton	0	D	CDMC

O/A	Co-Driver	pts	Class	Club
1	Garry Heslop	108	D	HMMC
2	Terry Martin	82	C	CDMC
= 3	Paula Swinscoe	52	D	CDMC
= 3	Steve Butler	52	A	CSMA
= 3	Matthew Jakeman	52	B	HMMC
= 3	Niel Bye	52		BLMCC
= 7	Heidi Woodcock	27	D	CDMC
= 7	Paul Blanchard	27	C	CDMC
= 9	Ian Raynor	26	B	CDMC
= 9	Bradley Johnson	26	D	CDMC
11	Tony King	0	C	Wall MC

Non Race/Rally Championship

Last updated 16th July 2012 - Following Knutsford A/T Asolo

O/A	DRIVER	pts	Events	Club
1	Steve Mather	61.52	(6)	BLMCC
2	Steve Johnson	60.64	(6)	CSMA
3	Steve Kennell	49.17	(5)	CDMC
4	Steve Lewis	47.84	(5)	CDMC
5	Steve Price	46.37	(5)	BLMCC
6	Hazel Johnson	29.36	(3)	CDMC
7	David Goodlad	18.50	(2)	BLMCC
8	Charles Andrews	18.20	(2)	Lanc MC

**DOES YOUR EVENT REQUIRE
RADIO SAFETY CREWS**

Contact

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

Road Rally Championship

Following G&PMC Memorial Rally

Last updated 22nd July 2012

Following Morecambe Rally

O/A	Driver	pts	Club
1	Simon Boardman	38	CDMC
2	Pete (James) Tyson	30	Lanc MC
= 3	Pete Jagger	28	BLMCC
= 3	Steve Hudson	28	GPMC
5	Andy Ritchie	23	Lanc MC
6	Paul Buckel	17	CDMC
= 7	Robert McClean	14	G&PMC
8	Paul Brereton	11	Lanc MC
= 9	Charles Andrews	9	Lanc MC
= 9	Dion Wild	9	CDMC
11	Martin Whittaker	9	CDMC
12	John Byram	8	Lanc MC
13	Paul Redford	7	CDMC

O/A	Navigator	pts	Club
1	Maurice Ellison	35	Lanc MC
2	Alan Barnes	34	G&PMC
3	Tom Byrne	24	G&PMC
4	Steve Butler	17	CDMC
5	Chris Paskin	10	Lanc MC
= 6	Susan McClean	9	G&PMC
= 6	Terry Martin	9	CDMC
= 8	Ian Rayner	0	CDMC
= 8	Mathew Worden	0	CDMC

**NB - Change of Date & Confirmation that the
Countdown is definitely going to run this year
8th/9th September (1 week later than normal)**

**Lancaster MC's Black Sheep Rally - 17/18
November will now be a Clubman event
Still an SD34MSG Road Rally Championship
Round**

Individual Championship

Following Scammonden Dam Hillclimb

Last updated 22nd August 2012

O/A	Competitor	pts	Club
1.	Steve Johnson	65	CSMA
2.	Stephen Mather	58	CDMC
3.	Steve Price	42	CDMC
4.	Gary Heslop	38	HMMC
5.	Steve Butler	26	CDMC
6.	Gary Jakeman	22	HMMC
7.	Maurice Ellison	15	LMC
8.	Paul Buckel	5	CDMC

SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 18th August 2012

Accrington MSC

David Barratt 40

Bolton-le-Moors MC

Peter Sharples	30	Julie Sharples	20
Eric Wilkinson	20	Hannah Speaker	20
Joe Evers	10	John Richardson	10
Martin Beamish	10	Jack Mather	10
Steve Mather	10	James Sharples	10
Steve Price	10	James Swallow	10

Bury AC

Clitheroe & DMC

Steve Butler	30	Michael Judson	20
Martin Berry	20	Martin Whittaker	20
Steve Lewis	10	Dion Wild	20
John Ashton	10	Steve Quigley	10
Craig Wroe	10	Terry Martin	10
Paul Buckle	10	Steve Flynn	10
Paul Flynn	10	Matt Flynn	10

CSMA (NW)

Eve Fisher	20	Graham Bray	20
Greg Holden	20	Graham Maxwell	20

Fylde MSC

Garstang & Preston MC

Les Fragle	40	Margaret Duckworth	20
Karen Whittam	20	Peter Shuttleworth	10
Ric Wood	10	Steve Kenyon	10
Terry May	10	Andy Dewhurst	10
Graham Chester	10	Andy Benson	10
Jason Bleakley	10	Tony Young	10
Dave Nolan	10	Kris Coombes	10
Mark Shepherd	10	Pete Jackson	10
Phil Aspinall	10	Steve Coombes	10
Alex Jackson	10	Steve Hudson	10

High Moor MC

Gary Heslop	20	Gerry Morris	20
Gary Jakeman	10	Andrew Morris	10
Stephen Holmes	10		

Lancaster MC

Maurice Ellison	10
-----------------	----

Lancs & Cheshire MC

Lightning MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Rod Brereton	20	Alan Shaw	10
Mick Tomlinson	10	Les Eltringham	10
Ray Duckworth	10		

Stockport 061

Ken Wilkinson	50	Mark Wilkinson	50
Rob Yates	50	Ian Bruce	40
Julian Russell	40	Sarah-Jane Dunhill	40
Phil Hesketh	40	Steph Wilkinson	40
Andy Chambers	40	Geoff Callaghan	30
Andy Turner	30	Bob Milloy	30
Anthony Miles	20	Chris Miles	20
Daryl Evans	20	Keith Miles	20
Brian Stott	30	Daniel Chambers	20
Martin Payne	30	Mathew Turner	10

Wallasey MC

Warrington & DMC

Billy O'Brian	50	Robert O'Brian	50
Allan Burns	40	Denise Burns	40
Mark Carter	40	Phil Clayton	30
Steven Price	30	Joanne Mackman	30
Dave Read	30	Anne McCormack	30
Paul Cox	30	Sandra Witherspoon	30
Sheila Cox	20	Gordon Pirie	20
Dave Bates	20	Ian Heywood	20
Colin Burgess	10	Colin Cresswell	10

Wigan MC

2300



Gazzard Accounts Ltd

Gazzard Accounts

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



SD 34 MSG

Inter Club League

Following Scammonden - Last updated 22nd August 2012

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	443	1	1
Bolton-le-Moors CC	397	2	2
Stockport061	372	3	3
Warrington & DMC	305	4	4
Accrington MSC	187	5	6
Garstang & Preston MC	142	6	9
Division B		Position	
Club	Points	Div	O/A
CSMA (NW)	218	1	5
High Moor MC	146	3	8
Lancs & Cheshire CC	151	2	7
Wallasey MC	120	4	10
Manx AS	109	5	11
Pendle & DMC	106	6	12
Division C		Position	
Club	Points	Div	O/A
Lancaster M.C.	102	1	13
Wigan MC	96	2	14
Mull CC	31	4	16
Bury AC	50	3	15
Lightning MSC	0	=5	=17
2300	0	=5	=17
Fylde MSC	0	=5	=17
Motorsport NW Ltd	0	=5	=17



SD34MSG

Championship Rounds at a Glance

SD34MSG None Race/None Rally

Date	Event	Club
September		
1st	Sprint	Lancs & Chesh CC
2nd	Sprint	Lancs & Chesh CC
16th	Autosolo	BLMCC
23rd	Auto Test	Lancs & Chesh CC
October		
14th	Autosolo	BLMCC
December		
2nd	Autosolo	Accrington MSC
2nd	Auto Test	CSMA(NW)

SD34MSG Road Rally Championship

Date	Event	Club
September		
08/09	Countdown Rally	Spadeadam MC
22/23	Clitheronian Rally	Clitheroe & DMC
October		
20/21	Illuminations Rally	Morecambe CC
November		
10/11	John Robson	Hexham MC
17/18	Black Sheep Rally	Lancaster MC

SD34MSG Stage Rally Championship

Date	Event	Club
September		
7/8	Promenade Stages	Wallasey MC
9	Stockport061 Stages	Stockport061
30	Heroes Stages	G&PMC
October		
12/14	Mull	MullCC
14	Adgespeed Stages	Wigan & DMC
November		
16	Neil Howard	BLMCC
24	Hall Trophy	Clitheroe & DMC



Gazzard Accounts

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

2012 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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	
OFFROAD			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.

Off Road; A = saloon cars up to 13ft long and up to and including 1400cc.

B = Saloon cars up to 13ft long and over 1400cc.

C= Saloon cars over 13ft long and up to and including 1600cc.

D= Saloon cars over 13ft long and over 1601cc. (Saloons will include estate cars, hatchbacks and commercials as appropriate)

E= Sports cars.

F = Specials.

G = Special Stage rally cars.

Cronin claims third 2012 BRC victory in Ulster

Keith Cronin and co-driver Marshall Clarke scored their third MSA British Rally Championship victory in succession when they won this weekend's round five, the Todds Leap International Rally NI. Driving their Citroën DS3, they led the event from the first of its 14 stages and never looked likely to relinquish their advantage, which stood at impressive one-minute 32.7-seconds by the time cars crossed the finish line in Antrim.

Just as impressive was the performance of second-placed Elfyn Evans/Phil Pugh in their Ford Fiesta R2. Like the winners, the two Welshmen also held their position throughout the rally and, as well as securing Class 6 for R2 category cars, they also beat the rest of the R3 category field and were one-minute and five-seconds ahead of their nearest rivals. But most importantly, their fifth class win of the season means Evans secures the title for the R2 category with one round remaining.

Behind the R2 Champion, it was the battle for third place between three crews driving Citroën DS3s that became the focus for the second day of the rally. Eventually it was Osian Pryce/Iestyn Williams who claimed the podium place by a slender 0.7 seconds, his performance earning him this event's nomination for the Pirelli Star Driver Award.

The Welshmen initially finished ahead of Tom Cave/Craig Parry, with Jonny Greer/Gordon Noble just 6.7 seconds behind in fifth. However, a subsequent 50-second penalty for leaving a service halt late meant that Cave/Parry were relegated to fifth when the final results were published.

Cars left the start at Antrim's Junction One Outlet Centre on Friday lunchtime and headed northeast for the rally's first loop of three stages. The morning rain meant that talk in the service area was all about tyres and many of the crews opted for a combination of slicks and intermediates, either on the car or being carried as spares which could be swapped when required.

Right from the word go, Cronin/Marshall signalled their intentions and went fastest through the opening stage by a margin of 5.6 seconds ahead of Evans/Pugh, with Pryce/Williams 2.7 seconds behind in third. Also impressing in their Ford Fiesta R2 were Jussi Kumpumäki/Jani Salo, who held fourth place as competitors lined up to start SS2 and the most notorious stage of the rally, the eight-mile coastal run over Torr Head.

Unfortunately, this was to be the Finns' final stage, when a small bump on a corner on a fast downhill section sent their car across the road and into a bank, the impact launching the Fiesta into a series of rolls. Thankfully, the safety cage did its job and both of them emerged unharmed, but the same could not be said for their Fiesta. The stage was then stopped whilst the car was recovered, which saw organisers accredit all following competitors with notional times.

One more stage remained before the first service halt of the day and the time sheets revealed that Cronin/Marshall had extended their lead to 16.6 seconds. All of the BRC competitors confirmed the changing nature of the road surface could catch anyone on the wrong choice of tyres.

A repeat of the first three stages followed and, starting the loop in bright sunshine, most crews opted for slick tyres. However, as Cronin/Marshall came to the end of SS6, the rain started to fall and, for the remaining competitors, conditions became decidedly worse. The lack of grip was clearly demonstrated by Ruari MacLeod/Paul Beaton, when their Fiesta slid off the road and onto a bank, forcing the driver to run down the stage to muster a group of marshals and push the car off its grassy perch.

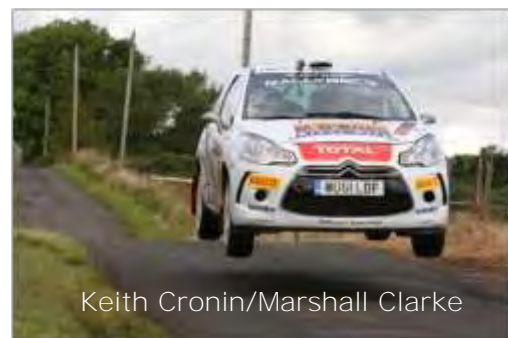
But for Alastair Fisher/Daniel Barritt, Desi Henry/Barry McNulty and James Grint/Craig Drew, things got worse in the preceding stage, when all three crews had to stop and change a wheel after collecting a puncture. Experiencing problems of a different kind were round one winners, Mark Donnelly/Dai Roberts, when their Renault Clio's 'flat-change' system stopped working. This meant they had to rely on using the clutch, which subsequently stopped operating as it should due to the extra strain.

At the overnight halt after six stages, it was still Cronin/Clarke in the lead – now by 55-seconds - with Evans/Pugh second and Greer/Noble third, having overtaken Pryce/Williams on the last stage of the day. Cave/Parry were now in fourth having battled their way through the field from 15th, following a spin on the very first stage.

Saturday's early morning rain had made the road surface extremely unpredictable when competitors embarked for the day's first two stages. With a knuckle-clenching blend of wet asphalt, shiny tar, mud and gravel, the conditions were worse than anything the crews had encountered on the previous day, as Chris Ingram/Stephen McAulay found out, when they rolled their Renault Twingo Evo R2 into the trees on SS7. Thankfully, both of them walked away unscathed and it didn't stop the 17-year old driver from wrapping up the Twingo Renaultsport R2 Trophy title. The conditions in stage eight were no better and, at an extremely slippery junction, Gethin Jones/Kevin Devine – who rarely have an accident – hit a wall with their Fiesta ST, Desi Henry/Barry McNulty did likewise and bent their Citroën DS3's rear axle, as did Alex Pappas/Chris Davies, who carried on for two more stages before ending their rally in a ditch.

As a measure of how slippery the roads were, Jukka Korhonen in the Pirelli Star Driver Skoda Fabia commented that he had never driven on roads like it in his life. Rich words from a Finn! And, although he and co-driver Mikael Korhonen made it through the morning without issues, a broken driveshaft on SS12 brought their rally to a premature end.

The conditions also caught out Greer/Noble, who spun and lost 30-seconds in SS7, which meant Pryce/Williams went back to third and Cave/Parry started to close up. Behind them, Donnelly/Roberts were still struggling with their car's clutch and were being pursued by Guy Wilks, who was driving a



Keith Cronin/Marshall Clarke

(Continued on Page 15)

Round 5 - Toddsleap International Rally NI, Antrim Fri 17/Sat 18 August 2012

Class Podium Sees Newby Climb BRC Table On Ulster Rally

Tricky conditions greeted competitors for round five of the 2012 British Rally Championship but despite mixed fortunes for both drivers, the Pirelli TEG Sport Team left the Toddsleap International Rally Northern Ireland in a positive mood.

Continuing his excellent run of results which saw him win two more rallies outright during the break in the BRC calendar, 17-year-old Arron Newby claimed a deserved 13th overall in the Pirelli TEG Sport Team's Robert Wiseman Dairies-sponsored Skoda Fabia R2. The young driver from Carnforth, along with co-driver Martyn Taylor, overcame the damp and slippery conditions and improved from a top twenty placing overnight to finish 13th overall and claim more vital BRC points to move up to 16th place in the championship table. However, such was his progress that he finished third of the registered points scorers in Class R2 meaning a podium finish and with it, an elevation to fourth place in the standings with one round to go.

For Finnish team-mate Jukka Korhonen, his rally ended in disappointment when placed inside the top ten with just three stages to go when the Pirelli-backed Skoda Fabia R2 he was sharing with namesake Mikael suffered a broken driveshaft.

Despite the setback, the 27-year-old from Siikajarvi, who won last year's Pirelli UK Star Driver award, still holds a top ten placing in the overall championship as well as third place in the highly competitive Class R2 going into next month's final round on International Rally Yorkshire.

Stuart Newby, Team Owner: *"This is always a tough event and whilst we are disappointed for Jukka, we are delighted with the way Arron drove and to bring the car home on the Class R2 podium was a bonus. The idea was not for him to win the event but to drive for a finish and to gain more experience which is exactly what he did. We now hold third and fourth place in that very competitive class going into the final event in Yorkshire where we expect both drivers to finish the season strongly. We are still well placed in the BRC Teams Cup and again it's been a great team effort so we are looking forward to a good result back on gravel next time"*



Arron Newby/Martyn Taylor



Jukka / Mikael Korhonen



Continued from Page 14 :

Renault Twingo Evo R2 by invitation of the French manufacturer as part of the car's test and development programme. However, a gearbox oil leak was to put the twice British Rally Champion and his co-driver David Moynihan out of the event on the penultimate stage. Also testing a car on this event was former BRC front-runner Craig Breen who, together with co-driver Paul Nagle, were demonstrating the new R2 Peugeot 208 by running as course car.

As the day went on, the sun came out and the temperatures got higher and higher, which saw the roads dry out and speeds increase – especially those of Evans/Pugh, who were fastest though SS9, the 6.7-mile run of Lisnamuck. But the demands of the bumpy Ulster asphalt forced further retirements during the course of the afternoon, with Fiesta crews Fisher/Barritt and Parpottas/Davies bringing their rallies to a disappointing conclusion in a ditch. In contrast, Cave/Parry were on a mission and, when they posted the fastest time on the penultimate stage, would have overhauled Greer/Noble for fourth, if it had not been for a 50-second penalty that was applied when their car would not start as they went to leave the final service halt of the day..

An ever-improving Matthew Cathcart/James Morgan were sixth in their Fiesta after Donnelly/Roberts finally lost the battle with their car's transmission. Solid runs by Callum Black/Paul Wakely in their Citroën DS3 and Arron Newby/Martyn Taylor in their Skoda Fabia saw them finish seventh and eighth respectively, whilst Grint/Drew were ninth. Tenth place went to a delighted Garry Pearson/Craig Wallace and, by scoring a finish in his Twingo Renaultsport R1, Pearson became the 2012 MSA British Junior Rally Champion. His cause was helped when rivals Steve Røklund/Tom Andre retired their Fiesta R1 in SS12 with fuel problems.

But it was Cronin/Clarke who dominated the event and the result moves the Irish driver closer to a third British Rally Championship title by claiming his third consecutive win this season. Evans/Pugh were equally as pleased with their giant-killing performance, taking their fifth Class 6 (R2 category) win in as many events, Evans wrapping up the 2012 R2 title in the process.

The outcome of the event means that Cronin and Evans now share the Drivers' Championship lead, with Cave four points behind in third. Therefore, with the opportunity to score 50% more points, the battle for the 2012 MSA British Rally championship title will be decided on the sixth and final round, the International Rally Yorkshire, which takes

NGK Spark Plugs BRC Challenge rounds five & six Todds Leap Ulster Challenge Rallies - 17/18 Aug Sykes' third win seals NGK BRC Challenge title

Richard Sykes and Simon Taylor clinched the 2012 NGK Spark Plugs BRC Challenge title after a spectacular double win in Northern Ireland this weekend. "It's fantastic" claimed an exuberant Sykes, "We were disappointed not to have won the Jim Clark, as we were feeling good on that event. But the season has pretty much gone to plan; the car's reliability has been brilliant and I've had my fair share of mechanical issues in my time, so it's nice to have a good clean season." Wearing a huge grin, co-driver Simon Taylor concluded: "We've worked seven years for this." The Citroën C2R2 Max pair took to the Antrim stages this weekend determined to get themselves back into the title hunt and went for broke early on. Entering the double header event this weekend ten points behind James Watts, Sykes and Taylor needed two good results to take the race down to the final rally of the year in Yorkshire.

Having led after two stages, Simon Moore and Emma Morrison dramatically crashed out on the notorious Torr Head stage, leaving the door open for Sykes, but it would need a drive of total commitment in order to take advantage. And take advantage they did, victory on round five on Friday before winning every stage on round six on Saturday. Without Moore to contend with, Sykes had to battle to keep tarmac ace Richard Archer in his ex-works S1600 Opel Corsa and young hotshot, Jon Armstrong, in a Ford Fiesta behind him.

James Watts in his near-standard 1400cc VW Polo could only watch on with no chance of fighting for the outright rally win. But any slip up from Sykes and Watts, who was on his way to more maximum class points, would force the championship into a final showdown in Yorkshire.

With Sykes cleaning up the championship and the RC5 class honours, the podium places and important points were still up for grabs for the rest of the field.

The amazing Co Fermanagh youngster Jon Armstrong was superb all weekend picking up back to back second places, guided throughout by the experienced Martin Brady. The seventeen year old student from Kesh has placed himself firmly at the top of the 'ones to watch in the future' list, even winning the final stage on round five.

His pace has been excellent all season long but with mechanical issues serving up three retirements in a row, he clearly had the desire to finish his home event in style. Even with his undoubted talent, Armstrong remained rather humble and low key at the end, "It feels good just to get a finish; we pushed really hard and just managed to hold off Russ."

He was referring to Russ Thompson who, alongside Andy Murphy picked up their second straight third place on the double header event. The Lancastrian finished just three seconds off Armstrong on what was one of the best battles of the weekend. This result leaves him in equal third place in the Championship alongside Tony Simpson, meaning it will be all to play for on the final round in Scarborough.

Fourth place on round six went to Gareth White and Mike Dickson in the second of the C2R2 Max Citroëns. The pair has had an up and down season, but the Scots have always been quick. Recovering from a big 'off' on the fast asphalt of the Jim Clark back in June, White and Dickson needed to find their groove again. "Every bump, crest and undulation that unsettled the car reminded us of that accident" said Mike. "We had the right tyres on today and they worked well." added Gareth, and regarding the final round; "We'll see you there." smiled White.

Fifth place overall went to Adam Taylor and Joe Cruttenden in their Ford Fiesta ST. This was by far and away Taylor's best result of the season, and not bad for an Irish tarmac virgin. The engineering student studying at Oxford remarked at the finish, "Loved it, scary stages though, we were better today and I'm happy with that, Joe's done a fantastic job."

Just behind Taylor in sixth was Watts and co-driver Sarah Whelan, Watts had already clinched the RC2 class for 2012 with his result on round five, but his sixth place on round six keeps him second in the overall Championship heading into the forests of North Yorkshire.

After a promising start to the day, Archer and navigator Connor had an off road excursion on the Slieve Gallion stage, which dropped them to the bottom of the field. With too much to do the pair finished in seventh place, continuing their season of horrible luck.

Eighth place overall went to Simpson in his Ford Fiesta ST, after struggling through the day with gearbox issues, Simpson dropped points to his rivals in the Fiesta SportChallenge for the first time this season. Alongside on the pacenotes was long term friend Jamie Edwards, but the change in co-driver signalled a change in luck too for the Liverpool man as he ran the second half of the rally with only two gears.

On the bright side though, he maintains his lead in the SportChallenge and barring disaster, looks odds on to clinch that title in Scarborough. Simpson has also maintained his third place in the overall Championship, albeit now level with Russ Thompson.



Bill Gwynne Rallyschool Coracle Stages Rally

Matt Edwards took a convincing second place on the Bill Gwynne Rallyschool Coracle Stages Rally to secure the Association of North Western Car Clubs' (ANWCC) Forest Rally Championship title and regain his lead in the Motor Sports Association (MSA) Welsh National Rally Championship.

Edwards, 27 took the Championship title after scoring maximum points on each of the six events that he competed in, making him unbeatable with three remaining qualifying rounds left to run.

The former MSA 1400cc Champion moved up to the higher capacity Group B13 class this year, acquiring a Mitsubishi Lancer Evo IX, a move which some speculated may hamper any significant results after predominantly rallying in the 1400cc class more recently.

Any doubts that may have initially existed have been firmly dispelled and Edwards has proven his ability amongst the top clubman drivers in the United Kingdom by not only sealing this Championship and leading the Welsh National Rally Championship, but also holding 2nd place in the BTRDA Gold Star Championship.

Backed by Swift Group, Millers Oils, Racing-Lines, DMack Tyres, Atech, Holton Homes, Beech Developments, Egniol Environmental, North Wales Honda and EWP, Edwards was co-driven by Will Rogers of Gloucestershire on 7 stages totalling 40 miles on the classic loose and gravel surfaced tracks at the Sweet Lamb Rally Complex, near Llangurig, Mid Wales, the venue forming part of the route that the World Rally Championship will use in September on the Wales Rally GB.

North Wales Car Club member Edwards said "We had a few minor niggles with the car initially, but took the opportunity to do a few tweaks and try to gain that extra performance to save vital seconds."

He added "The car is running well and I'm confident that we will go into the penultimate round of the BTRDA Championship with the best set-up, based on what we have developed with our partners over the year."

On his second outing of the year with Rogers co-driving, Edwards said "Will did a good job on the notes and we soon settled into a rhythm and got used to working with each other again as the last time we competed together was on the Bulldog Rally in March, earlier this year." He added "We generally had a good pace, and only dropped a few seconds, mostly where the more powerful cars had the advantage on more torque on the steeper inclines."

In summary Edwards said "It was a good result, keeps us fully in contention for two more championships and winning the ANWCC championship this early on in the season is a massive boost going into the latter part of the season."

Image courtesy of JMS Photographic



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EMAIL: phil@pro-rally.co.uk

ANCC - Next Meeting 22nd October

Delegates Meeting : Whitcliffe Hotel
Cleckheaton (Map ref. 104/186255)



Next General Meeting Monday 12th November

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

I said to the pet shop owner "I want a taller stand for my parrots cage but I haven't much money.

Can I get one and pay it off later ?"

"Sorry, we don't do higher perches", he replied.



Junior Rally Driver Picks up the Pace

On Sunday 12th August, 14 juniors took part in the most difficult and technical rally of the season: Solway Coast, Kirkcudbright, Scotland. This was the 5th event of the Brick and Steel Junior 1000 Ecosse Challenge Rally Driving Championship in her 1.0 litre Nissan Micra. With a BBC television crew attending, holding interviews... the pressure was on!

Georgia Shiels, one of two ladies competing, managed to finish a very competitive 6th place. With a 20 second loss of time on SS5, due to a stall on the start line, meant that her potential 4th place was lost. But this didn't stop her! Driving on gravel for the very first time was such a thrill for her, and her natural ability prospered as she was one of few juniors to keep her little 1.0 Micra on the road; whether it was through parts of the woods on gravel, the tight chicanes or the 'no-room-for-a-mistake' narrow lanes within the M.O.D ground.

The 1000cc cars were flying off everywhere from the very start; driving into ditches, bushes and trees. No one was hurt and the cars were simply towed out and continued the stages. Georgia appeared not to follow this trend, although a slight bump into a hay bale and a fence post did occur in SS1 as she took Colin McRae's quote very literally – if in doubt, flat out!

With a different co-driver in the mix, Alistair Dodd, the pair seemed to be a great team; shown due to the huge improvements after every stage, with so much to learn in this new experience after only learning to drive a year ago. Consistency was the key.

The next rally will be on 16th September at Kames Motorsport Complex, Ayrshire, Scotland which will be the 6th and final round of the Ecosse Challenge Championship 2012. Georgia is hoping for a podium finish on this event and is really looking forward to it as she quotes "Bring it on!"

Thank you for everyone's constant support!

Antony Shiel - (Georgias Dad)

*As this goes to 'press' Georgia had just got her GCSE results. 6 A*s, 7 As and 1 B. Well Done! I commented that her Rallying had not seemed to have got in the way of her studies - She replied back "Course not! More motivation to do well, to be honest"*



Colin Smith 2012



Colin Smith 2012



Colin Smith 2012



Colin Smith 2012


Kirkby Lonsdale Motor Club
 & **Morecambe Car Club** 

AN EVENING WITH

MALCOLM WILSON

8pm THURSDAY
30th AUGUST
Vale of Lune RUFC
 Powderhouse Lane, Lancaster, LA4 2TT

I went to a lovely Christian restaurant last night. It was called 'The Lord Giveth'. It also does takeaway.

Hat-Trick Of Wins For Newby

Jane Cowling Memorial Phoenix Stages Rally



Photograph courtesy of Marcus Andrews

Having sampled a taste of victory on his 4WD debut on the John Overend Memorial Stages Rally at Melbourne in May which he followed up with the overall win on last month's Opposite Lock Stages Rally held at Manby Motorsport Complex, Arron Newby made it a hat-trick of wins with his latest victory on the Jane Cowling Memorial Phoenix Stages Rally held at Fulbeck Airfield in Lincolnshire.

The 17 year old from Carnforth was once again driving the Pirelli-backed, Robert Wiseman Dairies-sponsored and TEG Sport-prepared ex Mark Higgins Group N Subaru Impreza N11 and despite a lowly seeding of 21, hit the front from the start. Despite a top quality entry, Newby held an eight second lead after SS1 which he upped to 18 seconds on the second stage whereafter he and co-driver Martyn Taylor controlled the pace at the front for the remainder of the event.

The Pirelli K6 tyres proved the ideal choice for the mixed stages of gravel and tarmac and resulted in a superb third victory in a row for Newby going into the next BRC round in Ulster later this month.

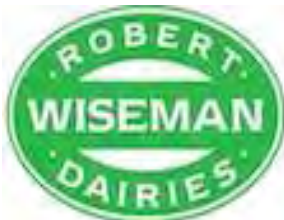
Arron Newby: *"I got a shock when I saw I was leading by eight seconds after SS1 and just controlled it from there. I can't believe I've won three rallies in a row now, Mark Higgins always said to me this car was very special and it is. A big thank you to the sponsors and the TEG Sport team for their hard work and late nights preparing the car as we only entered late. Thanks also to Martyn for another top job and also to Pirelli for sorting out the tyres at short notice."*

Stuart Newby, TEG Sport Team Owner: *"Well, what a weekend and we are all chuffed to bits with Arron! The team was away on the Speyside Stages on Saturday in Aberdeen so it was down to him and his mum to sort scrutineering and when we put the postcode in the SatNav, it said nine hours so it was a long haul through the night to get there in time but he didn't let us down. He drove fantastically well and without doubt shocked a few people on this rally. He loves the Subaru and is getting the results in it so we are going to have a long, hard think about his plans for next season."*

Sue Carter

TEG SPORT

PIRELLI



MORE Jane Cowling Memorial Phoenix Stages Rally



Photo courtesy of James Redman

PPRS Prints & Pix Rally Sport
www.pprs.moonfruit.com

This was the first time I had been to Fulbeck airfield, and I had chance to co-drive in either a Mk2 Escort with Nick Dobson, or a 6R4 with Simon Chapman, Escort and sideways it was then.

Having done a quick recce of the stages, and after all the rain we have had, Nick decided to use some half worn Dunlops he had left over, from when we did Melbourne (John Overend stages) together the previous month, either that, or he's a tight arsed Yorkshire git!

Off we set for SS1, queuing up, Nick said "it's dropped on to 3 cylinders", just as the car in front sets off, and on 30 second starts, I said "nothing we can do now, just do the best you can!"

Well it didn't feel like three cylinders to me, the stages were as slippery as his wallet at the bar, 12th o/a and 3rd in class, 12 seconds down on the Gallagher brothers in the Ti Motorsport RS, who we had beaten last time out, but we thought they were going to be the ones to beat (class wise), with nearly 300bhp compared to our meager 260, back in service, Dave Hurst is pulling wires out changing plugs, I just left them too it, and had a cigar. "5 minutes," I shouted and put my helmet on. Off down to SS2 a repeat of ss1. "how's it running Nick?" I asked on the way out of service, "fine now, faulty plug I think!"

54321 off we go, on the second lap the revs drop, and we pull over to the side, Nick gets out and lifts the bonnet, and I get out, and strangle myself on the intercom lead, and put the ok board out.

After twenty minutes of swapping things and unplugging/plugging things in, still no joy, the last car passed, and they start to swop the stage round, Nick gives it one last try and, it fires up, back on with the helmets/belts, I said, "just take it easy, I will try to blag a finish time at the end, just give us a maximum please, don't think we will be coming out again". Sorted!!! Back to service more swopping of coil packs crank sensors etc. and still couldn't find the misfire though. I said "let's just carry on and try to finish and get a finish and some ANCC points, as are leading the championship at the moment."

Unfortunately they never traced the problem, and just to make matters worse, the clutch cable snapped on the last stage, we got round, and finished 26th o/a and still lead the ANCC championship. The rally was won by Arron Newby!

Tyneside Stages

The rally was organised by Alnwick and Berwick Motor Clubs. It followed a similar format to last year with 9 tests for 66 crews and was sponsored again by Wilkinson Maintenance and Alba Water. As ever, the weather in the Redesdale Riviera was cooler and more changeable than the rest of the country was experiencing but the day dawned cloudy and dry. From the off Anderson and Thirling were on a mission and despite an overshoot at the Featherwood triangle dropping about 10 seconds, they were 6th fastest overall. Their Ford Fiesta was working well after it's gearbox problem on the last event and they gained more confidence as the morning progressed to go into the lunch halt in a fine fourth place. With the next 2 stages on the west side of the Ranges being cancelled due to a couple of accidents, the action returned to the more technical roads of the eastern side. With a 2nd and 3rd quickest time over Dudlees, they managed to move up another place to go into the final long test a mere 1 second adrift. A leaking exhaust manifold would keep the service crew occupied late in the afternoon and particularly before the final run. A couple of 'moments' early into the 17 miles of Cocklaw Green, showed how hard Anderson was trying but with his confidence sky high now, he was able to push on. He stopped the clocks 4 seconds quicker than his rival and elbowed his way into a fantastic 2nd overall. A great result for the lad who's not even 21 yet – and a great outlook for what's possible in the future.

Kev Monaghan was out again with Steve Dargan once more filling the co-driver's seat in Chris Purvis' enforced absence. After recent rallies, Kev had decided that his demon paddle shift was not for him any more and he reverted back to the good old gearstick – something to be pushed around with your hand when looking for another gear. A slow start saw him come back into 1st service in a lowly 28th place but with no major mechanical problems all day he steadily improved to 15th position. He reckons that following Barry Lindsay on the final stage helped him move up 2 places as well.

A further 21 seconds back were Alex Laffey and Jack Morton - another couple of youngsters in a Ford Fiesta R2 enjoying their rally. It was first time on the ranges for the driver and he spent the day learning about the venue. A trouble free event and he was happy to end up in 18th place.

The reliable Vauxhall Corsa of Geoffrey Harkness and Caroline Lodge were next up. Another incident free rally for the Spadeadam crew ensured they'd pick up more good championship points.

The Fiat X 19 of Phil Morton and Jo Emma Hind returned to the series with a rebuilt gearbox after their recent woes. Their only issue was filling the jerry cans full of diesel for the rally ! Once petrol was found their panic was over and this time the gearbox managed to cope with 90 miles of fast and furious competition to bring them home in 33rd place. And our final finisher was the father and son pairing of Malcolm and Richard Holdsworth. Their Honda Civic had been parked up since the Christmas Stages and only got a quick wash and new tax disc in the week before the rally. It was another reliable rally, although Malcolm's only complaint was about it not been fast enough – hardly surprising with 185,000 miles on the clock.

A quick mention of those who didn't manage to finish the rally and the first retiree was Janice Moore sitting alongside John Stone on his Skoda Fabia - their engine stopped within the opening couple of miles. Andy Davison and Mike Curry had high hopes going into the day having taken maximum championship points on last year's running of the Tyneside. Although he had a problem starting the BMW before the opening stage he stormed through it to stop the clocks second fastest. Unfortunately, the clutch failed at the start of the second test. Ed Todd and Andy Brown retired after SS7 with clutch problems too. On every stage Ed was frustrated by sometimes having loads of grip and sometimes loads of slip. By fourth service he decided to save the car for another day as things weren't getting any better. And our final retirement was Dave Seed and Colin Tombs – yes with clutch problems. Half way through the third test, they started having gear selections problems and although they got to the end of the stage, they'd lost all the car's clutch fluid. Topping it up in service solved the problem but the fluid quickly drained out again. Solving the leak wasn't possible so it was an early bath for the Durham boys this time.

Thanks go to Alnwick and Berwick Motor Clubs for all their efforts over the weekend. It was quite an eventful rally in more ways than one and they had to cope with a couple of bad accidents too.



Barry and Michael Lindsay



Pete Gibson and Josh Davison



Chris Anderson and Chris Thirling

To Mull And Back – Alan Barnes

Four years ago I made the momentous decision to build a stage rally car from scratch. Some readers of the SD34 Spotlight Bulletin will know about this, others will not. But Spotlight Bulletin editor Maurice Ellison asked me to write a piece about my Peugeot 106 Gti, known by all and sundry as Priscilla, so here goes.

The idea came into my head in September 2008. The idea dawned on me after going to watch the Hall Trophy Rally, organised by Clitheroe Motor Club, at the Weeton Army Barracks site near Blackpool at the very end of September that year.

Bear in mind the fact that I had not ventured out to watch a rally of any description since around 1989, so it had been a long time.

In fact, we went to Weeton more for my son Sean to see a rally at close quarters. He was 12 at the time and at that age when he was starting to get into cars in a big way as a fan of Jeremy Clarkson's Top Gear programme.

I did not see any Peugeot 106s out on the rally that day, but being there re-ignited my passion for rallying and, as the days passed after Weeton, I started to churn ideas over in my mind. The Tour of Mull was coming up a fortnight later and while I could not get time off work to go and witness the event, I remembered a golden, missed opportunity going back to 1987.

Back then I was road rallying with Mark Standen in an Astra and we had some rare old battles for 1300cc supremacy with Bury AC duo Michael and Graham Shiel. History will tell you that Michael was the final winner of the Motoring News 1300CC Road Rally Championship in its last year, 1987. He could certainly pedal that old Black Kat Heating-sponsored green 1300cc Astra.

In the middle of 1987 I made the quantum leap, career-wise, from the newspaper where I started my journalism career, the Clitheroe Advertiser, to my first evening newspaper, the Gloucestershire Echo, a long way from home, down in Cheltenham.

That was in the July and I mention this at this point because I felt that almost certainly my road rallying days were as good as over, with the end of Targa looming into view and most road rally enthusiasts believing that our section of the sport was about to go the way of the dinosaurs [it subsequently and happily turned out that we were wrong].

However, I was in the Echo news office one night around 9pm when the newsdesk phone rang. I answered it and a voice asked: "Could I speak to Alan Barnes please?" I answered that it was me on the phone and the voice said: "Hi Alan, this is Michael Shiel, do you fancy doing Mull with me?" God knows how he got hold of my number but he did!

The long and short of it is that I politely declined as, even though Michael offered to pay for the event, accommodation, etc, I was pretty much skint and I don't like doing anything if I cannot pay my corner.

And that was that. But every so often, maybe once every couple of years thereafter, I would remember that phone call, and I would ponder the question: "What if I had done it with him?"

So fast forward to 2008 and the aftermath of the Hall Trophy Rally. A week or so after the rally, I was out walking the dog with my missus when I decided to announce my latest idea.

I told her: "Don't laugh, I am going to build a rally car to do the Tour of Mull and Mark Standen will drive it and I will navigate in it."

She looked at me like I had just been beamed down off a spaceship from Mars. But, fair play to her, she did not object, or pour scorn or derision on the plan, and so it was full steam ahead as far as I was concerned.



The shell after being acid-dipped and etch primed.



The cage going in



Getting there

To Mull And Back - *Continued from page 21*

However, I had set out with a budget of £6,000 to £8,000 in mind and pretty soon I realised that my initial figure was ridiculously out of step with the cost of rallying in the 21st century!

So how did I come to decide on a Peugeot 106? Looking at the Tour of Mull 2008 results late on the Saturday night I noticed a giant-killing performance, a Peugeot 106 driven by a guy called Iain Mackenzie had gatecrashed the top 10. I was impressed because surely a little car like that surely had no business muscling its way inside the times of Mitsubishi Evos, Scoobies and full-blown Escorts?

And surely a 106 GTi would not cost all that much to build? Gulp, I was in for a shock! First up, I learned that a decent gearbox for a 106 would cost between £3,000 and £4,000. That was half of my budget gone!

And by the time you factored in the cost of buying a donor car, having it seam welded, buying a decent cage and having it welded in, plus getting the car painted and that was another four thousand-plus gone.

In the infamous words of the late Mastermind presenter Magnus Magnusson, I soon adopted the philosophy, "I've started so I will finish" – and that is how it has had to be in order to get the car to the stage where she is now ready to go to Mull for her debut event.

But going back to the very early days, I was in for another surprise and a huge setback because I entrusted the building of the car to someone I had known of for almost 30 years. All I want to say about this is that six months down the line I had parted with the best part of £6,000 and all I wheeled away from his garage after a parting of the ways was a bare shell in etch primer with a cheap OMP bolt-in cage rattling around loose inside the cockpit.

It was all very sad and very demoralising. Every time I gave him money more work got done on another car sitting alongside mine. Excuse after excuse was trotted out about why no progress was being made on my car. I made the mistake of trusting somebody who is totally untrustworthy. I have learnt my lesson now.

That person promised a lot, did very little and received in the region of £6,000 for sweet FA. I was too appalled by his actions – he is a long time member of a club affiliated to SD34MSG - to want to take the matter up with the police. Let's just say I believe what goes around comes around.

By now it was June 2009 and I had made contact with a welder called Kevin Iddon from the Preston area. He volunteered to take the project on and the first job was to find the money to buy a Custom Cages roll cage. I sold the OMP cage for £320 to a boy racer from Hampshire, so that was a good chunk towards the new cage which cost £850 or thereabouts.

So, six months down the line the car was retrieved from the aforementioned person's garage and taken over to a garage near Preston where work started in earnest.

The Custom Cages weld-in roll cage was welded in, all the seam welding was done and the car was painted. Next up came various items, most prominently the wiring job. Being a French car, the wiring needed serious attention and a lot of money was spent on creating a lightweight, bomb-proof loom.

Peter Kenyon of Myerscough College did a lot of this initial wiring work, and his work was later augmented by Garstang and Preston Motor Club member Jeremy Dale – thanks Jem.

By now Kevin had had the car for more than a year and progress was hampered by a lack of funds, although I had bought the AVO three-way adjustable front suspension legs and had the rear beam reconditioned. Kevin had also fully Aeroquipped the car with both fuel and brake lines using Aeroquip.

I had decided that as I had already spent way too much, I might as well carry on and finish the car properly, rather than cut corners and scrimp on items.

However, more bad news was around the corner because in March 2011 Kevin informed me that he was selling up and moving lock, stock and barrel to Aberdeenshire ...and he was going in the space of the next two months.

I was dumbfounded. It was hard enough building a rally car to begin with, without the bad luck that the project seemed to be surrounded by. However, I had come this far and I was NOT giving up.

Fortunately at a motor club meeting, a friend recommended Lee Jones of Newton Motorsport. And after meeting Lee for a pint and a natter, with him travelling to check over the car, a deal was struck.

Lee is, without doubt, one of the nicest, most genuine, even-tempered people I have ever met. Nothing ruffles him and he never has a bad word to say about anybody. I dropped lucky and I know it. As I write this Lee is working on the car, tinkering with suspension settings as we tweak and hone the car into Mull readiness. Nothing is ever too big a problem for him. He is a diamond.



Looking good



Ready to go!

To Mull And Back - *Continued from page 22*

So a word about the spec of the car for those who like to know what's what. The engine is an all-steel TU5 Peugeot twin-cam engine with around 180bhp at the wheels, revving to 9,000rpm. It runs on a DTA S40 ECU, with AT throttle bodies.

The engine was put together by Clitheroe-based engine builder Michael Spark. Not many people seem to know of him but he looks after Russell Morgan's historic Escort Mark 1 1700 BDA, amongst others. He is a superb engine builder and I can recommend him. The cylinder head was ported and polished by AMS, an engineering concern based near Hastings in Sussex. AMS provided the cams, solid lifters and all other bits for the head and match the head to the throttle bodies for increased performance. And a top job they did. The engine loom was built by DTA supplier Martin Fox, of Wigan Motor Club.

Gearbox-wise, it is a Peugeot 106 Cup gearbox with ZF LSD, 106 Cup uprated driveshafts, AP 4-pot brakes and rose-jointed gear linkage set-up. The car has plenty of power and torque 142lb per foot, but crucially, plenty of stopping power. Inside the car it has all the usual things you would find in a well sorted stage car such as a bias brake valve set-up, fly-off hydraulic handbrake and digital dash arrangement. Seats are from Motordrive and on my side of the car there is a Brantz tripmeter and a more standard clock, like you find in road rally cars, for setting it up to BBC time.

Suspension wise it is set up using AVO three-way adjustable front suspension with adjustable platform legs fitted with eight-inch 275lb springs. On the rear of the car it has two-way adjustable AVO shockers with remote canisters. The torsion bars have been switched from the standard 19mm to 22mms, to cope with the Hill Road. Meanwhile, the rear ARB has gone from the standard 24mm to an 18mm.

On the front of the car the ARB is off a Series 1 1.4 XSi to make the car turn in better. A lot of the way the suspension has been set up is down to a guy who has become a good friend from up in Aberdshire, Garry Muir. Gary has been there whenever I have had a technical query. There is not much he does not know about Peugeots and Citroens and he has been invaluable, being able to source parts and bits that have been needed to finish the car. He really is a mine of information and it is no exaggeration to say the build would have been doubly difficult without his knowledge and input.

The same can be said of Citroen-Peugeot Recyclers in Blackburn. Owner Coi has been generous in assistance with parts for the car, all the little bits and pieces of trim that cost a fortune new from a main Peugeot dealer. Thanks Coi and team. You are a great bunch.

Mark and I go to Mull with four sponsors, MTJ Associates Public Relations, whose owner Martin Jackson is a car fanatic. Grace Foods, under whose Team Nurishment banner we will be sponsored on the event, plus Citroen Peugeot Recycling, and last but not least, Newton Motorsport, with Lee, Lee's son Rob and their good mate and assistant at the workshop, Tomo, looking after Priscilla on the event.

Tyres are Yokohama A006 grooved slicks from South Shore Tyres and Tony, who owns the concern, is on Mull should we need his expertise during the rally.

And that's about it, that's the story so far. It has been a lesson in perseverance, in not giving up, and in plugging away despite the slings and arrows that life throws your way. Was it worth all the hassle? Looking at the car now I would have to say yes. You are only here once so you need to grasp the nettle and get on with life.

One final word to my wife, Sally.

Thanks love.

I could not have done any of it without your unending support and patience.

We will get to New York next year, I promise!!

Alan Barnes (G&PMC)



With spots, ready for night stages



Inside the car





SCAMMONDEN DAM HILLCLIMB Sunday 19 August 2012.

PENDLE and District Motor Club welcomed a total of 31 drivers when they hosted the Scammonden Hillclimb on Sunday the 19th of August.

The event saw cars motor up a 503-metre uphill course by the M62 just west of Huddersfield, and 13 Pendle members were among the field.

Robert Bailey, of Longton and District Motor Club, was the winner in a Caterham 1396 after completing the course in a best time of 25.59 seconds.

But Pendle Motor Club's Mick Tomlinson, of Barrowford, was in second place in 26.76 seconds. Paul Masters was third ahead of Craig Powers and Simon Bailey, but there was a class win for Pendle's Simon Gemzoe in a Caterham 7 1782.

Fellow Pendle member Ross Butterworth, from Blacko, also claimed a class victory in a Subaru Impreza 1994T.

Another to top his class was David Robinson, whose 16-year-old son Simon – of the Under 17 Motor Club was fourth in the section in a Peugeot 106 in his first ever hill climb.

Pendle's Mike Moran was 12th overall and Simon Nicholson, from Clitheroe was 15th and also won the 2B section in a Westfield 1999.

Pendle's vice president Rod Brereton said: "The event went brilliantly, we had 32 entries with two practice runs and four timed runs.

"We will be having the event again next year on August 18 and it's a cheap day of motor sport, it's £65 to enter."

The Mid-Cheshire Motor Club and the MG Club also host events at the West Yorkshire venue during the year. Brereton said: "There are other events there during the year in April and July, but the circuit is falling into a state of disrepair with grass cutting so if anyone is able to help they can contact us by email on pdmc@clara.co.uk.



M. Tomlinson - AF900



J.Kormes - Peugeot 205Gti



D.Gemzoe - Caterham 7

BRC's 2012 Pirelli UK Star Driver prize announced

Italian tyre firm Pirelli has agreed terms with Citroën Racing to run a Citroën DS3 R3 as part of next year's highly regarded MSA British Rally Championship Pirelli UK Star Driver scheme. The Pirelli Star Driver programme was set up in 2008 to reward aspiring rally drivers with a once in a lifetime opportunity to take part in a full British Rally Championship campaign courtesy of Pirelli. Based on merit, one driver is selected for the Pirelli Star Driver shootout from each of the six qualifying rallies in this year's British Rally Championship. Drivers can only be selected on one occasion with an automatic nomination awarded to the British Junior Rally Champion. Drivers who have already been selected for this year's prestigious shootout include Mark Donnelly, Matthew Cathcart, Tom Cave, Jussi Kumpumäki, Osian Pryce and recently-crowned British Junior Rally Champion, Garry Pearson. One final driver will be selected to join the line-up and will be picked following their performance on the championship's closing round, International Rally Yorkshire. Pirelli UK motorsport operations manager, Matthew Corby, commented: "We are looking forward to working with Citroën in 2013 and running the Citroën DS3 R3 for the very first time. The car has proved itself as a worthy contender for winning championship titles and we feel our Pirelli Star Driver package for 2013 is the best yet. "The Citroën DS3 R3 is the perfect stepping stone to help a national driver make the transition onto the world stage, and we hope this year's winner will follow in the footsteps of our former Pirelli Star Driver Elfyn Evans who continues to lead this year's Pirelli-supported WRC Academy." The 1.6-litre Citroën DS3 R3 features the same structural design and appearance as the production model, with the production steel body shell reinforced by a welded, multi-point roll cage. The turbocharged DS3 R3 has benefitted from the extensive expertise acquired by Citroën Racing through its involvement in the World Rally Championship and the car is currently helping Citroën UK to lead the way in this year's British Manufacturers' Rally Championship.

Corby concluded: "I would also like to say a big thank you to **TEG Sport** who have done such a tremendous job

CSCC Tin Tops Anglesey – 30th June

Following my pair of second places at Oulton Park in May, I was trying to keep the momentum going at Anglesey albeit with a different club doing a slightly different race.

The CSCC Tin Tops is a championship for normally aspirated hatchback cars, no bigger than 2000cc. Being just under 1800cc meant I was in the second class down with the 2.0 cars being in the top class – with one of the entries being no other than the BTCC driver Andrew Jordan, who was doing a shared drive in a DC5 Integra. The race format is a 30 min qualifying session, and 40 minute race. 2 Drivers are allowed, with the best time from qualifying being used for the race. The race features a compulsory pit stop for driver change, or, if doing the full drive on your own, this involves coming in to the pits, shutting off the engine, getting out of the car, closing the door before getting strapped back in and going out again.

As per usual Dave Hill had also put an entry in, and we were also joined by Andy Davies in his BMW 2002, though he was in the more aptly named “Swinging 60’s” race.

Thankfully all the car needed following Oulton was a wash and some fuel and she was ready for qualifying on the 1.55 mile, Coastal Circuit! During qualifying we were also joined by the “Deutsche Marque” Cars as they had a small grid – this meant there were 31 cars on track, so finding the right gap for a good lap could be tricky.

Anyway, I think I found a reasonable gap, and put the car 14th, this was to get even better when I was promoted to 9th once the German cars had been removed for their race. Dave was 16th, but I'd be watching for him after his demon start at the last outing at Oulton!

As the race came round we went out on our green flag lap, and got the cars lined up for our standing start. Watching the lights, I got the car in gear, set the revs and waited for them to go out before dumping the clutch.

I got a pretty good start, and past a couple of cars going in to the first corner. It got a little tighter in the second corner and I got a slight rub on the exit from a Fiesta ST (which turned out to be no more than a scuffed wheel – even though it sounded like he had come through the rear ¼ at the time). I grabbed another place going up to church and then tried to settle as I found a little space around me. Heading down the corkscrew for the first time, one of the cars re-passed me – guess he had found his feet after the hectic start and began to settle and find some pace, whilst at the same time, none other than Dave Hill was trying to get round the outside of me!! 16th up to 8th on the first lap! I managed to hold Dave off, and got myself settled for the race.

After about 20 mins, I noticed my pit board and it was time to come in for the pit stop – 50kph on the pit lane, and it felt like a crawl! I think I did a pretty reasonable stop, and got the car back out. Of course, no one is out of position during the stops, so you never really know if you are racing for position, or lapping cars, this was compounded even more so when the safety car came out and bunched everyone up as they removed a broken car from an awkward position.

Race got back underway with about 15 mins left to go, and it was push, push, push to pass whoever you could – again, you didn't really know who you were lapping, and who you were overtaking for a position. Flag went out after the 40 mins, and I finished a very respectable 6th overall (out of 24 starters) – 1st in class, with my nearest class competitor in 18th place and had been lapped by myself! Dave came home in 10th overall, though we did have suspicions that his car wasn't running as well as it should have been.

Quick mention for Mr Davies.... He put the car 9th on the grid for his race. He had a great 1st lap, and was in 4th place at the end of lap 1. He made a stunning pit stop, and finished 3rd overall, and 1st in class!



Andy Davies

BICKERTON SKODA CENTENARY STAGES RALLY

RAF BARKSTON HEATH -19th AUGUST

The Centenary Stages at RAF Barkston Heath near Grantham a round of the ANWCC Stage Championship, EMAMC, ANEMC and Heart of England Championships run by Sheffield & Hallamshire Motor Club with 8 stages on the tarmac/ concrete perimeter roads at the fairly smooth venue comprising 45 Stage miles attracted a quality full entry of 74 cars and with some quick cars entered.

The Junior Rally behind the main rally was a round of the Kick Energy Junior 1000

Rally Championship and Silverstone Junior Championship with 19 14 to 17 year

old Juniors entered in mainly Nissan Micra's. Nigel Mummery & Fiona Scarett were at Car 1 in the Ford Focus WRC returning having won the event in 2011 which took place at RAF Cottesmore. Car 2 was Rob Lowe & Steve Shephard in the Roadrunner Motorsport Metro 6R4. Car 3 Ross Daniels/ Paul Mankin in the Autoserv Impreza and Ben Burt & Ian Hamer Darrian T9. Car 5 Howard Chopping / Jonathan Turnbull in the HDC Subaru Impreza. Car 7 Mark Jasper/ Don Whyatt in the Major Motorsport run Escort Mk2. Car 8 Martin Hodgson/ Mark Swallow in another Escort Mk2. Car 9 all the way from Aberystwyth in Welsh Wales Dai DOT Davies / Steve Pugh first time out in the new Vauxhall XE powered Darrian T9.

In the end Nigel Mummery held off Howard Chopping in second to win the event by 5 seconds and Martin Hodgson finished 3rd with Dai Dot Davies in 4th place.

In the Junior Rally young George Lepley in his Micra had his first Junior event win by 7 seconds from Alexander Vassallo in the Citroen C1 and Dave Humpston in 3rd place. The Juniors having adopted a red hot pace at the front.

Local SD34 MSG area crews entered included Clitheroe &DMCs Terry Martin was co driving for Simon Chapman in the Metro 6R4 but was destined for a short event when the

Centre Diff failed on stage 1. Myself and son Sean at Car 51 in the Subaru first time out with the stronger 6 speed box fitted and at Car 65 Accrington's Steve Johnson & Steve Butler in the new Micra 1300 who was going well until the 7th stage when the engine cried enough mid stage.

Our rally started eventful as ever Stage 1 about a mile in the car developed an horrendous vibration to the point it was almost undrivable I thought either transmission or my other thought was a back wheel coming off?? We had to slow to about 30mph another car passed us and then after about a mile the vibration just stopped suddenly and it was alright again and didn't do it again all the event?? Very weird.....Also when we arrived at the stage finish the marshal said "we don't have a time for you" the timing beam had malfunctioned and not tripped when we went through the flying finish. The Clerk of Course was summoned and wrote on my time card promising to sort it out later which they did.

Then 2 stages later (stage 4) we shredded a back tyre with all the metal wire coming out of the tyre and gone out of shape although tread wise the tyre was like new. Maybe the very bad vibration was the start of the tyre breaking up but there were no visible signs after stage 1.

Then we had a problem on the next 2 stages with the engine losing turbo boost at 3000rpm seemed to do it when it was very hot (it was a very hot day)which cost us quite a bit of time losing power yet later when it was raining near the end it ran fine ??

Then next to last stage (stage 7) it started with a very heavy rainstorm just as we started the stage on slicks, lots of the stage had standing water we caught and passed a Nova who slowed right down and our windscreen was steaming up so bad I couldn't see through and was trying to wipe it with my hand most of the stage. Last 2 stages were very wet with lots of standing water to catch you out.

Also in the queue for stage start car 54 (Escort) next to us set on fire under bonnet so was panic until the organisers managed to put it out with extinguishers they used 4 big ones to get the fire out before ambulance and paramedics car and fire engine arrived from the stage start

So a lot of things happened really quite eventful. We finished 35th I reckon problems cost us about 3 minutes

altogether but without any problems I don't think we could have finished better than mid 20s at best but hey ho that's rallying lol. Had aching arms and legs for 2 days after the rally.....old age creeping up and need to be a bit fitter I think

John Gorton (Clitheroe & DMC) - more Centenary Stages Page 27

(I am sorry to say that the above photos are not of the Centenary Stages but are of John Gorton & Steve Johnson on events earlier in the year - but thats all I could Get - Mo)



Centenary Stages. Barkston Heath.

There I was, all sorted, restaurant booked for the Saturday night in Manchester, wife happy, wedding anniversary remembered. Phone goes, "morning Simon (Chapman), how's things?" Can you sit in with me on Sunday, Centenary stages, oh and Eypnt the week after, and how are you fixed for Jersey", errr I will ring Kath and the florist!

4.00am, Early start, to get down there for 6.30, Ian (Ian Chamberlin motorsport) and Gary who run the car have already unloaded the car, and off, me and Gary go, to scrutineer, "Where's noise" Gary asks. "Just up here" I say. No sign of noise, and I'm looking a right duffer, "just join the line for scrutineering, I will go and find out what's happened", C of C "the noise mans not turned up, were going to do it before SS1", "what happens if there's a problem?" I said "there wont be" nod nod wink wink! (I wont repeat here what happened, but ask me if you want to know) back to the car, Garry's about tenth in the queue, and chatting to the scrutinneer, who just hands him the process card, well I wish all scrutineering could be like that!!!! Back to the service area, and Simons arrived, and gone for a cycle round. Signing on, drivers briefing, engine warming up, off we go to SS1, camera on, two car to go, Simon has a last look at the stage diagram, "long 4L into 3R Chicane enter R," I say, pretending I knew what I was doing!!! 54321, and it feels like a Saturn 5 rocket has just been strapped to us, 1 mile in and Simon says "a shafts gone" I just keep my head down, calling the bends, after about 4 miles, down a 300 straight I look up and see our 30s man, exiting the chicane at the end, I notice on the digitrip in front of me were doing 127mph, This is quick! Into the chicane, 6R 4L 6R 4L 100 open hair pin Left, "NO DRIVE" Simon shouts, we pull over to the side, have look underneath front o/s shaft gone, "centre diff" he says. He is not a happy chappy, "you walk back to service, and wait with the car, they wont recover us till after SS2". Anyway, at least I got to drive a 6R4, all be it being towed by a land rover!!! For all those in the know, it was the Quill shaft, that went, what ever that is.



Photo courtesy of JamesRedman
PPRS Prints & Pix Rally Sport
www.pprs.moonfruit.com

Terry Martin (CDMC)

Albar Kames Trophy Rally with TAG Sport

Our first event of the year was to be at Kames motorsport complex in Ayrshire, a very compact tight and twisty tarmac event, on Sunday 15th July.

Friday night saw stress levels go through the roof as I could not find the log book for the Mex. I had put it somewhere so safe that I couldn't find it. This ladies, is why blokes leave stuff in a heap on the floor. It's so we know where to find it!!

I spent the Saturday morning sitting in the sunshine discussing tactics with Team manager Tag the Lakeland Terrier before going down to Mitch's to load up.

We had the usual crew Mitch, Ryan, Dan and myself heading North. Kames is in the middle of nowhere so we were staying on Strathclyde at the Hilton no less. Great for relaxing, but not for drinking, £23.00 a round. So we caught a taxi to a local pub/carvery. On the way back the taxi driver thought Ryan was Polish, though to be fair we barely understand his Maryport accent!

Sunday morning was fine when we went out to the van, but by the time we got over to the venue it was wild and raining. I had shorts and t shirt on, as being the only English crew there we had to show we were hard, so I was soaked early on as we got scrutineered.

We were car 15 and I had to take care not to put the numbers on the door as 51 as that is more like us. The opening stages were very slippy and I locked the brakes up a couple of times and overshot some of the very tight hairpins. It was first gear around a couple then straight into another hairpin. The wind was drying the Stages out during the day and things got much better for us in the dry. I was using Yokohama A048s for the first time and they seemed a vast improvement from the usual ten years old Colway inters!

We had an intermittent misfire as the distributor cap kept turning but it didn't affect us that much. The afternoon was run the opposite way and the finish was over a rather hairy drop off. One or two cars crashed out including a Corsa that took a wheel off in front of us, and had we not lost twenty seconds or so while we stopped to check they were ok, we would have won the event - honest.

When the final stage was over we not only brought the car home in one piece but we were 14th overall. It had been a good day with plenty of other retro machinery competing. Several Escorts, a Manta, a Kadett and an Ascona. There was also a Stratos entered but he must have heard about us and didn't bother showing. Man of the day was Alan Gardiner from Mull who had a fabulous and very quick MK1. Unfortunately he retired on the last pair of stages handing the win to some wealthy guy in a new shape Subaru.

Many many thanks to Mitch and Ryan and to Ann and Steve who came up to cheer us on and help out. TAG Sport "home of the serious rally team" alias Dan Hurst (DRH Photography) (WCMC & LMC)




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WARRINGTON & DMC 

JRT ENVILLE Stages Rally
Ty-Croes - Anglesey
8th July

After 2 retirements, (3 sisters with the diff failure sitting 4th o/a, and Weeton where we bent a lower front suspension arm and was unable to change in the service time), we were determined to get a good result this weekend.

Willie Poole Motorsport spent several hours straightening the front of the Sunbeam on his jig after our excursion over the kerbs at Weeton and then Ben was able to replace all the bent suspension parts.

As last year the Enville Stages did not use any of the rough infield, we had Demon Tweaks make an exceptionally expensive pair of custom front springs to allow us to lower the car by 25mm. We had no idea how this would affect the cars handling, so stage 1 would be entertaining.

On the Friday before the rally I had a panicked email from my co-driver Sam saying that most of Wales seems to be flooded and is the rally running – I assured her that the sheep could swim, so pack her wellies and all would be ok... We were rather surprised to see the seeded entry list where there were 4 full blown WRC cars and a few serious Group

A cars not to forget the gaggle of very tidy Millington engine escorts. We were even more surprised to see we were seeded 22nd! There were lots of people complaining about their poor seeding but we thought we would say nothing and see where we were after stage 1 – let our results talk rather than hot air.

It was good to see all the Wallasey motor club entries on the entry list – 6 out of 55! We expected scrutineering to be a formality as we had already done 9 events in the Lotusbits Sunbeam this year with no issues, but our learned colleagues from the island managed to send us back to service to put some duck tape over the positive terminal of our dry cell battery and loosen the pull cord on the fire extinguisher so he could feel it move. Frustrating after over 2 hours in the queue getting sun and wind burnt...

Back to the hotel and meet up with Andrew and his dad who have travelled down from North of Bradford to marshal on the rally. We had some food and beverages with Stuart and his father who were competing in the RWD Micra seeded ahead of us at car 17, followed by an early night.

In the morning we arrived early and set up the service area and contemplated tyre choice – Stuart went straight for hard X02s but we plumbed for medium X10s for Stage 1 after walking the course.

Off the line at stage 1 the car felt good and handled nicely round the left into the merge and stormed round the first open 180 deg right on the circuit onto the back straight into the 4th gear right hander where I lifted off but the car kept on pulling hard – throttle stuck open! So had to take the corner rather quicker than planned. This made braking for the chicane interesting – thank goodness for the dog box so I could go down through the gears with the throttle open. We carried on round the stage with the brakes taking a hammering having to stop the car as well as fight the engine. The last two hair pins were very entertaining with the stuck throttle... It was a relief to kill the engine and the stop line and watch all the smoke come off the brakes.

In service Ben quickly discovered a wire harness connector jammed in the throttle linkage and cable tied it out of the way. We were very surprised to find we had taken 7 seconds out of Stuart in the RWD Micra after SS1.

The X10s were starting to chunk slightly on the front, so we changed to the X02 compound all round for SS2

On SS2 we had a clean stage and took 7 seconds out of our SS1 time – When some results were finally posted we found we were sitting 7th o/a – not bad from a seeding of 22nd.....

John Stone in the Skoda Fabia WRC had an issue on SS1 and was still behind us after SS2 despite setting the fastest time on SS2.

Keith Dowthwaite and Tony King were out in his shiny new Escort that they were starting to get to grips with it after a good first stage, they suffered with fuel issues on SS2 losing time.



(Continued on Page 29)

(JRT Enville Stages—Continued from page 28)

By SS3 we were getting into the swing of the venue and started to take a second stage out of the car in front of us Mark Welch in Car 12 - Escort Cosworth on SS3 and SS5 matching him on SS4. On SS6 we were blocked by Car 27 for almost half a lap till we forced our way through. This cost us at least 5 seconds which dropped us back from

catching Car 12. The driver of Car 27 was very apologetic when we had a chat in service – said he did not see us – we must need brighter lights and a louder horn!

We had now dropped to 8th overall as John Stone had set several fastest times and moved up to the front.

We caught a truck tyre on the entry to the rough bits with the rear wheel on SS6 which flicked us up onto 2

wheels for a few moments. Ben and Sam had a good look at the rear suspension but could not find any damage in service. The front tyres were starting to go off, so we swapped front to rear for SS7 as we had nothing harder.

As we were going out to SS9 it started to rain and we were stuck on X02s, which worked ok initially as they were still warm from SS8, but soon cooled down with the rain and by the end of the stage were sliding around nicely. Towards the end of the stage the intercom became intermittent

For SS10 we swapped to uncut supersoft X22 tyres. In service we changed the intercom headset in the driver's helmet that initially seemed to cure the problem, but then the intercom died altogether.

The rain came on even heavier giving a thoroughly wet SS10 with no intercom, but the soft tyres really worked allowing us to easily catch car 30 on stage and then overtake car 20 – 3 series BMW - who started 30 secs in front of us! Sam struggled without the intercom shouting several bends at a time when we were off the power and under breaking, so it was quieter, and added hand signals for the splits

We were 15 secs quicker than our SS9 time and set the fastest time on SS10 at 5 mins 30!

We were disappointed to notice when we got home that our time had been queried and we had been given another 10 seconds! This did not change our overall position but implied we were second to John Stone at 5 mins 34!

Overall we had a good day at a great venue with good organization and came away with a respectable result thanks to good all round teamwork and no major issues.

Mike Taylor, Team Lotusbits. (Wallasey MC)

BLACKBURN'S John Stone overhauled a 30-second first stage deficit to win the **JRT Enville Stages Rally**.

Stone was competing alongside co-driver Jack Morton in his Skoda Fabia WRC but his hopes of victory were dealt a real blow in the first of the 10 stages in Anglesey.

The duo were left beached on a tyre and were only just in the top 30 at the end of the opening stage – 30 seconds off the lead.

But Stone and Morton were fastest in the next stage and soon started to overhaul their rivals. They moved ahead on the penultimate stage and increased their lead to 17 seconds at the end, with John Cope and Richard Winstanley in second place in a Subaru Impreza.

Clitheroe and District Motor Club duo Steve Quigley and Terry Martin were also on course for a strong finish but engine problems forced them to retire on stage five.

Quigley and Martin were fifth overall and first in the 2.0 litre class before the head gasket blew and it was decided not to risk damaging the engine any further.

The London 2012 Olympics has taught us that Britain wins at sports involving boats and bikes. Surely then, we should add pedalo races to the games in Rio 2016.



TEG SPORT



Pirelli Continues Partnership With TEG Sport

Italian tyre firm Pirelli has confirmed that it will support TEG Sport's Arron Newby during his 2013 rally programme.

Lancashire-based TEG Sport has helped Pirelli run its prestigious Star Driver programme for the past four years, and the team has been commended for its efforts in providing the Italian tyre firm with both a reliable and professional service.

As a result of the long-standing relationship between the two companies, Pirelli has agreed to support 17-year-old Newby who has been making a strong impression on his debut season competing in this year's British Rally Championship at the wheel of a Skoda Fabia R2.

Furthermore, Newby recently celebrated his third consecutive victory in a four-wheel-drive Subaru Impreza N11 on the Jane Cowling Memorial Phoenix Stages Rally. The teenager crossed the finish line with a winning margin of 34 seconds, marking a hat-trick of wins for the Pirelli-backed driver.

Pirelli UK Motorsport operations manager, Matthew Corby, commented: ***"TEG Sport has done a terrific job since being involved in our Pirelli Star Drive programme. Year after year, they have provided us with a competitive and reliable car. They have also played an instrumental role in helping our former Pirelli Star Driver Elfyn Evans finish runner up in last year's British Rally Championship, as well as achieving the 2009 team title and 2010 drivers' championship title. TEG is an extremely professional team and we are looking forward to developing our relationship further by supporting Arron during his 2013 rally activities. It is clear that Arron has raw talent behind the wheel, and his recent trio of wins is testament to that."***

August 2nd 2012 the 64th anniversary of My 1st Olympic Games in 1948 at Wembley!!

My Olympic Journey (by Cal Withers)

My Olympic journey started in 1936!, yes when I was one year old!

As I was growing up my Mother told me about Family Cousin A J K Godfrey Brown who won Silver & Gold in the 400 mtrs/400 mtrs relay for GB.

Later when I was 13 and staying with my Father in Churt where He was farm Manager for former Prime Minister David Lloyd George He gave Me the Choice of either watching England v Australia at cricket or go to Wembley for the 1948 Olympics.

On Bank Holiday Monday August 2nd 1948 I found myself at Wembley Stadium sitting near the Flame and near the 100 mtr finish. I saw 2 of the all time greats win their races, Fanny Blankers Koen & Emil Zatopek. It poured with rain all day!

I didn't shine at sport Ulverston Grammar School, the Rugby scrum didn't appeal & though I could always pass a few at the end of cross country I wasn't quick enough overall and as for cricket I made the house team once!!

Competing for Rusland YFC in the Netball competition at the Royal Lancashire Show in Blackpool I then took part in a 100 yds race which I won !!

I thought this could be the start of something big & decided to join Barrow AAC.I duly sent off My application.

Imagine My surprise when I received a letter informing me that as I won 7s. 6p (thirty seven & half pence!!) I was now deemed to be a professional !!! As I was farming at the time, I had cows to milk, a 36 mile milk round, pigs and all your usual farming chores all of which were 7 days a week this took me aback somewhat..

I started to compete at shows and sports in Cumberland & Westmorland & also Yorkshire and Scotland, wherever I raced I had to be back to milk the cows at night. All races were handicaps

My Major success was winning the 100 & 200 yds, heats, semi finals & Final at Grasmere sports in 1955,I won £20 in total that day with which I bought an Alternator to run off an old car engine to provide electricity at our Haybridge farm Nr Bouth, assisted by my training partner George Burrow of Oxen Park. Each New year we both competed at the Powderhall Sprint races in Edinburgh

I did think I might try Fell running but the nearest I got was changing in the same tent as the great Bill Teasdale, another training partner Reg Harrison actually beat Teasdale in the Grasmere Fell race

At this time the fastest professional 100 yds sprinter in the the Uk was M Spence whose World Record on grass was about 9.65 secs, he was not allowed to compete for GB even though the UK record, which was held by several runners including our cousin, was only 9.8 sec.

I wrote several letters to the press to ask, how it was that tennis players at the time could receive money prizes and still remain amateurs.

All my life since I have followed most sports.

After leaving school I had two separate weeks at the CCPR at Bisham Abbey, one week I was the only person with 7 Kent County Table Tennis Players so I learnt quite a lot ,I also had a weeks cricket tuition.

My Father was picked as a wicket keeper to play for Yorkshire Schoolboys against Australia and later kept wicket in village cricket in Churt. When I stayed with him on Holiday I used to watch a 10 inch B/W TV when it always seemed to be Surrey v Middlesex playing. Watching the the likes of Compton & Edrich batting and scoring over 3000 runs a season was amazing.

.I wrote off to all the counties for autographs and all replied so My collection includes, The Bedser Twins, Compton, Washbrook, Hutton, Lock, Hardstaff, Laker and many others. In 1946 I watched India play Sussex at Hove, the Nawab Of Pataudi was playing in this game.

As a schoolboy I used to listen to Sport on the Radio. When the Monte Carlo Rally was on Raymond Baxter would give Commentary en Route, whilst a crew member as one of three crew in a car

Those days after starting in Glasgow they were often snow bound by Scotch Corner. I got to see the start of the rally in St George's Square,90 odd cars, whilst I was at Agricultural College. Later I Managed to get Raymond Baxters autograph at Oulton Park along with those of Graham Hill & John Surtees & I have cine to prove it! (Continued on page 31)



George Hill & Keith Wood in their 1971 Motoring News Championship winning Withers of Winsford car



George Hill & Keith Wood with their 1972 Escort Mexico Championship car. The Mexico was Homologated into Group 1 for International events from 01/05/72.George and Keith won their class on the Welsh International & so picked up the first EVER International award for the Mexico World Wide



My Olympic Journey *(by Cal Withers)* (continued from pg 30)

Ken Wharton was racing a Mk1 Ford Zyper which became My Dream Car, the nearest I got was a Mk 1 Ford Consul which I managed to turn over going into Kendal for a Newspaper!!
This year I watched the the Monte Carlo Historic Rallye which had 350 entries!!

In the 70's I ran my own Rallye team after finding I wasn't a good enough driver Myself though I managed to get an International Licence & competed on the Manx Rally 3 times. I did get fastest time on one stage but as I was one of the slowest on the previous stage nobody protested as I collected my £5 prize, it was obviously a mistake.!

In 1970 Withers of Winsford cars were best British cars to finish both the Portuguese & British international RAC rallies using a Mk1 Ford Escort Twin Cam beating all the works Ford cars, our cars were built in a scrap yard!! The drivers were Ex British Champion Roy Fidler & Brian Culcheth. Also in 1970 I entered a car in the World Cup Rally from London to Mexico, we were 'adopted' by West Ham FC

In 1971 My cars won the British National Rally Championship with Chris Sclater & The Road Rally Championship with George Hill. We also won the Scottish International Rally (Chris Sclater) & the Manx International (Roger Clark) Altogether over 100 drivers/co drivers drove for my team. I have been fortunate to meet many well known sporting celebrities whilst involved in Motor sport

I supplied Sir Gary Sobers with a car when He played cricket in the Lancashire League after retiring from first class cricket, former GB ski captain Davina Galicia came to my house after I had help repair her F1 Surtees at Oulton Park as did Charlie Whiting who now controls the F1 Grand Prix races. Meeting Graham Hill, John Surtees & Raymond Baxter in 1966 was very exciting. In more recent times it has been great to meet up with the likes of ,Murray Walker, Martin Blundle, John Motson, David Coulthard and just before he died George Best.

In 2001 I had Major Stomach Cancer surgery in Italy in Bordighera not far from Monaco. The night before my operation I went to the Athletics meeting in Monaco and TV Commentator Alan Parry wished me luck as did ex GB high jumper Steve Smith.

I lost 3 stone in weight but whilst recovering I spent a day as a volunteer at the Monte Carlo Golf course pulling a caddie cart for Hugo Porta a Famous Argentina Rugby Player & Minister of Sport. We were paid €60. I also met Gary Player the golfer who said " you should not eat after 4pm each day"!

This gave me the appetite for volunteer work and next I spent several weeks at the Commonwealth Games in Manchester & Drove for the England team, taking people like Kelly Holmes training was a wonderfully experience. Since then I have volunteered at World Blind Football, European Hockey, Partially Blind Football, Champions League Final (paid by MUFC/UEFA) and others.

About 2 years ago I applied to drive as a Volunteer at 2012.

I had a 200 mile round trip for Interview, have travelled from Italy twice for training & three times from Cumbria.

On July 12 my first of 40 shifts of 10hrs each spread over 2 Months started.

I am based in the Fleet Depot inside the Olympic park driving one of the Official BMW 3 Series Cars My Olympic name is John but many know me as Cal, short for Calvert my second name. I now live in the Rusland Valley in Cumbria where I grew up.



Frank Pierson one of the Top Drivers of the "Era, with regular and "top" navigator. Colin Francis..

Frank, best known for preparing His own & customers cars, also drove Withers of Winsford cars From time to time in fact the first time He drove an Escort he won the 1969 Icebreaker!



Roger Clark & Jim Porter en route to wining 1971 Hackle rally in their Withers of Winsford entered car.



Olympic Pass



Olympic Chauffeur & his BMW



Cal Withers (nearest camera)
1950s Kendal Gala

My Olympic Journey

(by Cal Withers)

(continued from pg 31)

A few extra bits

After I had to give up farming in 1956 & then failed my Army Medical I came to live in Morecambe. I lodged first at 88 Regents Road then moved to a flat in Royds Ave. I drove for Walker Bros of Heysham for 5 yrs then became transport manager.

I married Joe Walkers Daughter (who I met at the Central Pier) on 08/09/62 at Heysham.

I then drove Oil Tankers for John Ancliffe Based in Morecambe

In 1963 we moved to Winsford to open a depot for Walker Bros to carry Rock Salt.

This closed after one year and I started to buy scrap cars which later developed into Withers Of Winsford.

I bought a new Frog Eyed Sprite from Pye's in Lancaster in 1959 & later a TR2 from Bartons at Brock.



*Cal Withers & John Adams
1970 Welsh Marches.*



First car built entirely by Withers of Winsford from "own" parts, new & used, here on 1969 R.A.C. driven by Stan Booth & Jim Corner

John C. Withers (The Cal Withers of Withers of Winsford)

Mick Briant's

long awaited book:

'Do You Have To Drive Like That?'

The story of the highest level of road rallying: The Motoring News Championship As seen through the eyes of one of the championship's most successful drivers
Contributions and commentary from the holders of 32 Motoring News Championship titles

"Mick and I were tough competitors but we respected each other; we both know what it's like to drive hard through the lanes. There is no one with more experience than Mick to tell the tale of the Motoring News Championship."

– Ron Beecroft – 3 Times Champion Driver

"Between us, Ron, Mick and I won the Motoring News Championship an incredible EIGHT times, we have so many tales to tell. To rally in the lanes of Wales was an incredible, fantastic time in my life. Congratulations to Mick for taking the time to write such an explicit account of Motoring News rallying."

– Bill Gwynne – 2 Times Champion Driver

"Rallying with Mick, and later with Steve Hill, it always felt that the quicker we went, the safer it became. To sit beside a smooth (and safe) driver at 100mph in the lanes is something that words cannot describe."

– Dave Kirkham – 3 Times Champion Navigator

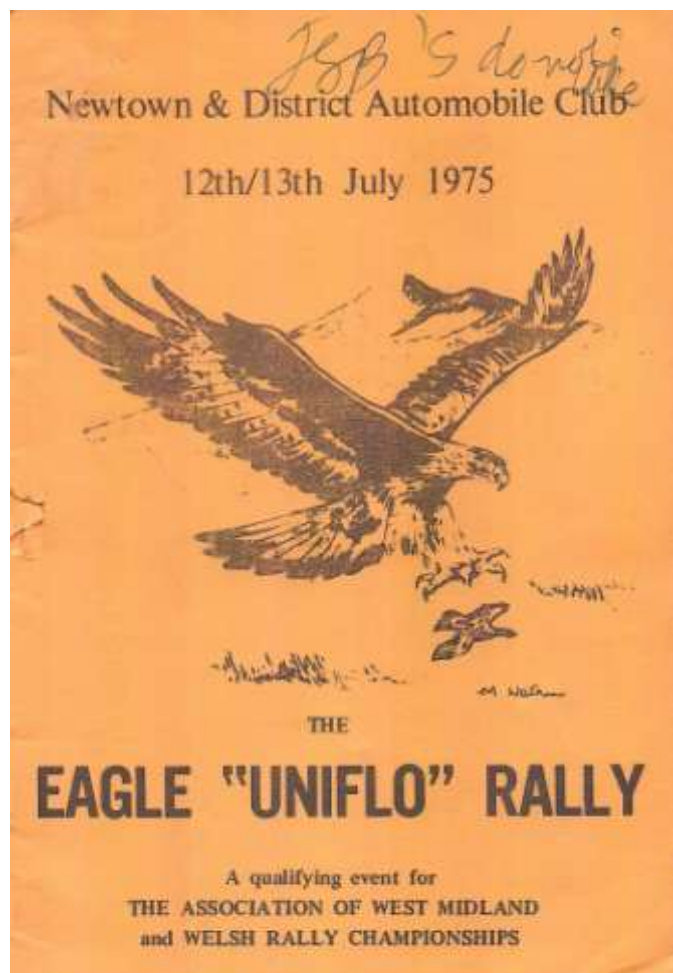
Over 300 original photographs from the scrapbooks of many famous names from the Motoring News Championship
The book is finished, and will be available shortly (expected to be Christmas 2012) - type setting and printing currently underway.

The book will be available direct from me. Please feel free to drop me an email for further details.

Mick Briant

percy123@manx.net

**SEE OUR EXCLUSIVE EXTRACT
FROM 'THE BOOK' ON PAGE 33**



Mick Briant - 'Do You Have To Drive Like That?'
Many Spotlight readers will be aware that three-times Motoring News champion driver Mick Briant has spent two years putting together his memoirs, 'Do You Have To Drive Like That?', which is currently in the process of being printed.

Mick has kindly allowed us to publish an excerpt this month, which shows some of the flavour of his autobiography. In this example, he recalls a run-in experienced with a high-ranking official named George Morgan, down in Wales, who seemed to have some sort of grudge against him ...

*George Morgan: "I'll Get You F****g Banned From Rallying!" Dave Kirkham and I were discussing the story that we came to refer to as, 'The lady on the Eagle Rally.'*

Dave said: "Do you remember that night when George (I knew exactly who he meant when he said the name, George) jumped out of the bushes, thinking he was going to exclude us?"

Of course I remembered, as unfortunately our paths with this vitriolic, spiteful individual had crossed far too often.

Each time we saw George, he was living up to his word of making life as difficult as possible for us. He was waiting for a chance to engineer an accusation in order to throw us out of a rally.

On this particular occasion, he was waiting at a concealed stop junction, one that I could not see, but which Dave had well marked. However, neither Dave or I knew that our arch-enemy was waiting there.

Just to put you in the picture, there was a 45-degree left-hand bend before the junction - and the junction itself was angled at about 60 degrees left. Dave called out the usual: "Forty-five-left into STOPPP...and sixty-left at junction."

We came hammering round the 45-left, cornering as usual, on the limit, using the inertia of going round the first left-hander to set the car up for the 60-left at junction - in others words, a double left-hander - so that we were now pointing in a straight line, ready to accelerate away from the junction. At the last moment I hit the brakes and slid to a stop, therefore, duly executing that which was required by the regulations: in other words, we stopped, didn't we?

As with all such stop junctions, the wheels had physically stopped but the pent-up energy and forward motion of the body had not. Due to our entry speed, George - who was hiding in the bushes - was utterly convinced that we could not possibly stop and duly sprang from the bushes, illuminated by our spotlights, ready to exclude us. But, of course, we did stop, smack-bang on the line. At that moment, borne out of utter frustration, George shouted, no, screamed more like, as Dave recalls: "I'll get you two f****g banned on the next f****g rally."

The man had a degree of integrity, though, as clearly he could have claimed we did not stop. As a Judge of Fact, it would have been impossible to disprove him.

Rally Sport, in their January 1976 edition, explored the shady aspects of what they described as compulsory stopping at Give Way signs, saying: 'This regulation has been the cause of an amount of bitterness and argument in the rallying principality, mainly because of Judges of Fact who do not disqualify crews on the spot.'

Precisely what Rally Sport might have been referring to is open to some speculative hindsight, though the reader will, I am sure, make up their own mind.



Mick Bryant takes Eagle

Last weekend's Eagle Uniflo Rally, a Welsh Road Rally counter, was won by Mick Bryant/John McKerrell in their RS 2000. The event was organ-

ized from a control which the first four cars were alleged to have got wrong; and the conflict was not resolved until the stewards of the meeting were forced to go out and measure the position of the control relative to the map reference. The result of these deliberations was that the control was eventually cancelled. Gwyn Pritchard, having only his second rally for some time, had a successful outing in his Ruthin Castle Cooper S, and with David Richards co-driving, scored a worthy second overall.

Results: 1, Mick Bryant/John McKerrell (RS 2000), 36.30 penalties; 2, Gwyn Pritchard/David Richards (Cooper S), 43.25; 3, Howard Davies/Phil Jones (RS 2000), 45.00; 4, Steve Courtney/Peter Watts (Escort 1800), 46.56; 5, Geoff Loos/John Caplier (RS 2000), 48.15.

Dave Richards - in demand.



Ted Cowell - out of luck.

ised by the Newtown District AC and the start and finish were in Newtown. The event used similar roads to previous years, utilising the old Map 117 (now 125 and 136). The 150 mile route was split into three sections with two selectives, the second of which being the famous footpath road now shown on the new maps. The top five were 1, Ted Cowell/Julian Chitty (RS 2000); 2, Mick Bryant/John McKerrell (RS 2000); 3, Robert Fisher/Roger Powley (I.p); 4, Les Watkins/Dai Davies (Escort 1700 BDA); 5, Steve Courtney/Peter Watts (Escort 1800). The sickness of both Robert Fisher in car number three and Dai Davies in car number four forced both crews to retire. Parts of the route were very rough and the crews were on occasion asked to traverse fields on their way, but in general the rally route was well chosen and the marshalling very much up to the standard of the Welsh road rally championship. Results were delayed by three hours over a protest involving a departure



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Mick Briant

Awful August.

Not talking about the weather either. Of course the weather was – what shall we say ? – British ! But I have not done anything motorsport related .

My normal routine is to work and if not at work, play at motorsport related stuff. This month was just bloomin' work. Oh, there was one brief respite when I went up to KLMCs Concours evening which was a very nice event having a crack with old mates. I should have taken the Mk 1 Escort but it had been a miserable wet day. Jeffs wife Carol was having some minor surgery so he wasn't able to go. I was getting ready and it was still raining so I decided to go in my 500CL Merc which is very quick, quiet and comfy and I figured that not many would be there. When I got there the weather had dried up and there was a pretty respectable turnout with maybe 30 or so cars.

Then last week Jeff and I had a little map reading practice. You may recall that Jeffs first ever event was the GPMC Memorial rally where we only got as far as petrol. The next outing was the Morecambe where he had learned from the previous outing and although there were some mistakes we got to the finish in 24th place.

Now both of those events are pre plot and our next two events, The Countdown then the Clitheronian are Plot and bash. Once again Jeff has never done a plot & bash event of any kind so we have been trying to figure out firstly how to read the route information and secondly how to do it in a moving car ! We would have had more of a chance if we had done some 12 cars but as it is Jeff is being thrown in at the deep end and I will, as usual, just take the mickey.

I will be reporting on our progress next month. It may not turn out too badly. If we get to use the breakfast tickets it will be a bonus, even if we don't complete the routes.

We are determined to make a team as it is really handy with both of us living in the same town and we are both committed petrol heads so lets hope we can get things together.

A little bit of history for you now from March 1981. Vehicle regulations valid from 1st. April 1981. * Approved roll cages must be fitted to all cars on stage rallies (including single venue stage rallies) *

Competitors in rallies must wear seat belts. See the nanny state was active way back then.

Paul Brereton

My grandson said to me, "Don't you think you're driving a bit too fast."

I said, "My memory isn't what it used to be."

He said "What has that got to do with it?"

I said, "I'm speeding because I have to get there before I forget where I'm going."

The problem with drinking and driving is that trees defend themselves very well.

If there was ever an award for laziness and I'd won it, I'd get someone to pick it up for me.

I overheard this bloke complaining on how much his wedding is costing him.

I actually felt sorry for him. Just wait until he sees how much his divorce will cost.

I called the vet and told him 'My wife is dropping by in a moment with our old cat. Can you euthanize her without any pain?'

"Sure", he said, 'but will your cat find the way back home alone?'

I've been seeing a lot more of my girlfriend these days.

She has put a lot of weight on recently

The Barrow Taxi Column

aka Mr Paul Brereton



Here are the top nine comments made by sports commentators during the Summer Olympics that they would like to take back:

1. Weightlifting commentator:
"This is Gregoriava from Bulgaria. I saw her snatch this morning during her warm up and it was amazing."
2. Dressage commentator:
"This is really a lovely horse, and I speak from personal experience, since I once mounted her mother."
3. Paul Hamm, Gymnast
"I owe a lot to my parents, especially my mother and father."
4. Boxing Analyst:
"Sure there have been injuries, and even some deaths in boxing, but none of them really that serious."
5. Softball announcer:
"If history repeats itself, I should think we can expect the same thing again."
6. Basketball analyst:
"He dribbles a lot and the opposition doesn't like it. In fact you can see it all over their faces."
7. At the rowing medal ceremony:
"Ah, isn't that nice, the wife of the IOC president is hugging the cox of the British crew."
8. Soccer commentator:
"Julian Dicks is everywhere. It's like they've got eleven Dicks on the field."
9. Tennis commentator:
"One of the reasons Andy is playing so well is that, before the final round, his wife takes out his balls and kisses them.....
Oh my God, what have I just said?"



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Mo's Mutterings or 'Grumpy Old Git gets on his Soap Box'

Well—I had everything sorted very early in the month for this page and then I re-read what I had written and thought better of it. Now I am struggling to have something to have a rant about. It is very hard to be 'Grumpy' all the time. Even I have days when I am pleasant!

In the July Issue, looking to the future and when I become too senile to continue writing my monthly drivel, I asked for a volunteer to take on some of the editing of this monthly emag - Up to press nobody has come forward.

Last month I went on about how I remember SD34 of old. My concern was that back then SD34 satisfied a need of its member clubs. Times have changed and I was interested to find out if SD34MSG was still fulfilling that role. As nobody has bothered to contact me to express their concerns or opinions either way - I can only assume that it is. There is, however, another explanation - nobody reads the newsletter.

If you do read this - send me an email saying 'Maurice, you are an arse!' At least I will be able to check the number of readers. Send your email to sd34news@gmail.com (I promise I won't be upset !!!)



Morecambe Car Club
Thursday 30th August 8-00pm
Vale of Lune, Powderhouse Lane,
Lancaster LA4 2TT
Malcolm Wilson



Photos—GMS

2300 CLUB

As the last one was such a great success,

We are organising another one!!

A 'Not The Tour Of Mull'

Noggin and Natter

Thursday 20th September
from 20.00

Thatch & Thistle Pub
On J13 of the M65

All welcome, competitors, marshals, trade,
officials, past, present & future!

See you there & pass this on to folk
who may wish to meet up too !!

Early this year I splashed the cash and invested in a radio set so that I could get out onto the Stages with the Gemini Crew. I have only competed (so far) on 6 Road Rallies this year with a further 6 planned but each of these events seem to clash with local(ish) stage rallies and up to now I have only managed to do Safety Radio on the Jack Neal Memorial Rally & the Greystoke Stages. I will be able to get to do the Heroes Stages Rally at Weeton, but that is probably it for this year. How come Road & Stage rallies seem to clash with each other. There are only so many Marshals to go round.

To make matters worse I have just invested (some may say thrown away) a bit of loot on a Dutton Phaeton so that I can play at autotesting next year. The car has been locked away in a garage for the past 5 years and will need some TLC (and I am NOT the best at being a mechanic - I will need lots of help) before I can take it out to play.



Earlier in this column I have made reference to the number of event that seem to be on. That is except in August. It seems as though organisers don't want to run events in August because we will all be away on our Holidays or something. So there is not much to report on this month - so I would like to thank **Alan Barnes, Mick Bryant, Dan Hurst, John Gorten, Terry Martin, Ray Duckworth (PDMC) and Cal Withers** for coming to my rescue with a few pages. Must also thank both **Clitheroe & DMC and Wallasey MC** for sending me information as to their clubnight exploits & the odd report or two. There are plenty of events from now until the end of the year so please keep the reports, photographs etc coming and the championships are all still up for grabs with it still being very tight. Only Gary Heslop has established a lead of a few points in the Stage Rally Co-Drivers Championship.

OUT & ABOUT With Gemini

Gemini Radio Championship 2012 Leaders after 14 rounds,

Firstly, those who regularly check our web site may have noticed that for the last couple of years it has been slow to load and had loads of advertisements showing and slowing it down. They have now asked that we will have to also pay to keep on this site - Well we have found another site which is both free of charge and advertisements, you will also find it a lot faster to load, it is now fully working -**Note** the web address of the site still remains the same so you don't have to change anything.

RAC - Roger Albert Clark.

This years event will be running a day shorter only three days instead of four this year and Chrys Worboys has informed us that because of this we won't be required to Run and Control for the Newcastleton Stage which we have done so for many a year. I've been informed that Diane Barnes will be the main Radio Controller this year controlling the majority of the stages.

Consequently I have deleted the event from the Gemini Radio Championship rounds.

Championship Positions:

1st,	Gemini	56 - Tony Jones -	14 points
2nd,	Gemini	48 - Peter Langtree -	11 points
= 3rd,	Gemini	13 - Stuart Dickenson,	
	Gemini	18 - Eve and Graham,	
	Gemini	31 - Duncan Stock -	9 points each.
= 6th,	Gemini	11 - Mark Wilkinson,	
	Gemini	39 - Alan Shaw & Les Eltringham -	all on 8 points
= 8th,	Gemini	12 - Chris Jarvis,	
	Gemini	23 - Ian Davies,	
	Gemini	59 - Maurice Ellison,	all on 7 points

All the positions for the rest of the team have just been updated and listed on the Gemini Team web page: www.geminicommunications.org.uk/

Thank you to all who kindly support the team on our events - still early days in the Championship at this time.

Sincerely Yours

Bill Wilmer

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Event Up-Dates

If you can help on any of these please let me know:-

Rally of Great Britain

M.S.A. International Stage Rally, **14-16 Sep**
I am still about 10 radio crews short for the Hafren and Myherin stage on the WRGB on the Friday 14th September

Stobart Rail Pendragon Stages

'Warcop Ranges only this year'

Multi Use Venue, **Sun 23 Sept**

The Heroes Stage Rally

Weeton, near Kirkham, Lancs
Pendle DMC - Garstang & Preston MC
Multi Use Venue, **Sun 30 Sept.**

Cambrian National Rally

Cloceanog / Penmachno Forests
North Wales, National Stage Rally **Sat 20 Oct**

Bolton-Le-Moors Car Club

is delighted to announce that its annual stage rally

Neil Howard Memorial Stages Rally

Saturday 10th November 2012
at Oulton Park Race Circuit in Cheshire

Hall Trophy Stages Rally

Blyton - Lincolnshire, Clitheroe & DMC
Multi Use Venue, **Sat 24 Nov**

Guys!
Plagued by those mighty midges on events like the recent Greystoke Stages Rally? Say goodbye to the little critters forever with the patented Gemini 9 Vehicle Insect Protection System (V.I.P.S) Available now on the interweb and all good rag 'n' bone men. Our experienced team will come and fit it to your vehicle at any location.* (*fee payable on fitting)
Please see our photo left. →
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*except cabriolet vehicles with roof in lowered position.





Final call for WRGB National entries

Competitors aiming to compete on Wales Rally GB National in September have until 24 August to submit their entry form, which can be found on the Wales Rally GB website.

The National leg will follow much of the WRC event's pan-Wales route. Day one begins in Newtown, with stages in Dyfnant, Hafren, Sweet Lamb and Myherin. On Saturday, competitors will take on Crychan, Epynt and Halfway, while on Sunday the action culminates with stages in Port Talbot and Rheola, finishing with the Likes Land Rover at Walters Arena stage.

Historic and contemporary cars, as well as cars complying with FIA Appendix K regulations, are eligible, though with limited spots available entries will be allocated on a first-come-first-served basis.

The entry fee of £655+VAT includes 100 competitive stage miles. Regulations, entry forms and more

Metcalfe named North East Go Motorsport RDO

Whickham & District Motor Club's Peter Metcalfe has been appointed Go Motorsport's new Regional Development Officer (RDO) in the North East. There are 10 RDOs across the UK, tasked with helping to develop local motor clubs and deliver the Go Motorsport message in schools and colleges. Metcalfe has been a club member and grass roots competitor since the early 1990s. "I have a real passion for club motor sport and relish the opportunity to show how easy it can be to take the step from having a passing interest to actually taking part," said Metcalfe. "I also look forward to helping clubs promote themselves and their events. It's exciting to be part of a scheme that encourages people to have the great experiences, competition and above all fun that we all get from our sport."

If you would like Peter to assist your club's development and promotional activities, or deliver a Go Motorsport presentation in your local school, he can be reached on NorthEast@GoMotorsport.net

The MSA extends its thanks to Anthony Dunn, who has stepped down from the post after three years of valuable service.



First FIA Women in Motorsport seminar a success

The first FIA Women in Motorsport Seminar has taken place in Paris, aimed at generating ideas to get more women involved in motor sport at all levels.

Representatives from 47 countries took part, including MSA Women in Motorsport Group member Tracey Louise Muir and Jan Baddeley of the British Rally Marshals Club. FIA Women in Motorsport Commission member and MSA Women in Motorsport Group chair Sue Sanders, who helped organise the event, said: "The seminar was a great success and it was fantastic to have so many successful female competitors and organisers in one room working together to promote women in motor sport. We had various guest speakers including Dr Paul Trafford, the BTCC doctor, broadcaster Louise Goodman, and three girls from the F1 in Schools competition."



Final call JLT/MSA Club and Marshal Award entries

Clubs are reminded that Regional Associations must submit their nominations for the 2012 JLT/MSA Club of the Year Award by 1 October.

Clubs wishing to be considered for the award should register their interest with their Regional Association as soon as possible. The winning club will receive a trophy and a cheque for £1000 at the Night of Champions (pictured) in London in January, and there are further second and third place prizes of £500 and £250 respectively.

Clubs are further reminded that they must also submit nominations for the JLT/MSA Marshal of the Year Award to their Regional Association as soon as possible, with a

Forestry Panel publishes final report

The government's Independent Panel on Forestry published its final report on 4 July. Set up in early 2011 after the public reaction to plans to sell off or change the management structure of the public forest estate in England, the Panel headed by the Bishop of Liverpool - consulted widely with all sectors of society to understand the role of woodlands to the public.

The MSA took the opportunity to present its case to the Panel at the start of this year and was encouraged by the understanding demonstrated by the members of the panel and the Secretariat of the specific issues facing motor sport.

As a minority user of the forests, albeit one that contributes around £850,000 per year, the MSA was concerned that the sport might have become the unintended victim of recommendations on leisure provision and/or ecological preservation, so the chance to illustrate motor sport's excellent track record of working with the Forestry Commission across the UK to manage and maintain resources and to co-exist happily alongside other users was welcomed enthusiastically.

The Panel also noted the strong response from the motor sport lobby at the time of the original proposals - a great reflection on the sport's ability to mobilise its resources when required.

In the end, the final 72-page report does not seek to offer solutions to the specific issues facing the estate. Rather it sets out a framework to enable public debate to continue about the future of England's woods and forests, and the social, environmental and economic opportunities that they can deliver. The report does conclude that the public forest estate should remain in public ownership and heaps praise on the excellent work of the Forestry Commission since its formation in 1919.

In his foreword, the Bishop states: "Our forests and woods are nature's playground for the adventurous, museum for the curious, hospital for the stressed, cathedral for the spiritual, and a livelihood for the entrepreneur" and the report itself confirms that "Forest Enterprise England is the single largest provider of outdoor leisure and recreation in England." The report later recommends that the new English public forestry management organisation should, among many other things: "promote quality access to woodlands for a wide range of activities consistent with the other purposes."

In the final reckoning, therefore, the report does not, as was perhaps originally feared, make any comment about the leisure activities currently being undertaken within the public forest estate, but the MSA remains involved in the on-going debates that will be stimulated by this report. To view the report, please visit



Wigton Motor Club in pro-active development push in Cumbria

Wigton Motor Club has been at the forefront of promoting motor sport in Cumbria recently, having organised a visit to St Cuthbert's Primary School in Wigton with M-Sport during National Motorsport Week, while also running a number of ongoing projects such as "Kids Go Karting" with Cumbria Kart Club. WRC drivers Matthew Wilson and Ott Tanak arrived at the school with a Ford Fiesta WRC car bearing the livery of the FIA Action for Road Safety campaign. They took part in a road safety assembly with the pupils and judged a poster competition, while prizes and gifts were provided by M-Sport and Go Motorsport.

Wigton Motor Club's David Wiggins said: "We are delighted that Matt, Ott and the M-Sport team were able to support this as we feel it is vital to sell our sport to youngsters at the earliest possible age. It is also important to get the road safety message across to children. We hope to do further events for children over the next few months."

Drivers across the UK benefit from MSA Academy initiatives

A busy few weeks for the MSA Academy has included a gathering of the Development Squad at Silverstone, Performance Master Classes at Pembrey and an antidoping seminar at Thruxton.

The Development Squad, comprising almost 30 promising race, rally and kart drivers, focussed on fitness training with the two human performance experts at Silverstone's Porsche Performance Centre.

Development Squad member and British GT racer Jody Fannin said: "In the morning we had presentations on nutrition and in the afternoon did some strength and conditioning exercises, as well as some reaction tests and learning how to warm up and warm down properly. It was another excellent day, and as an AASE graduate it's great to be able to keep benefitting from the MSA Academy through the Development Squad."

Meanwhile the PMCs, led by MSA Coaches Bradley Ellis and Eliot Chalifour, were delivered to InterSteps drivers as part of the championship's MSA U18 Compliant status.

Fellow MSA Coach and BTCC frontrunner Tom Onslow-Cole delivered an anti-doping session to truck racers at Thruxton. The MSA is now well into its new anti-doping education and testing programme, which aims not only to keep the sport clean and fair but also to bring it into line with other major sports.

Technical/Regulations

Guidance on minimum regulatory requirements

There are many examples of regulations requiring particular levels of equipment. One such example is (S) 10.1.9:

“Road-Going Series Production and Road-Going Specialist Production must comply with K2.1.1”. (K)2.1.1 calls for a three-point seat belt; this is the minimum requirement, so if a competitor running in this class chooses to have a four-, five- or six-point harness then it is absolutely fine because the minimum requirement has been met.

Fake FIA homologation stickers

The MSA Technical Department continues to encounter counterfeit FIA homologation stickers and labels. A fraudulent label was picked up recently when the Scrutineer became suspicious; while at a glance the label looked OK, he realised it had been printed in landscape format rather than the standard portrait format of all of other labels he had seen from the purported manufacturer. It had also been applied so that the print read from top to bottom rather from side to side.

It is potentially minor details such as this that should prompt closer inspection.

Please make sure that you are familiar with the appearance of the genuine items, examples of which

125 ICC (UK)/KZ2 (UK) & KZ1 wet tyre

Please note that the manufacturer of the Dunlop KT11 wet tyre currently used for the 125 ICC (UK)/KZ2 (UK) and KZ1 classes has replaced it with a new model, the Dunlop KT13.

The KT13 is a current CIK homologated tyre – as was the KT11 – and the size and price of the tyres are unchanged. The KT13 also has a very similar tread pattern to the older KT11 tyre. The UK importer will replace unused sets of KT11 tyres with new KT13 sets. The MSA has approved the use of the Dunlop KT13 tyre in these classes with effect from 21.07.12. The official MSA Kart

Race Yearbook amendment can be found on the MSA website at www.msauk.org/karttech.

Honda GX160

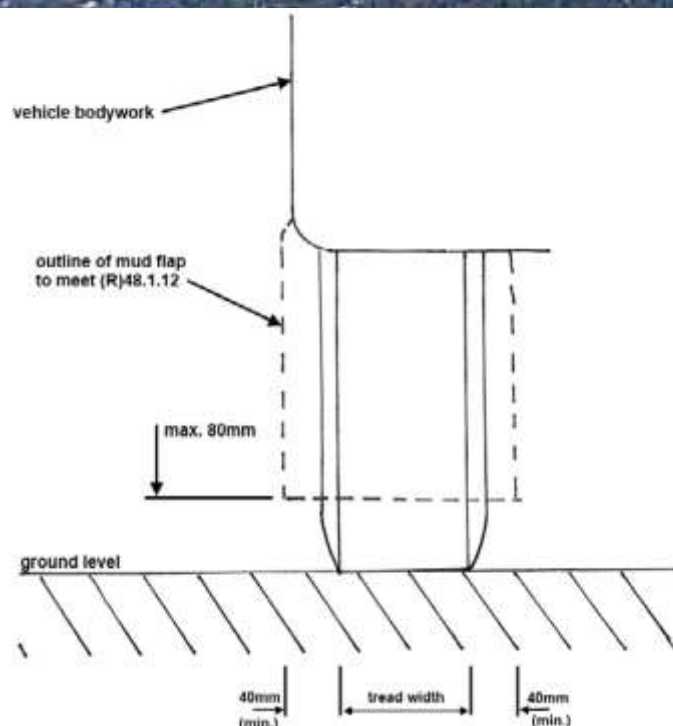
Please note that the latest Honda GX160 Technical Regulations, version 7a, came into effect on 01.08.12. This latest version includes further information on the new T2 variant, which is now permitted again for use in the Honda classes. The latest Technical Regulations are available to download from the MSA website .

Mud flaps on Stage Rally cars

The photo shown below was forwarded to the MSA Technical Department with a query as to whether the mud flaps meet the regulatory requirement.

The answer is no, as (R)48.1.12 states: “The fitting of mud flaps of a flexible material of 4mm minimum thickness behind each wheel extending to a minimum of 40mm each side of the tyre tread and to within 80mm of the ground when the car is unoccupied is mandatory”.

In this example the tyre tread is clearly not covered. Where the tread is not covered by bodywork, the mud flap is to cover the tyre tread plus the 40mm margin. A sketch is also provided as a visual reference of the requirements.



As we are now 1 month from Llandudno's involvement for this year's **WRGB** I was wondering if you could put the word out to member clubs to see if anyone is free to help out in Llandudno on the Thursday, [**13th Sept**] afternoon & evening. Anyone who is able to assist can contact me direct, or can register with www.rallystageteam.co.uk

Can I also ask you to mention the

AVS Motorsport Cambrian Rally as well on **Saturday 20th October**.

This time ALL replies to myself please.

Kind Regards, Keith Pulling - Chief Marshal

k.pulling@btinternet.com

Duncan Littler,

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This year's event has a large number of changes in its main locations, dates and stages, however, by far the biggest change to the rally this year is the date. It is running from

Wednesday 12th to Sunday 16th

September which is 1 day longer and 2 months earlier than the usual slot.

2012 Rally Route

Cardiff - Service Park

One of the biggest changes for this year's event is the move of the service park back to the event's host city, Cardiff where, as in 2010, the service park will be located around the Wales Millennium Centre in Cardiff Bay.

Qualifying - Wednesday 12th September

The change to a qualifying session, rather than simply shakedown, will mean that a short section of Walters Arena is the venue for this new part of the event on the Wednesday afternoon.

Llandudno Start - Thursday 13th September

The cars then journey to North Wales for the ceremonial start on the Thursday evening on the promenade at Llandudno – hopefully we will have fantastic sunsets like the 2011 event.

Friday 14th September

There's an early start for the crews as the rally starts properly. The cars leave the North Wales coastline to tackle stages at Dyfnant, Hafren Sweet Lamb and Myherin with a remote service at Newtown before completing those stages again. The cars then make their way down to the main service area in Cardiff for a Flexi service and the overnight halt.

Saturday 15th September

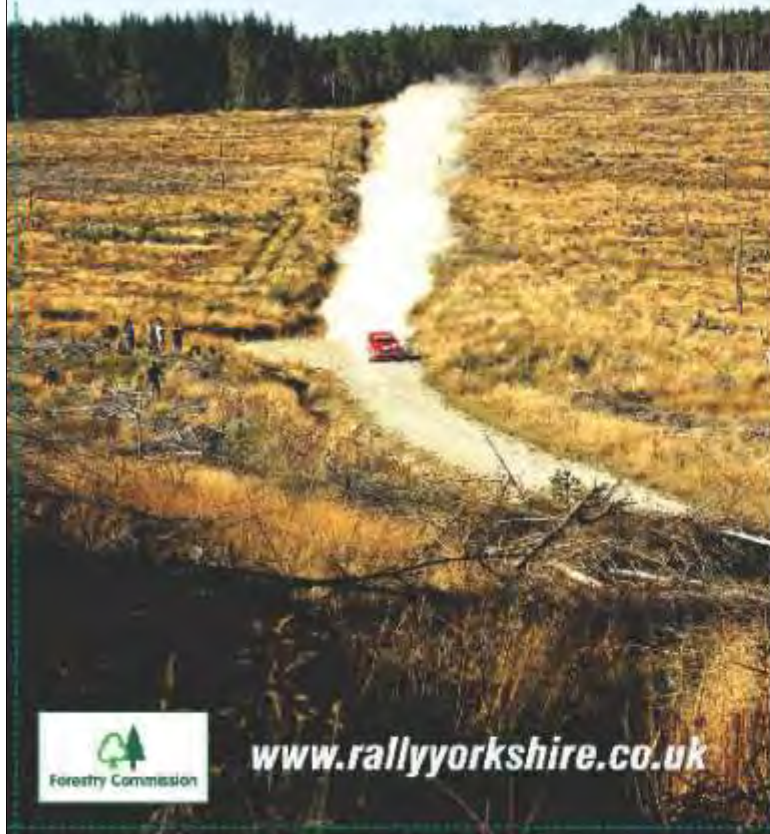
The crews make their way from a quick 15 minute service in Cardiff up to the classic Epynt Ranges to compete over the Crychan, Epynt and Halfway stages before returning to Cardiff around midday for their service. They then complete the same loop again before the new spectator stage at Celtic Manor Resort near Newport. This short asphalt stage uses roads around the Ryder Cup golf course .

Sunday 16th September

A return to the South Wales region with stages at Port Talbot, Rheola and Walters Arena in the morning before a mid-morning service in Cardiff and a return to the same stages in the late morning. The final Walters Arena stage will be the event's power-stage where bonus points are awarded for positions on that stage. The cars then head back to Cardiff for the finish of the event on Sunday



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And the traditional Clubman's Rally runs through every stage but is wholly condensed into Saturday.

...dare you miss it?

www.rallyyorkshire.co.uk



Trackrod Motor Club

needs help and are looking for marshals and radio crews to help run the event. As always without these a rally could not be run so if you can help contact us.

Signing on starts at 6:30am and closes at 7:15am with the gates close at 7:30am

Chief Marshal : Mark Dickenson

Mob : 07900 564239

e-mail : mhdickenson@hotmail.com

Deputy Chief Marshal : Mark Sherburn

Mob : 07866 608709

e-mail : rsmadmark@hotmail.com

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R or L both available Tel 07788-723721

An 18 year-old girl tells her Mum that she has missed her period for two months. Very worried, the mother goes to the Chemist and buys a pregnancy Kit. The test result shows that the girl is pregnant. Shouting, cursing, Crying, the mother says, "Who was the pig that did this to you? I want to know!" The girl picks up the phone and makes a call. Half an hour later a Ferrari stops in front of their house; a mature and distinguished man with grey hair and impeccably dressed in an Armani suit steps out of the Ferrari and enters the house. He sits in the living room with the father and the Mother, and the girl and tells them: "Good morning, your daughter has Informed me of the problem. I can't marry her because of my personal family situation but I'll take charge. I will pay all costs and provide for your Daughter for the rest of her life. Additionally, if a girl is born I will Bequeath her 2 retail stores, a townhouse, a beach-front villa and a £2,000,000 bank account. If a boy is born, my legacy will be a couple of Factories and a £4,000,000 bank account. If twins, they will receive a Factory and £2,000,000 each. However, if there is a miscarriage I am not sure what I should do, what do you suggest I do?"

At this point, the girl's Father who had remained silent, places a hand firmly on the man's shoulder and says to him, "I know a very discreet hotel in the lakes where you could take her for a weekend and try again."

Australian Medical Association researchers have found that patients needing blood transfusions may benefit from receiving chicken blood rather than human blood. It tends to make the men cocky and the women lay better....

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Happy to help with all your rally needs.
Just call or Telephone, You are always welcome.

Tel: 01524 844066

www.rsmmotorsport.co.uk

Email: sales@rsmmotorsport.co.uk



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WWW.RALLYSPORTMEDIA.COM



FOR SALE

Subaru Impreza turbo rally car

Year 1999, Currently sorned, 7 months Mot
Registration no, H8 URO,
valued in excess of £500
Msa logbooked

ENGINE

Type ra [sti version 1] mapped for v power using
ecutek (remappable) , 34mm lockwire restrictor,
k&n filter, Some silicone hoses
Sliding joint stainless de-cat motorsport single box
exhaust, De-cat up pipe

TRANSMISSION

Wrx standard gearbox [ratios have been altered to
suit 4.111:1 front and rear diffs,
Exedy three paddle metallic spinner clutch

SHELL

Custom cages weld-in fia roll cage, Shell seam welded in key areas, Sills double skinned, Group a sump guard,
Kevlar tank guard, Kevlar underbody protection [needs fitting], All lines inside, Fibreglass p1aa twin pods

SUSPENSION

Prodrive adjustable platform struts with top bush lubricating system, 50 mm bilstein dampers, Rear rosejointed alloy
top mounts, Front alloy bottom arms, All suspension poly bushed, Long wheel stud/ nut conversion

BRAKES

Subaru 4pot front brakes with 294mm vented discs, Mintex pads, Brake bias valve,
Braided flexible brake hoses, Hydraulic hand brake

SAFETY

Fia corbeau sprint seats, Alloy subframes, Trs 3" belts [new], Lifeline plumbed in fire extinguishers and hand held
extinguishers, Autolec cut off switch, Roll cage protection in key areas

INTERIOR

Peltor intercom, Various gauges, Helmet net, Navigator footrest, Sos board, first aid kit, warning triangle etc, Map
light

WHEELS AND TYRES

3 sets sti wheels [17"], Various matador tyres, 1 set gravel wheels with tyres [15"], Various gravel tyres

SPARES

Various spares inc' driveshafts, diff, lights, bonnet, callipers, etc

HISTORY

Bought the car from simon moss who used it during 2008/9 on various rallies [tarmac and gravel] retiring only once
[broken hub] 6th fastest ss13 northwest stages 2009. We have used the car for various local events retiring only
once [broken wishbone]. A very solid car , bulletproof engine, all ways garaged, ready to rally.

£6200 ono

contact Andy Gardner 07837204242 mobile or home 01995603991, e-mail stianidyg@hotmail.co.uk



FOR SALE



Nissan Micra 1 litre rally car

W reg [2000]

8 months mot, Currently sorned

Spax suspension

Whiteline antiroll bar and bushes

Full bolt in roll cage, Plumbed in extinguishers

In date seats and belts, Msa logbooked

Road wheels and tyres [possible alloys and competition tyres available]

This car is a basic rally car to conform with f1000 rules so would suit a crew starting out in the sport.

Cheap to run, cheap to repair, and great fun

Used mainly on tarmac events,
[mainly three sisters circuit]

Spares include spare engine and gearbox,
tailgate, exhaust parts, engine parts,
hubs and driveshafts

£2500 ono

Contact Andy Gardner

phone no 07837204242 [mobile]

01995603991 [home]

E-mail stiandyg@hotmail.co.uk



FOR SALE



Subaru Impreza sti ra

N reg 1995

Low miles for year 69000 kms

No mot currently sorned

Usual sti extras including alloy bonnet, adjustable centre diff,
roof vent, close ratio box, etc

22b front bumper

17" alloy wheels with nearly new tyres

Jap spec roll cage [front and rear]

Very clean sti interior

Very clean exterior

Immobiliser

Unfortunately has a cracked front screen

Bought the car to convert to a rally car
but have now changed plans

Would make ideal rally car project or hill climb car
or nice road car

£3200 ono

Contact Andy Gardner 07837204242 [mobile]

01995603991 [home]

Email stiandyg@hotmail.co.uk



A teacher said to the class, "George Washington cut down his father's tree with an axe. But his father didn't punish him - does anyone know why?" Little Johnny raised his hand and said, "Because George Washington was still holding the axe."

A man was driving when he saw the flash of a traffic camera. He figured that his picture had been taken for exceeding the limit, even though he knew that he was not speeding... Just to be sure, he went around the block and passed the same spot, driving even more slowly, but again the camera flashed. Now he began to think that this was quite funny, so he drove even slower as he passed the area again, but the traffic camera again flashed. He tried a fourth time with the same result.. He did this a fifth time and was now laughing when the camera flashed as he rolled past, this time at a snail's pace... Two weeks later, he got five tickets in the mail for driving without a seat belt..

Wales Air Ambulance Charity Passenger Rally Rides



**DANGER!
EXTREME
EXHILARATION**

£25

**ALWEN FOREST
23rd September
10am**



www.cvmc.org.uk

Profits will be donated to the

Wales Air Ambulance

Sponsors



1st / 2nd September

*Sprinting
fast to Anglesey*



Ty Croes Weekend Sprints

**SUPPLEMENTARY
REGULATIONS**



Available at :

www.sd34msg.org.uk

CLITHEROE & DISTRICT MOTOR CLUB



The Clitheronian Rally

22/23 September 2012

Sponsored by:



HAYHURSTS

Building & Civil Engineering Contractors

Supplementary Regulations

Entry Form

Available at www.sd34msg.org.uk

& www.cdmconline.com

Bolton-Le-Moors Car Club is delighted to announce that its annual stage rally **"Neil Howard Memorial Stages Rally"** will be held on **Saturday 10th November 2012** at **Oulton Park Race Circuit in Cheshire**.

The event will mark the return of competitive stage rallying to Oulton Park for the first time since the RAC rally of 1993. Oulton Park is one of the four UK venues owned by the Motorsport Vision Group and perhaps the one most synonymous with Rallying in the UK.

The Neil Howard Memorial Stages Rally will be a round of the ANWCC and SD34MSG championships 2012.

Regulations for entry to the event will be available to download from the clubs website <http://www.bolton-le-moorscarclub.co.uk> from Sunday 2nd September 2012 with places limited early entry is advised.



OrmskirkMotorfest

kick offs the **Wow Ormskirk**
photographic competition
With a Grand Prize of a Ski
Holiday from Absolutely Travel

Very early days, however I'd really like both you and any of your colleagues help and support please on **Saturday 20th October**, if at all possible.

Whilst I've already had chance to speak with some of you on the phone, sadly I only have email addresses for others, hence this morning's missive.

If **Saturday 20th October** rings a bell, then it's the **Cambrian Rally** date for this year and will once again promise a full 'last round' of BTRDA blast through the classic North Wales forests.

After running Alwen last year the organisers are resting it for 2012 and the sad demented fools (strike that and replace with, *those highly enlightened and good folks J*) have just asked if we'd consider running the main Clocaenog stage (twice) for them with, myself as Stage Commander.

Therefore I'd really like your help, support and experience again so as to make this another excellent run stage.

At the moment details are scarce (more info expected soon), however the proposition is

A double run stage, Circa 9.5 miles long, ATC, Start, circa 25 in-stage junctions, FF & Stop, Likely to be 12 Mandatory in-stage radio points, Mid-point Rescue & Recovery, Basically using a slightly shortened version of the 2011 WRGB stage, No setup changes required between the 2 runs, The 2 longest stages of the event, 1st run FCD circa 09:25, 2nd run FCD circa 15:00, Finished circa 17:00

A big ask as well, but given something this long I'd like to also run a 'tracking' radio system alongside the traditional '81', any volunteers?

So as you appreciate a big ask to cover this amount of classic stage, hence the early call for help.

Likely **Sign on time** being 06:40 – 07:15, sorry for the slightly early start

So as to help your travel planning, Clocaenog is to the west of the village of Clocaenog

From the east, quickest access is off the main A55 around Mold to Ruthin on the A494, then B5105, up the 'white' (past the stop line) to Pennant crossroads and left through Nilig

From the north, off the main A55 to Denbigh, then the B4501 to it's B5435 crossroads, then down the 'white'

-From the south and Midlands, up the main A5 to Cerrigydrudion, then B4501 north and the 'white' through Pentre-llyn-cymmer,

Stage access being down the 'infamous' dual carriageway, the start of which (public road) exit is a GPS plot of 53 03 58 N / 03 29 05 W or actual start reference being Map 116 0055 5315 if you prefer, whilst exit to tarmac is adjacent to Waen Uchaf on the OS maps (53 04 16 / 03 26 02), and circa 1 mile down the hill to the B5105.

In the main this is a generally pretty smooth stage with just a couple of sections requiring a little caution in low slung vehicles, however with cuts from J5 to J21, J11 to J20, J17 to J24, and J21 to J23, so getting people in and out isn't generally a concern.

More details as and when I get them.

So who's up for what is usually a 'cracking' day out on what is likely to be the last run through Clocaenog before the extensive wind farm works commence?

Regards, Derek Machin



Gaskell Motor Bodies
ACCIDENT REPAIR CENTRE

Blackburn Motor Sport Event

Paul Swift - as seen on Top Gear



Friday 31st August 6pm @ Junction 4 M65
near Ciceley Commercials all monies raised goes to East Lancashire Hospice

Greenacre Honda



For more information please contact Gaskell Motor Bodies on 01254 829524 Email: nick@gaskellmotorbodies.com



An Evening with Rally Legends

Jimmy McRae • Ian Grindrod • Mike Broad

Wednesday 3rd October 2012

**Alma Lodge Hotel, 149 Buxton Road
Stockport, SK2 6EL**

Doors 7:30 pm for 8:00 pm start

All profits will go to Francis House Children's Hospice

Tickets are £10 each

Please book online at: www.stockport061.co.uk



North Wales Car Club (NWCC)

57th Cambrian Rally,

the final round of the BTRDA Championships

20th October.

45 stage miles with 7 stages including:

SS1 Clocaenog Main (Sponsored by North Wales Honda)

SS2 Clocaenog East

Service - *Ruthin Cattle Market*

SS3 Penmachno North

SS4 Penmachno South

SS5 Clocaenog East

SS6 Clocaenog Main (Sponsored by North Wales Honda)

SS7 Great Orme (Sponsored by Conwy Council)

Finish - Llandudno promenade

Improvements have been made to the Penmachno Forest route following complaints last year that the stages were too rough and this year will see the event running good quality classical routes over two stages in Penmachno of lesser mileage than in previous years, each having single use only and having been regraded over the winter.

Check out the website or follow us on twitter to get the latest news and announcements.

[@cambrianRally](http://www.cambrianrally.co.uk)

The Adgespeed Stages 14th October

The Regulations and online entry form are now available on the motor club web site www.wiganmotorclub.org.uk

The Adgespeed Stages is the final round of The 6R4.com

Three Sisters Rally Challenge 2012.

£1000.00 of cash prizes are on offer in The 6R4.com Three Sisters Rally Challenge 2012, see the Regulations on the web site.

EDP Photo News | Bob Downen Rally Services PATRIOT STAGES - 30th September

Forresters Car Club Limited and South Wales Automobile Club Ltd are delighted to announce that the EDP Photo News | Bob Downen Rally Services PATRIOT STAGES will be running on the 30th September 2012

at Defence Traing Estate - Caerwent.

For 2012 we would like to welcome back the CMSG BP Motors Bodybuilders & Engineers Stage Rally Championship 2012, the ASWMC Subaru WRC Spares Ltd Sealed Stage Rally Championship 2012, the AWMMC Nickygrist.com 2012 Heart of England Stage Rally Championship and the REIS - Get Connected MSA Asphalt Championship 2012.

Entries will open officially on publication of the **Regulations** available to download from our

BOLTON-LE-MOORS CC AUTOSOLO / AUTOTESTS 2012

Our next event for 2012 is the
16th September

Autosolo & Production Car Autotest

at Camelot Theme Park.

Regs available at :

www.bolton-le-moorscarclub.co.uk/autotestmain_12.htm

**Promenade Stages Rally**
Friday 7th &
Saturday 8th September 2012

**AVO**
Performance Suspension

Wallasey Motor Club AVO Performance Suspension Promenade Stages Rally

will run on the closed public roads of the
New Brighton Promenade on

Fri 7th and Sat 8th Sept.

**This event offers nearly 50 miles of smooth
all-tarmac stages on the Saturday for an
entry fee of £245.***

After the success of last year, we will be running the Floodlit Super Special again on the Friday night but the stage will be twice as long as in 2011.

Once again, reverse seeding will be used on Friday night with crews re-seeded according to stage times before the Saturday stages.*

Following feedback from competitors, we hope to introduce a break around dusk so that crews run either in daylight or darkness and after their run, crews will be released back to the service area.

We hope to release the regulations and open the entries at the beginning of July. Maximum number of entries is 90 with the first 80 accepted on receipt of payment (a split payment option will be available) and the remaining 10 places allocated at the Organisers' discretion.*

To register your interest or for further details, please contact the Entries Secretary - Tony King by pm or email: Tony_King@msn.com

Check the event web site for updates

<http://promrally.wallaseymc.com/>

We look forward to seeing you in September

LINDHOLME MOTOR SPORTS CLUB LINCOLN GREEN Stages Rally

Sponsored by **COYGUTT TOYOTA (Workshop)**



2011 Winners
Chris Platt &
Nick Robinson

8th September 2012

At

BLYTON PARK DRIVING CENTRE

BLYTON Nr.GAINSBOROUGH

A Round of

EMAMC, ANEMMC

Multi-use Rally Championships

and the Silverstone Junior Rally Championship

For the latest news, information and entries go to

www.lincolngreenstagesrally.co.uk



MEM MALTON FOREST RALLY

Sunday 4th November 2012

Malton Motor Club are pleased to announce the continued support for their annual forest rally from MEM World Rally Team. This will be the 15th year that proprietor Chris Mellors has supported the club with various events. MEM prepare the works PROTON S2000 rally cars for the IRC and Asia Pacific Championships.

The event will take place on the traditional date of Sunday, 4th November and will be based at a new start location at Dalby Forest Visitor Centre near Pickering, North Yorkshire. Six long forest stages will be held in Langdale, Gale Rigg and Cropton forests with central servicing at Adderstone Fields which is close to the start location in Dalby Forest. This new start location will enable a more compact event with reduced public road mileage whilst maintaining the usual 40 miles of stages.

Regulations will be available in late August on the rally website www.maltonforestrally.co.uk Online entries will be available and requests for paper versions of the regulations should be made to the entries secretary, Maxine Leggott, 6 Meadowfields Close, Easingwold, York, YO61 3DP Tel 01347 821391

A good entry of historic cars is anticipated as the event counts for points in the Motoscope Northern Historic Championship. Historic cars will run at the front of the field. This would be an ideal shakedown for the Roger Albert Clark rally which runs in the same area just three weeks later. The event is also a counting round of the following regional championships:-ANECCC, ANCC, ANEMMC.

Additional information is available from the Press Officer,

Dave Holliday on 01904 763080 or

ROAD RALLYING AT IT'S BEST

THE JOHN ROBSON NAVIGATION RALLY

10th. NOVEMBER 2012

A CLASSIC ROUTE OVER SOME FANTASTIC ROADS
SPECIAL LOW BUDGET PRICE

SUPER BUFFET AND GREAT

SOCIAL ATMOSPHERE AT THE FINISH

FOR REGULATIONS CONTACT :-

ED GRAHAM edgraham@btinternet.com

Organised By Hexham & District Motor Club

THE JOHN ROBSON NAVIGATION RALLY

100 plus miles on Classic Road

Superb route, the best bits of map 86

Amazing "Value For Money" Low Entry Fee

No trick Navigation

Easy to read Road Book for Novice Crews

99.9% of route on smooth asphalt

Superb "Apres Rallye" buffet

Early evening start means time for After Rally Party

Great Social Atmosphere

Atmospheric start in Allendale Market Place

For Details mail edgraham@btinternet.com

Rally Isle of Man

will be a mixture of classic and innovative stages this September.

The entire course and itinerary for the event has been extensively reviewed by the organising teams' Route Committee. As a result the challenge for crews will be every bit as the tradition of the event demands, whilst offering a real spectacle.

Indeed striking the balance has been one of the key ingredients, as Kris Killip, Clerk of the Course for the Duke Stages Rally section of the event, suggests.

"We've not only looked at the overview, we've attempted to create a highlight within each section of each day, something that stands out for competitors and spectators alike."

It was announced in March that the centre-piece of Thursday nights opening leg (20th September) would be a spectator super-special stage on Douglas Promenade, featuring side-by-side action with cars head-to-head.

There will also be two other stages without going too far from the events TT Grandstand service area.

Friday's eight day-time tests will take place across the island and will include more side by side action, with a plan in place for two of the tests to start on the same stretch of road, pitting crews against one another from the green light! It is thought it may be a first for the sport. The islands ancient capital of Castletown, a long standing friend of the event for over 25 years, remains at the heart of Friday nights action that covers four tests, though the familiar stage from Hango Hill through the town has also received a makeover!

Saturday's ten stage day means it's no easy run to the finish ramp.

As throughout the route, long main road runs will be kept to a minimum to enhance the experience for competitors and fans but also reduce inconvenience for non-rally road users as far as possible.

To achieve this, Saturday morning will feature double usage of roads on two stages, another first for closed roads events on the island.

It all builds to a traditional fitting finale with a dash down Glencrutchery Road to finish at the TT Grandstand on Saturday afternoon. The crews will most certainly have earned any champagne and silverware that may be coming their way!

"Almost every stage includes an element of what competitors would describe as classic Manx rallying," says Kris Killip. "Druidale, The Mines, Castletown and the Classic for example are all included. Some of them may be in a different format, but the roads that give this island its unique place in our sport are still what present one of its ultimate challenges."

- Regulations are set to be published in early July as entries open, however a pre-registration facility has been made available at rallyisleofman.co.im for anyone planning to participate in whatever capacity.

- Rally Isle of Man is able to accept entries from non-UK/ Irish license holders as it is registered as a National Event with Authorised Foreign Participation (NEAFP). Competitors who make wish to take part on this basis should contact the Rally Office in the first instance.

- To help take the stress out of booking arrangements, the rally has teamed up with specialist trip planners Isle of Man Events Limited (iomevents.com). They'll be only too happy to look after the planning for your entire trip, covering travel and accommodation, with great prices.

RALLY OF THE TESTS

8th-11th November

This years event run by the **Classic Rally Association** is now well on the way in planning and further information will be on the link below in the very near future.

The event will start with a prologue around Torquay on the Friday evening before a day of tests and regularities in Somerset and Devon followed by an evening section of time controls before overnight halt in Bristol, the next days action starts over in water in wales with test and regularities working up to a lunch halt at the Royal Welsh showground then onto Epynt for tests and regularities, over to Machynlleth for supper halt and then an interesting leg back to the overnight halt at Llandrindod Wells. the final day gets underway with a number of tests up through the middle of Wales to the Chester finish on Sunday afternoon.

In my role as clerk of the course with the able help of Antony Preston we think we have a great route planned and i would like to thank all those i have been in touch with for their help and guidance, going forward we are looking not only for competitors but, clubs and individuals who want to get involved marshalling on the event and i would ask in the first instance you contact me by e mail so we can get you involved in this returning classic event.

<http://www.classicrally.org.uk/>

The Merrick Forest Stages Rally

has announced a major new sponsorship deal with leading Wigtownshire businessman Ian Broll. It will allow the rally organisers to forge ahead with their plans for the **September 1st** event, which will be based in Wigtown for the third year running. Ian is already closely involved in the local rally scene through his association with the Port William crew of Fraser Wilson and co-driver Steven Broll. The pair compete in a Group N Mitsubishi EVO 6 in the MSA Scottish Rally Championship of which the Merrick is the penultimate round.

Spadeadam MC Countdown Rally 8th/9th September

A new team has been put together for this year and a new format can be expected(a little simpler than in previous years. We want to get everybody to the finish without going OTL. The event will be based at the Howard Arms Hotel, Brampton Cumbria. With the event starting outside the Historic Moot Hall in Bramptons Market Place(the same place as this years Roger Albert Clark Rally will finish)

We would like to welcome back as many competitors as possible who have competed on this event in the past together with as many Countdown virgins as feel they would like to sample the hospitality of Spadeadam's event(marshals will also be more than welcome) . The event will be run over 120 miles of classic north cumbrian roads, petrol will be available at approx 75 miles.



Promenade Stages Rally
Friday 7th &
Saturday 8th September 2012



Wallasey Motor Club AVO Performance Suspension Promenade Stages Rally

will run on the closed public roads of the
New Brighton Promenade on

Fri 7th and Sat 8th Sept.

**This event offers nearly 50 miles of smooth
all-tarmac stages on the Saturday for an
entry fee of £245.***

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To register your interest or for further details, please contact the Entries Secretary - Tony King by pm or email:
Tony_King@msn.com

Check the event web site for updates

<http://promrally.wallaseymc.com/>

We look forward to seeing you in September

Pendle District Motor Club & Garstang & Preston Motor Club

Heroes Stages Rally

(Supporting the "Help for Heroes" Charity)



Weeton Barracks

30th September 2012

ANWCC Stage Rally Championship 2012 (41/2012)
ANWCC All rounders Stage Rally Championships 2012 (28/2012)
ANWCC Ladies Stage Rally Championships 2012 (23/2012)
(All ANWCC Championships supported by PEC Tyres)
SD34 MSG Stage 2012 (65/2012).
Individual & League Championships 2012 (Supported by Gazzard Accounts)

Regs available from <http://www.sd34msg.org.uk/>

Acknowledgements

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

Matthew Field	Road Rally
Chris Woodcock	Stage Rally
Les Fragle	League
Anne McCormack	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 SEND IN REPORTS,
Jokes, Photographs, Information, reports etc

Terry Martin,	John Gorton,
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Russell Hayes,	Stu MacMaster
Antony & Georgia Shiels	Mike Taylor
Ian Grindrod	Joe & Tim Cruttenden,
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Bryan & Matthew Gibson,	Malc Graham
Allen Durham of Pro-Tec	Dan Ruddick
Bill Wilmer	Gemini Communications
Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
Steve Coombes (Gemini 5)	James Swallow,
Phil James of Pro-Rally,	Andrew Shepherd,
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Sue Carter of Carter Sport,	Mick Bryant
Neil Johnson & the Lancashire Telegraph,	
Paul Brereton 'the Barrow Taxi'	
Dan Hurst	DRH Photography
Jon Suter	JMS Photographic
Rachel Bourne	Bourne Photographic
Arron + Stuart + Lynn Newby of TEGSport,	

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

The intention is to publish this Magazine
on the last Thursday of each month.
It will be emailed to SD34MSG Delegates to
distribute to their Club Members.
(Deadline for copy Tuesday 24th Sept for
the October edition which is
due out on Thursday 27th Sept 2012).

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@mail.com

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

September 23rd Stobart Rail Pendragon Stages Kirkby Lonsdale MC

www.klmc.org.uk

ENTER ON LINE AT

www.rallies.info/webentry/2012/pendragon/

Earlier in the year Kirkby Lonsdale Motor Club unfortunately had to cancel the **Devils Own Rally**

due to issues regarding the event permit.
It has now been rescheduled for the

4th of November

Regs : www.klmc.org.uk

Wallasey Motor Club
presents the

AVO
Performance Suspension

**promenade stages
rally**

Friday 7th & Saturday 8th
September 2012

New Extended
Friday Evening
Floodlit Super
Special
Stage

MOTORS TV

WIRRAL

For further information please see
www.wallaseymc.com

AVOCC Stage & Sports Rally Championship
AVOCC Senior Rally Championship
AVOCC Juniors
AVOCC Stage Rally Division
SVSC Stage Rally Championship

2300Club Ltd
The Mullard Trophy Road/Historic Rally
29th Sept 2012
Mullard Trophy Rally

CANCELLED