

Spotlight

October 2013



RALLY Isle of Man
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www.sd34msg.org.uk



Motor Sport Group

Volume 03 Issue 010 October 2013 Maurice Ellison

A Yorkshire Lad and a Lad from Lancashire go into a bakery. The Yorkshire Lad steals 3 pastries and puts them in his pocket. He says to the Lancashire Lad, "See how good I am? The owner didn't see anything!" The Lad from Lancashire says to the Yorkshire lad, "I'm going to show you there's nobody better than a Lancastrian." He goes up to the owner and says, "Give me a pastry and I'll show you a magic trick." Intrigued, the owner accepts and gives him a pastry. The Lancastrian swallows it and asks for another one. The owner gives him another one. Then asks for another one more and swallows it just the same. The owner is starting to wonder where the magic trick is and says, "What did you do with the pastry?" The Lancastrian points at the Yorkshire guy and says "Look in that blokes pocket."

Stobart
 **Rail**

Pendragon Stages



Darren Atkinson : 3rd O/A Photo Keith Lamb



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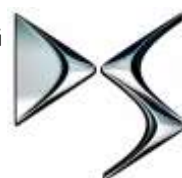
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Lookers Citroen in Preston



Supporting SD34MSG
 and motor sport
 in the
 North West.



Chairmans Chat

I would like some input from stage rally competitors following a recent disappointment. The Promenade Stages at New Brighton on 7th Sept had a full car entry as did the Pendragon Stages at Warcop on 22nd Sept and yet the Heroes Stages at Weeton planned for 29th Sept was cancelled on the deadline for entries due to the lack of entries (<20). So please tell me what the problem was with entering the Heroes Stages, was it the venue ?, the number of events this month ?, or what ? We can't afford to risk losing a venue like Weeton so please let me know so we can improve things for next time.

And another disappointment, Vettel's won again ! this time in Singapore. Apparently I'm not the only one fed up with him winning based on the post race booing from the crowd. All the presenters think he's brilliant but let's be serious he's in the best car (obviously better than Webber's) and once he gets ahead that's it, no contest, he doesn't need to race. Why don't they just give him the trophy now and let the manufacturers save a lot of money by not having any more rounds this year. If he's that good put him in a Marussia and then see what happens, he would be nowhere as he would have to pass cars. For me Alonso is the best driver out there and he's showing that running second to Vettel in a poorer car. Talking of the Marussia's and Caterham's why don't they exclude them, they will never score any points, they just get in the way !

SD34 MSG Meeting Highlights

Meeting 18th September 2013

Regrettably Fylde Motor Sport Club has decided to resign from the Group stating that the club is struggling with their membership dwindling and no new members.

The Group's accounts are now placed with TSB Bank following the separation of Lloyds TSB Bank.

2013 Date amendments;

The PDMC/GPMC Heroes Stages Rally planned for 29th September is not likely to run as there have only been ~15 entries up to about a week to go. *Post meeting note; the event was cancelled on the deadline for entries. This is very disappointing.*

The BleMCC non-race/rally events on 13th October are at Macro Manchester (Urmston), not Camelot.

The BleMCC Bolton Road Rally planned for 19th October will not be running. Efforts will be made to have the event early next year.

The MAS Poker Stars Rally will be on the 8th/9th November and not the 1st/2nd.

2014 Dates;

The Secretary asked for clubs to start sending him event dates for next year so he can compile a draft 2014 calendar in good time to sort out the championship permits. *Post meeting note; The Secretary has sent out to clubs an event date form for submission similar to the ANCC form.*

The next quarterly ANCC meeting will be on 26th October with Alan Dean-Lewis and at least two members of the Rallies Committee there so attendance is encouraged so you can get your views across. Note that there is still some money in the MSA Club Development Fund for this year. It is used for match funding for appropriate projects with a nominal maximum of £4,000.

Anyone wanting to marshal on the Neil Howard Stage Rally need to register on the new BleMCC website at www.blmcc.co.uk. *(note the old website was still live recently)*

Proposals were tabled in order to balance up the number of disciplines in the League. This year the number of Non Race/Rally events far outweighs the rallies. 1st proposal was to drop the PCA Training Events. 2nd proposal was to combine similar discipline events run at the same venue on the same day into one event in terms of League scoring. It would only involve Non Race/Rally events so the idea is to use the Index of Performance for each event but then combine the indexes into an overall result. Thus someone doing an autotest might have the highest index and thus get the maximum 20 score for his/her club but second highest index might be of someone doing an autosolo and his/her club would get 19 points. Any club can only be awarded three scores as on any other League event.

Comments on the proposals are welcomed.

Maurice Ellison is taking over from Terry Martin as the representative for CDMC. The meeting expressed their thanks for all the work Terry has done for SD34 MSG over many years.

Next year will be the 50th anniversary of SD34 MSG so the Chairman asked for ideas as to how the anniversary should be recognised.

Should we have a special Awards Presentation Evening or a separate event ?

Ideas please to the Chairman.

The next meeting will be held on Wednesday 20th November.



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



SD34MSG - Member Clubs & contact details



Accrington MSC

Contact : David Barratt
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Tel. : 01254-384127
Website : www.accrington-msc.org

Manx AS

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Bolton-le-Moors MC

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Website : www.bolton-le-moorscarclub.co.uk



Motorsport (NW) Ltd

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



Bury AC

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Mull CC

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CSMA (NW)

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Pendle & DMC

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Clitheroe & DMC

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Garstang & Preston MC

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Wallasey MC

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Tel. :
Website : www.warringtondmc.org



Lightning MSC

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Tel. : 0800 781 2167

Wigan & DMC

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



Lancashire A.C.

Contact : Chris Lee
Email : info@lancsautoclub.com
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2300 Club

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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



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



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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

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Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

Steve Johnson

07718 051 882 steve.johnson@csmclub.org

Les Fragle

01995-672230 les.fragle@gmail.com

Maurice Ellison

07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

**News, Views, Reviews, Club Profiles, Events,
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Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

CLITHEROE & DMC



The Club Meets at 8-30pm
Every Tuesday
at Waddington Sports & Social Club-
Waddington, Nr Clitheroe
M/R 103 / 731 437

Forthcoming Clubnights

Tuesday 1st October,
Clitheronian Wash Up

Tuesday 8th October
Greyhound Hotel
Clayton-le-Moors
Noggin'n'Natter

The second Tuesday
of each month is
NORMALLY
Committee night.
But Because of Mull it
has been put back to
Thursday the 17th Oct

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinion. Why not come along - you might actually like it

Tuesday 22nd October
Mull Forum
Tales of Woe
Daring Do etc.

Tuesday 29th October
SD34MSG
Inter-Club Table Top Rally
At G&PMC

At the
Lonsdale Club,
Fulwood Hall Ln,
Fulwood,
Preston PR2 8BD
8-30 pm

Map 97 Required
CofC Ian (the Panda) Farnworth

What happened in September

Tuesday 3rd September

Steve Perez



Steve Perez is a really nice ordinary bloke who despite having a few bob more than the rest of us mere mortals is a normal clubman at heart, and it shows in the manner in which he puts so much back into the sport.

Steve began rallying navigating on Road Rallies in a Mk II Escort. He moved in to Driving and Stage Rallies winning the 2002 British Historic Championship in a Porche 911. He won the 2010 BTRDA championship in a Ford Focus WRC

Steve has competed on numerous Safari Rallies using different machinery (Porche & Datsun 240Z just 2 of them)

His biggest Rallying adventure was the Rally of the Incas where they had 5 days of Prep and 5 days competition. Finished 4th O/A. The event is a real adventure but not one to do if you value your life.

Steve is probably best known for campaigning his Lancia Stratos which he bought 10 years ago. He wanted something different to the usual Mk11 Escort. The Stratos has multiple problems that over time Steve has worked on and developed the car, even so he only finishes 1 in every 10 events.



Tuesday 17th September **Malcolm Hague**



Malcolm missed the Manchester United Champions League game to come & entertain everyone about his adventures in his MkII Escort. Kept everyone entertained. Great Guy! But mad as a March Hare

Tuesday 24th September
Pre Clitheronian Road Rally Night

I went to this meeting hoping to pick up the odd clue as to where we were going. Not a hope! Zilch. Nothing, but still had a good night

WALLASEY MC

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



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

Garstang & Preston MC

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



Lancashire & Cheshire CC



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

Bolton-le-Moors MC

The Club Meets at 9-00pm
every Thursday
@ Horwich RMI Club,
Chorley New Rd, Horwich.
M/R109/6111



WARRINGTON & DMC



Warrington & District Motor Club
Meet Every Monday
"The Antrobus Arms" on the A559, 8-30pm
between Warrington & Northwich. CW9 6JD.



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

SD34MSG 2013 Calendar

11-13-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
13-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Macro
13-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Macro
13-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
20-Oct	Autosolo	No	Knutsford	Autosolo	
20-Oct	Autotest	No	Knutsford	Autotest	
07/08Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
2-Nov	Road Rally	No	Hexham & District MC	John Robson Navigation Rally	Northumberland
23-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
23-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec	PCA	Yes	Under 17 MC NW	Training event 4	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Accrington MSC	Winter PCA	Lymm Services
8-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4



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2013 SD34MSG Championship Rounds at a Glance

SD34MSG Stage Rally Championship

Date	Event	Club
October		
11-13	Mull	Mull CC
13th	Adgespeed Stages	Wigan & DMC
November		
8/9th	Poker Stars Stages	IOMAS
23rd	Neil Howard Memorial Stages	BLMCC
23rd	Hall Trophy Stages Rally	CDMC

SD34MSG None Race/None Rally

Date	Event	Club
October		
13th	PCA / AS	BLMCC
20th	PCA	Knutsford MC
December		
7th	PCA	U17Club NW
8th	PCA / AS	Accrington MSC
8th	AT	CSMA NW

SD34MSG Junior Championship

Date	Event	Club
October		
13th	PCA	BLMCC
20th	PCA	Knutsford MC
December		
7th	PCA	U17Club NW
8th	PCA	Accrington MSC

SD34MSG Road Rally

Date	Event	Club
November		
2nd	John Robson	Hexham DMC
30th	Beaver	Beverley & DMC

SD34MSG

Marshals Championship

All SD34MSG Member Club Events
See SD34MSG Calendar for Dates (Page 7)

SD34MSG

Inter-Club Quiz

Tuesday November 26th

At Clitheroe & DMC

Waddington Sports & Social Club

Waddington, Nr Clitheroe

M/R 103 / 731 437

8-30pm

SD34MSG Inter-Club

Table Top Rally Challenge

Following Round 3

Pos	Name	Points	Club
=1	Steve Butler	31	CDMC
=1	Terry Martin	31	CDMC
=3	Maurice Ellison	26	CDMC
=3	Steve Lewis	26	CDMC
4	Matt Worden	24	CDMC
5	Matt Kiziuk	21	CDMC
6	Sam Hargreaves	17	CDMC
7	Tony Vart	16	CDMC
8	Dave Whittaker	15	CDMC
9	Chris Woodcock	12	CDMC
=10	Danny Hartley	10	CDMC
=10	Paul Buckel	10	CDMC
12	Heidi Woodcock	9	CDMC
=13	Gavin Holmes	8	CDMC
=13	Ian Farnworth	8	G&PMC
15	Jez Turner	7	CDMC
16	Derek Lewin	6	CDMC
17	Pete Whittaker	5	CDMC

ROUND 4

Will be Hosted by Garstang & Preston MC

On Tuesday

OCTOBER 29th

At the Lonsdale Club,

Fulwood Hall Ln,

Fulwood,

Preston PR2 8BD

8-30 pm

Map 97

CofC Ian (the Panda) Farnworth



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0161 643 0151 or 07973-816965

email : gazzard.accts@btinternet.com

2013 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

Please Tick this box if you
are under 18yrs of age

SD34 NOMINATED CLUB (one club only).....

Please register me for the SD34 Championships listed below;

I understand that the information contained on this sheet may be held on computer, but will be kept in the strictest Confidence for SD34 MSG use only.

SIGNATURE.....DATE.....

Please forward the completed SD34 registration form with registration fee of £5.00 to; SD34 MSG

,c/o Mrs.M.Duckworth,12 Silsden Ave.,Ribbleton, Preston.PR2 6XB

Registration commences on date of receipt of application form or on advance notification by e-mail.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

N.B. You do not need to register in order to claim points_for the Interclub league championship but you must register for the individual or disciplined championships.

CHAMPIONSHIP	Tick to Register	Driver Co-Driver/ Navigator Delete as appropriate	Class Delete as appropriate	Official SD34 Use only
STAGE RALLY		DRIVER CO DRIVER	A / B / C / D (Cls) A / B / C / D	
ROAD RALLY		DRIVER NAVIGATOR	Exp / Semi / Nov Exp / Semi / Nov	
NONE RACE / RALLY			A / B / C / D / E / F / G	

MARSHALLING POINTS. If you are registering as driver and navigator/co-driver in the same discipline you must nominate which you want marshalling points to be awarded to.

.....

CLASSES

Stage Rally; A = up to 1400cc, B = 1401 to 1600cc, C = 1601 to 2000cc, D = over 2000cc & 4wd

Road Rally; Expert; A competitor who, in the role registered has finished in the top 10 of a Nat B Or higher grade rally.

Semi Expert; All competitors not eligible for Expert or Novice class.

Novice; A competitor in the role registered who has never won an award other than a team award.

None Race A = saloon cars up to 13ft long and up to and including 1400cc.

/None Rally 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.

2013 Championship Tables

Road Rally Championship

O/A	Driver	pts	Club
1	Pete Jagger	40	BLMCC
= 2	Paul Buckel	32	CDMC
= 2	Pete Tyson	32	CDMC
4	Ian Bruce	31	BLMCC
5	Steve Mitchell	28	BLMCC
6	Simon Boardman	24	CDMC
7	Tony Harrison	20	CDMC
8	Steve Hudson	19	G&PMC
9	James Taylor	16	CDMC
= 10	Matthew Kiziuk	14	CDMC
= 10	Dave Whittaker	14	CDMC
= 12	Andy Ritchie	9	CDMC
= 12	Steve Kenyon	9	G&PMC
= 12	John Gorton	9	CDMC
15	Derek Long	6	BAC
16	Myles Gleaves	0	G&PMC

O/A	Navigator	pts	Club
1	Steve Butler	32	CDMC
2	Neil Harrison	30	CDMC
3	Andrew Long	24	BAC
= 4	Chris Williams	18	CDMC
= 4	Paul Taylor	18	CDMC
= 4	Maurice Ellison	18	CDMC
7	Ian Mitchell	13	CDMC
8	Jason McTear	9	CDMC
9	Terry Martin	8	CDMC
10	Alan Barnes	7	G&PMC
11	Mark Shepherd	6	G&PMC
12	Matthew Worden	5	CDMC

Last Updated : 18th September

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Phil Jennings	Y	133	C	WaDMC
2	Hazel Johnson	Y	104	A	U17MC
3	Arron Newby	Y	82	C	CDMC
=4	Phil Merrills	Y	80	A	S61MV
=4	Steve Johnson	Y	80	A	U17MC
6	Keith Dowthwaite	Y	27	C	Wall
7	Graham Chesters	N	54	B	GPMC
=8	John Gorton	N	53	C	CDMC
=8	Danny Brown	N	27	B	U17MC
=10	Jim McDowell	N	26	B	Mull
=10	Michael Judson	N	26	C	CDMC

O/A	Co-Driver	Q	pts	Class	Club
1	George Jennings	Y	133	C	WaDMC
2	Steve Butler	Y	106	A	CDMC
3	Jason McTear	Y	80	C	CDMC
4	David Barratt	Y	79	A	AMSC
5	Tony King	Y	27	C	Wall
6	Steve Coombes	N	54	C	GPMC
=7	Darren Riley	N	27	A	U17MC
=7	Gary Heslop	N	27	D	HMMC
=7	Mark Shepherd	N	27		GPMC
=10	Ian Rayner	N	26	B	CDMC
=10	Paul Blanchard	N	26	C	CDMC
=10	Mathew Faulkner	N	26	A	AMSC
=13	Alan Barnes	N	0	B	G&PMC
=13	Chris Melling	N	0	D	Lightning

Last Updated : 23rd September

Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Simon Robinson	78.76	U17MC(NW)
2.	Steve Lewis	77.90	CDMC
3.	Steve Price	75.87	BLMCC
4.	David Robinson	71.71	U17MC(NW)
5.	Steve Kennell	69.57	CDMC
6.	Steve Johnson	63.04	U17MC(NW)
7.	Hazel Johnson	58.64	U17MC(NW)
8.	David Goodlad	29.81	BLMCC
9.	Will Jarman	28.63	U17MC
10.	Angela Jones	28.08	U17MC
11.	John Gorton	9.81	CDMC
12.	Matt Faulkner	9.39	U17MC
13.	David Barratt	9.30	AMSC

Last Updated : 18th September

Junior PCA Championship

1. Daniel Barker 61.41
- Only 1 Qualifier in Junior PCA, although it should be noted that Simon Robinson is under 18 but has been contesting the full championship

Individual Championship

O/A	Competitor	Q	pts	Club
1.	Hazel Johnson	Y	77	U17MC
2.	Steven Johnson	Y	62	U17MC
3.	Stephen Price	Y	60	BLMCC
4.	Steve Butler	Y	50	CDMC
5.	David Barratt	Y	40	AMSC
6.	Jason McTear	Y	33	CDMC
7.	John Gorton	Y	27	CDMC
7.	Matthew Faulkner	Y	20	U17MC
8.	Steve Hudson	Y	19	G&PMC
9.	Ian Bruce	Y	18	BLMCC
10.	Darren Riley	Y	15	U17MC
11.	Matt Kiziuk	Y	14	CDMC
12.	Simon Boardman	Y	13	CDMC
13.	Pete Jagger	Y	11	BLMCC

Last Updated : 26th September

Accrington MSC

David Barratt 20

Bolton-le-Moors MC

Chris Fletcher	30	Peter Sharples	30
Steve Price	20	James Swallow	20
James Sharples	20	Julie Sharples	20
Eric Wilcockson	20	Steve Crawley	20
Chris Beamish	20	Jack Mather	10
Ian Perrot	10	Ian Harcourt	10
John Richardson	10	Hannah Speakes	10
Alex Brown	10	Ian Bruce	10
Joe Evers	10	Pete Jagger	10

Bury AC

Clitheroe & DMC

Chris Woodcock	70	Heidi Woodcock	50
John Gorton	40	Matt Kiziuk	30
Maurice Ellison	30	Paul Moon	30
Simon Boardman	20	Steve Butler	20
Gav Holmes	10	Paul Buckle	10
Chris Mclvor	10	Steve Brocklebank	10
Paul Flynn	10	Steve Flynn	10
Jason McTeer	10	Domonic McTeer	10
Kevin Howarth	10	James Hargreaves	10
James Taylor	10	Steve Hudson	10

CSMA (NW)

Eve Fisher	20	Graham Bray	20
Steve Johnson	10		

Garstang & Preston MC

Les Fragle	50	Steve Kenyon	20
A.Benson	10	Margaret Duckworth	10
J.Raynor	10	D.Nolan	10
J.Bleakley	10	K.Coombes	10
G.Chesters	10	S.Coombes	10
M.Shepherd	10	P.Hackson	10
A.Jackson	10	Terry May	10

High Moor MC

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

Lancs & Cheshire MC

Lightning MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Alan Shaw	50	Andrew Brown	40
Ian Brown	40	Ray Duckworth	20
Peter Wright	20	Rod Brereton	20
Steve Dixon	20	Les Eltringham	20
Mick Tomlinson	10	James Wright	10
Chris Andrews	10	John Harland	10
Harry Tinkler	10	Darren Riley	10

Stockport 061

Ken Wilkinson	60	Mark Wilkinson	50
Steph Wilkinson	40	Sarah-Jane Dunhill	40
Andy Chambers	30	Phil Hesketh	30
Andy Turner	30	Daniel Chambers	30
William Kelly	30	Julian Russell	30
Rob Yates	30	Matthew Turner	20
Alan Ogden	20	Rick Elkin	20
Daryl Evans	20	Keith Miles	20
Chris Miles	20	Geoff Callaghan	20
Terry Andrews	10	John Coulson	10
Natalie Payne	10	Sarah Payne	10
Richard Chambers	10		

U17Club NW

Wallasey MC

Warrington & DMC

William O'Brien	60	Robbie O'Brien	60
Denise Burns	50	Allan Burns	40
Chris Wellburn	40	Ann McCormack	40
Mark Carter	30	Jo Mackman	30
Dave Read	30	Steve Prince	30
Colin Cresswell	30	Ian Heywood	20
Colin Burgess	20	Stuart Deeley	20
June Deeley	20	Carolyn Brough	20
Mike Spears	10	Colin Burgess	10
Duncan Fenwick	10	John Boggs	10
Paul Kay	10		

Wigan MC

Lance Rawlinson	30	Alan Bibby	20
George Thewlis	10	Alan Heys	10
David Hind	10	Mike English	10
Colin Strath	10	Nick Archer	10
Tony Archer	10	Tony Ralph	10
Mike King	10	Dave France	10
Dennis Higason	10	Stuart Cooke	10
Chris Cooke	10	Peter McDonald	10
Steven Sheehan	10		

2300



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Marshals Championship Table - See page 11

Lookers Citroen in Preston

Supporting SD34MSG and
motor sport in the North West.



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

Matt Kiziuk

SD34MSG Inter Club League

Division A			
Club	Points	Div	O/A
Bolton-le-Moors CC	831	1	2
Clitheroe & DMC	678	2	3
Warrington & DMC	403	3	4
Stockport061	371	4	5
Wallasey MC	239	5	7
Accrington MSC	175	6	9
CSMA (NW)	59	7	15
Division B			
Club	Points	Div	O/A
Lancs & Cheshire CC	241	1	6
Wigan MC	221	2	8
Pendle & DMC	144	3	10
Garstang & Preston MC	143	4	11
Manx AS	127	5	12
High Moor MC	62	6	14
Mull CC	19	7	16
Division C			
Club	Points	Div	O/A
U17MC-NW	910	1	1
Lancashire A.C.	105	2	13
Bury AC	16	3	17
Fylde MSC	15	4	18
2300	0	=5	=19
Lightning MSC	0	=5	=19
Motorsport NW Ltd	0	=5	=19

Last Updated - 26th Sept 2013

2300 Club presents: The John Easson Award 2013

The 2300 Club is proud to announce the details of the 2013 John Easson Award for young rally drivers.

First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

For 2013, the John Easson Award will once again feature the successful format of assisting a young British Driver with financial support, and maintain its place as the UK's number one free-to-enter cash prize rally Award.

Allan Durham, Award Scheme Manager, explained:

"As a committee we are always looking at ways to manage the award to ensure the winning applicant receives the full benefit of the prize to assist them in their rallying activities. The award is open to drivers from all Disciplines of rallying, and a junior driver has just as much chance of being chosen for the award as an experienced driver.

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

The £4,000 prize fund will be used to pay entry fees for a selection of rallies the winning applicant takes part in during the 2014 season, which the committee feel will help ease the financial burden placed on a young driver during their rally season.

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

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

- Age under 25 on November 30th 2013, Resident in the British Isles, including Northern Ireland

Entries close on the 30th November 2013

Drivers who wish to enter should send the following details as a minimum to the Award scheme manager:

- A current motorsport CV outlining experience and results to date
- Video footage from a rally or test session from **OUTSIDE** the car; i.e. spectator or TV footage, not in or on car footage.
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying
- A reference letter from any 3rd party

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

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

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

John Easson Award

Allan Durham, C/o Pro-Tec Motorsport

Unit 6, Clifton Business Park, Preston New Road

Clifton, Preston, Lancashire, PR4 0XQ

Previous JEA winners:

2004: George Collister, Isle of Man
2005: Stevie Brown, Scotland
2006: Ryan Borthwick, Scotland
2007: Alick Kerr, Scotland
2008: Philip Scholes, England
2009: Mark McCulloch, Scotland
2010: Sara Williams, Wales
2011: Osian Pryce, Wales
2012: Matt Griffin, England

2013 ? It could be you.. Further information:

Email: alland@2300club.org



"One dark night in the township of Whakatane, New Zealand, a fire started inside a local chemical plant associated with the paper mill industry and in a blink of an eye it exploded into massive flames.

The alarm went out to all the volunteer firemen for miles around.

When the volunteer fire fighters appeared on the scene, the chemical company manager rushed to the senior fireman and said, "All our secret formulas are in a large grey steel safe in the centre of the plant. They must be saved. I will give \$50,000 to the fire department that brings them out intact."

But the roaring flames held the fire-fighters off. Soon more units had to be called in as the situation became desperate. As the firemen arrived from Tauranga and all surrounding districts the manager shouted out that the offer was now \$100,000 to the fire station who could bring out the company's secret files. But still none of the firemen could get through.

From the distance, a lone siren was heard as another fire truck came into sight. It was the nearby Taneatua Maori rural township volunteer fire company, composed mainly of Maoris over the age of 65.

To everyone's amazement, that little run-down fire engine roared right past all the newer sleek engines that were parked outside the plant. Without even slowing down it drove straight into the middle of the inferno..

Outside, the other firemen watched as the Maori old timers jumped off right in the middle of the fire and fought it back on all sides.. It was a performance and effort never seen before.

Within a short time, the old timers had extinguished the fire, and had saved the critical formulas.

The grateful chemical company manager announced that for such a superhuman feat he was upping the reward to \$200,000, and walked over to personally thank each of the brave fire fighters.

The local TV3 reporter caught the thank you on film, and asked their chief, "What are you going to do with all that money?"

"Well," said Hohepa, the 70-year-old fireman, "The first thing we going to do is fix the brakes on this bloody truck !"

Woodpecker Stages Rally

Problems prove to be the DIFF-erence for Allingham

Alex Allingham and Chris Williams battled a number of issues to sixth overall on the Woodpecker Stages when an electrical issue with the center differential slowed their ex-Prodrive Subaru Impreza N10.

Allingham and Williams knew that a Group N win on the Ludlow based event would secure the MSA Welsh National Group N championship with one round to spare and put them in a really strong position for the championship outright, however on the opening test a warning light began to flash on the dashboard of their Riverside Property Services backed Impreza showing they no longer had four wheel drive yet the pairing still managed to set a sixth fastest stage time and just five seconds shy of the leaders.

The ultra fast Radnor test next awaited crews and at 11.36 miles was the longest test of the rally. With this in mind the service crew dived onto the car in an attempt to fix the issue, however a fix couldn't be found and Allingham and Williams had to tackle the stage, again in just two wheel drive, something of a daunting prospect for the Kumho Tyres backed crew.

Allingham went on to explain more about the issues, 'the centre differential controller isn't locking the front diff properly and it's causing us to only have rear wheel drive. It affects the car dramatically in the way the car handles, accelerates out of corners and how it stops from high speeds, not ideal for places like Radnor!'

Driving with their heads, Allingham and Williams completed the Radnor test with an 8th fastest time before heading to the final stage of the morning loop in Haye Park, and they returned to the service halt having survived a couple of high speed moments caused by their issues in 7th overall and 3rd in the Group N battle.

A fraught 50 minutes service was to follow with the team doing everything within their power to get the car back to full working order, however no fix was found and therefore Allingham and Williams would have to complete the day with only rear wheel drive and try and reach the finish at a slowed pace.

A repeat of the eleven miles of Radnor greeted crews immediately after service and Allingham and Williams' day was compounded when they discovered a cracked brake disc on the way to the stage. Fortunately they were able to stop and change the disc prior to the stage start. Although setting a faster time in Radnor than the afternoon they still struggled to a 7th fastest stage time.

The final stage in Haye Park forest was all that stood between Allingham/Williams and the finish and knowing that the points were more valuable, they drove a conservative final stage to reach the finish and to their surprise a creditable 6th overall taking 3rd in the N4 class and also points for 3rd placed Welsh National Championship crew. Their fourth podium position of the year means they now move into lead of the MSA Welsh National Championship outright, as well as still leading the Group N Championship with only one round remaining. With the result Williams was also crowned MSA Welsh Junior Co- Driver Champion with one round to spare.

After spraying the champagne a philosophical Allingham said, 'It's been a very frustrating day. As much as I love this event, it's not kind to me, we suffered a similar issue with the diffs two years ago here and then we had bent steering last year. The differential issues really affected the car in everyway, and it felt like we were haemorrhaging time in Radnor especially having to brake so much earlier than normal and also not being able to power away from the tighter corners. It was like driving a really heavy Escort Mark 2, it's been hard work!'

Looking at the times, even with just two wheel drive we were less than a second per mile off our rivals and fourth overall. It's definitely been a case of what could've been had the car not let us down but we have to take the positives from this and the pace we showed today was still strong. After we knew it wasn't going to be possible to fix the issues Chris studied the championship points and realised that so long as we got to the finish we'd be able to go to the Cambrian leading the points and also secure Chris the Junior Championship. We just drove with our heads this afternoon and it was a case of damage limitation. Considering the issues sixth overall is an incredible result.'

A jubilant Williams commented on his Junior Championship win, 'I can only thank Alex for this championship victory; he's driven superbly all year, especially today. He drove with maturity and with the championship in mind. It certainly hasn't been an easy day especially when we were helpless to stop our rivals pulling away from us. So far it's been an unbelievable year, to have won this still with a round left is a great feeling but this year isn't over yet and we've got the Welsh Championship to focus on winning as well. I'm not going to just settle with the one championship win this year. We're also looking at the possibility of winning the BTRDA Production Cup too with today's result. I'll enjoy this today, but it's back to business on the Cambrian and we'll be doing all we can to win.'

Allingham and Williams next outing is the Cambrian Rally based in Llandudno in North Wales where all new stages await the competing crews where they will fight for the MSA Welsh Rally Championship on Saturday 19th October, however they are looking at competing on the Scarborough based Trackrod Rally Yorkshire if budget allows.

Chris Williams Clitheroe & DMC





With **eight** victories to his credit since taking to the wheel of the TEG Sport Subaru Impreza last year, Carnforth's Arron Newby (CDMC) raised the bar even further when he took a sensational win on the Manx International Rally.

As well as adding his name to the achievements of rally legends Ari Vatanen, Henri Toivonen, Colin McRae and Richard Burns in winning the prestigious event, this year was even more special as it was the event's 50th anniversary and made it a hat-trick of wins on the Isle of Man this year for the 18-year-old who won the Chris Kelly Memorial Stages and Dave Corris Autos Forest Rally also. But the icing on the cake was that Newby became the youngest winner of the three-day event and along with Manx co-driver Rob Fagg, are still in the running to win the Eurostars Motorsport.com Manx Rally Championship at their first attempt.

Driving the Pirelli-sponsored and TEG Sport -prepared Subaru Impreza on the event which covered 462 miles of which 196 were on closed roads over 27 special stages, Newby made a cautious start on Thursday evening's stages in the damp and misty conditions and courtesy of three runner-up placings, briefly held second place before arriving at the Douglas overnight halt in a safe third behind a couple of local crews and just 24 seconds off the lead. Friday saw Arron attack and showed his intentions with three fastest times in the morning and hit the front after SS10 but it wasn't all plain sailing as a transmission problem seriously hampered his progress leaving him with just two-wheel drive for the remainder of the day. Remarkably, Newby continued to set the pace and went fastest on the next four stages and arrived back at the TT Grandstand with a lead of over a minute and a half going into Saturday's final loop.

Great work was needed by the TEG Sport crew in service who set about rectifying the problem with the centre differential meaning that four-wheel drive was restored at 3am ready for the final push the following morning.

From there, Newby rewarded them and rammed home his advantage setting fastest time on two of the remaining eight stages and duly arrived at the finish over two minutes and 20 seconds ahead of his nearest rival.

The result was Newby's **fifth successive victory** and confirmed his status as one of Britain's hottest young talents with a sensational record over the past 18 months but this victory was his best to date:

Arron Newby: "This really is a dream come true as this is one of the toughest events there is and I can't believe I've won it. To see my name on the trophy alongside some of my heroes is simply fantastic. The past 18 months has been brilliant with all the wins but this tops the lot without doubt and I really am speechless. We had a couple of problems along the way and conditions were tricky at times but the Pirelli tyres coped brilliantly with the differing surfaces without any problems. Thanks must go to Rob for another fantastic job on the notes; he deserves this as much as me, and to the whole TEG Sport team for their hard work, especially in fixing the diff during the night on Friday. I recognise this is a team effort and I'm truly grateful to my parents, our team and all our sponsors for making this happen."

Stuart Newby, Team Owner: "It just gets better and better! Arron has turned in some pretty handy performances since jumping in the Subaru but this one defies belief. To win probably the toughest rally in the UK and claim his first international win is simply amazing and what's more, he drove like he'd been coming here for years. We have been in the sport a long time and this is one of our best victories ever, it's been a phenomenal performance by the whole team and one which we will savour for a very long time."

It was that time, during the Sunday morning service, for the children's sermon.

All the children were invited to come forward.

One little girl was wearing a particularly pretty dress and, as she sat down, the minister leaned over and said, 'That is a very pretty dress.

Is it your Easter Dress?'

The little girl replied, directly into the minister's clip-on microphone, 'Yes, and my Mum says it's a bitch to iron.'

An older couple were lying in bed one night. The husband was falling asleep but the wife was in a romantic mood and wanted to talk. She said: "You used to hold my hand when we were courting."

Wearily he reached across, held her hand for a second and tried to get back to sleep.

A few moments later she said: "Then you used to kiss me.."

Mildly irritated, he reached across, gave her a peck on the cheek and settled down to sleep.

Thirty seconds later she said: "Then you used to bite my Neck..."

Angrily, he threw back the bed clothes and got out of bed. "Where are you going?" she asked..

"To get my teeth!"

TEG SPORT



Bolton Autotest AutoSOLO & PCA

15th September



Steve Johnson changed the car from 1275 Mini Special to 998 Nissan Micra Due to the threat of heavy rain & storms due on the day. Two test sites available with tests taking about 40 seconds gave all drivers a good testing time. Three groups of drivers all took turns at competing, marshalling and resting make Autosolos and PCA events and great social, time to watch and help to run the event. It has been commented on this year by those who have not seen an AutoSOLO before, that they are what Autotests where 30 years ago. Good fun and turn up and run your standard car.

After 15 tests.

Nick Darkin 620.8 (Nova) took Fastest time of Day (FTD) in the AutoSOLO from John North VW Passatt 677.8 (Big car but second overall!)

Steve Johnson 677.5 (Nissan Micra 998 took) FTD in the autotest from Steve Price 709.4 (Nissan Micra 1275)

The PCA has a great scrap between the 5 entries under 20 years of age.

U17MC member James Williams 565.1 (Micra 998) took FTD from Accrington MSC Daniel Barker 586.7 Micra 1275

These events all help the members and their clubs to be leading the ANWCC and SD34 MSG championships.

Steve Johnson U17NWMC

Pos	NAME	Driver	Club	Points	1st of 3	2nd of 3	3rd of 3	4th of 3	5th of 3	6th of 3	7th of 3	8th of 3	9th of 3	10th of 3
1	Steve Price	✓	Bolton/Liverpool	140	10	10	10	10	10	10	10	10	10	10
2	Daniel Barker	✓	Accrington	135	10	10	10	10	10	10	10	10	10	10
3	James Williams	✓	U17MC/Accrington	130	10	10	10	10	10	10	10	10	10	10
4	James Foster	✓	U17MC/Accrington	125	10	10	10	10	10	10	10	10	10	10
5	James Foster	✓	U17MC/Accrington	120	10	10	10	10	10	10	10	10	10	10
6	James Foster	✓	U17MC/Accrington	115	10	10	10	10	10	10	10	10	10	10
7	James Foster	✓	U17MC/Accrington	110	10	10	10	10	10	10	10	10	10	10
8	James Foster	✓	U17MC/Accrington	105	10	10	10	10	10	10	10	10	10	10
9	James Foster	✓	U17MC/Accrington	100	10	10	10	10	10	10	10	10	10	10
10	James Foster	✓	U17MC/Accrington	95	10	10	10	10	10	10	10	10	10	10
11	James Foster	✓	U17MC/Accrington	90	10	10	10	10	10	10	10	10	10	10
12	James Foster	✓	U17MC/Accrington	85	10	10	10	10	10	10	10	10	10	10
13	James Foster	✓	U17MC/Accrington	80	10	10	10	10	10	10	10	10	10	10
14	James Foster	✓	U17MC/Accrington	75	10	10	10	10	10	10	10	10	10	10
15	James Foster	✓	U17MC/Accrington	70	10	10	10	10	10	10	10	10	10	10

Pos	NAME	Driver	Club	Points	1st of 3	2nd of 3	3rd of 3	4th of 3	5th of 3	6th of 3	7th of 3	8th of 3	9th of 3	10th of 3
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13	James Williams	✓	U17MC/Accrington	70	10	10	10	10	10	10	10	10	10	10
14	James Williams	✓	U17MC/Accrington	65	10	10	10	10	10	10	10	10	10	10
15	James Williams	✓	U17MC/Accrington	60	10	10	10	10	10	10	10	10	10	10

Pos	NAME	Driver	Club	Points	1st of 3	2nd of 3	3rd of 3	4th of 3	5th of 3	6th of 3	7th of 3	8th of 3	9th of 3	10th of 3
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8	James Williams	✓	U17MC/Accrington	95	10	10	10	10	10	10	10	10	10	10
9	James Williams	✓	U17MC/Accrington	90	10	10	10	10	10	10	10	10	10	10
10	James Williams	✓	U17MC/Accrington	85	10	10	10	10	10	10	10	10	10	10
11	James Williams	✓	U17MC/Accrington	80	10	10	10	10	10	10	10	10	10	10
12	James Williams	✓	U17MC/Accrington	75	10	10	10	10	10	10	10	10	10	10
13	James Williams	✓	U17MC/Accrington	70	10	10	10	10	10	10	10	10	10	10
14	James Williams	✓	U17MC/Accrington	65	10	10	10	10	10	10	10	10	10	10
15	James Williams	✓	U17MC/Accrington	60	10	10	10	10	10	10	10	10	10	10



STEVE Entwistle chalked up a hard-fought top twenty result on the recent Vale of Clywd Classic Rally. And the Rishton rallyman reckoned it was the "toughest rally I've ever done".

A gruelling combination of 13 special tests and seven regularities packed into just eight hours on the tortuous narrow lanes of North Wales produced an event to remember.

"It was a full-on day's rallying, with no let-up whatsoever," said Steve. "The tests and regularities themselves were difficult for both driver and navigator, but it was the tight and twisty nature of the lanes that really did it."

"If you lost any amount of time, there was no way to claw it back. Any mistake was punished severely."

And, as a round of the Historic Rally Car Register (HRCR) Clubmans Championship, the rally was packed with all the top drivers from Britain and Ireland.

Entwistle, who had his usual Cumbrian mapman Bob Hargreaves alongside, got off to a flier in their famous ex-Roy Mapple Orangebox Mini.

The pair clocked the fastest time on the opening Loggerheads Park test - two seconds faster than Irish champion Dermot Carnegie's Ford Escort RS2000.

"Not bad for a one-litre Mini! And I reckon the engine on Carnegie's Escort cost twice as much as our entire car," said Steve.

But double trouble struck on test four, when a coil lead came off, costing over a minute, and in the regularity that followed, when a timing error cost them another three minutes. From seventh overall, the pair dropped to 23rd at the lunch halt, before storming run in the afternoon sections saw Orangebox claw back seven places to 16th.

"The second half proved just what we are capable of, and without the penalties we would have been on for a top ten finish," explained Steve.

"Although we were slightly disappointed, there are lots of positives to take from the rally."

"We have proved that on the tests we can match all the other top crews, despite the power disadvantage, and aside from the coil lead, the car ran perfectly."

Most of the top crews, including Entwistle and Hargreaves, were using the Vale of Clywd as a shakedown for next month's Rally of the Tests.

They will be making their debut on the event, which is a four-day recreation of the 1960's RAC Rally, thanks to the backing of Mini specialists Mini Sport of Padiham.

Neil Johnson Lancashire Telegraph

Clwyd Vale Classic Rally

It's a big day in The North.... (Wales that is!)

Proud of a couple of things today....

- 1) My missus came to a rally with me and had a go with a clock and a timesheet,
- 2) she's my best pal and my missus.

Before I get all soppy, can I remind crews who compete on (rally) events that us marshals, as old and wrinkly, fat and ugly (in my case!) as we are, without us, you get no events. To come into a control and start slapping your clipboard on the dash and bouncing up and down gets you nowhere. We are told to do stuff a certain way, and until advised by a senior official, that is the modus operandi. Don't forget either that we have probably been where you have many times beforehand to the sixty odd other crews that had massive smiles on your faces, thanked us and made us laugh with you, THANK YOU.. It is you that makes standing out in the cold and wet worthwhile.

Today was a trip back for me, back to my last road rally in 1999 where I partnered Andy Sanderson on the Devils Own. Fair play, today was a different class, this was PROPER hard rallying. to see some major road rally navs flushed and under pressure was a bit daunting, after having a certain Cocker-mouth domiciled Scot jovially greet you at the first control, then to hear him grunt at you on your second control makes you realize that this was a proper event, But to see such a diverse and wonderful array of cars was a credit, from a full on MK1 Escort to an Austin A 90 with three in the car was truly spectacular.

Today was the now annual Vale of Clwyd Classic Rally. Now Clwyd Vale Motor Club have a couple of massive advantages over other clubs, they have map 116, and Guy Woodcock. Woodcock is probably better known than map 116, a larger than life personality who oozes confidence, he should do though as he lives within 116 and within a couple of hundred yards from the VOCC start and finish at The Druid Inn, he is a formidable personality who has " seen most and

done it" in rallying, his words, not mine, but the route Clwyd and he put on today proved that. I spoke with Rikki Proffitt after the event, having recently sold his beloved 2.4 911 Porsche and took up a Triumph Stag. Just to compete in this event. This is a man who does not give back. He was full of admiration and trepidation at the same time, praising the classic world for its value for money, yet exciting motorsport, in the same breath the camaraderie and problems this part of rallying passes on. Rikki had a few words to say regarding historics. " This event is fantastic, the roads and organization are second to none, yet, I am wanting to see something to bring the novices on..." With this, I look at him and he measures his words carefully,, " Too hard?" I ask? Rikki thinks long before answering.. "Maybe, but then again where do you get this level of organization and competition at this price?" This is a real competitor who wants to see historics prosper. His reason for being out today was to be with his friend and navigator Peter Scott, the rapport and craic is immediately apparent, result un important for once for this avid competitor.

Bob Hargreaves partnered Steve Entwistle in the diminutive "Marigold " coloured Mini, Hargreaves is an old friend and inspiration to me, along with Malcolm Grisdale in their old Subaru XT coupe, Bob has been a good mentor and friend. Again, I could see he was deep in concentration on the second half of the event, always quick with a quip, I asked how he was going on expecting a rapier like reply. " Bloody Tough, turn right" were the only words I could get.. Same for Bosdet, last years winner, normally a smile and an exchange were met with a stern grimace and concentration. I bent Paul's ear after the event over a pint.

" Go on Paul," Says I, "what was it like.." "That has to be the worst rally of my life" came the reply. I nearly choke on my pint and look open mouthed at him.. "Eh???" was the only thing I could say as I could see by his expression he was serious, deadly serious. " It's the curse of car 1 with me, remember Geoff Hall and I drowning out on an MN event in the 80's?" I nodded, as a lad, Hall and Bosdet were a top crew, their Mini became a little yacht bobbing down Winster ford one year yet with some careful brake swapping, it became the only event he has won as car 1 for the second year in a row. " I hate running first, today was a nightmare, if we had a problem, whatever was there magnified itself, I couldn't shake it off.. The route was amazing, but you know what caught people out? It was the organising team, their attention to detail was immense. Every single inch accounted for, whoever has won this today has done well, this is THE hardest event on the historic calendar." From Bosdet, that is a complement.

There were a lot of crews who struggled the first half, but as promised by Mr. Woodcock the event would be won in the second half, and it was, this is an event that continues to grow in popularity and stature, maybe (or maybe not!) next year may be relaxed a little, one thing. when the results are announced finally, whoever has won can hold their heads up high after competing in the finest lanes this Island can offer and say, " I've done it"... But will they come back next year to defend and win? I'm sure that Clwyd Vale will have some routes up their sleeve to try and allow someone else that privilege...



Kev Haworth : CDMC

Paul (the Barrow Taxi) Brereton was still in hospital (5 weeks and its driving him crazy) so I pulled our entry and cancelled our accommodation 3 weeks before the event. With a week to go I get a call from Stuart Kellett asking if I was still free. Still free I tell him. Dont hear another thing until the Thursday before the event on the Sunday and we then make our meeting up arrangements.

I set off at 6am and get to Signing On by 8-30 and eventually find Stuart by 9am.

We have 16 Tests and no regularity, nor any complex navigation to contend with (the whole route is on display at signing on) so its just a matter of not getting any 'Wrong Tests' for me.

Test 1 is a short affair on loose (to be repeated as test 16) at the Agricultural College and then on to **Test 2**, still at the college but around the car park (several times round the car park) to be repeated as test 15.

Test 3 is a bit of a more complex affair around 'Jones' Yard' and we take to the bushes with a misunderstanding that drops us a bit of time but not a wrong test and also adds to the excitement

Test 4 was an enormous piece of tarmac that could easily have had two more tests on it but only one was run. We broke the CV joint on the Astra GTE doing a 360 round a cone and got a maximum. Waited for the test to close to get a lift back to the start venue to collect the van with spare driveshaft and tools in. Got back to Test 4 and changed driveshaft. Checked timetable and decided to skip tests 5, 6 & 7 and see if we might just make Test 8 in time.

Test 8 was on the loose that formed a Lorry Park at Lockerbie just off the M74. We got there in time for test 8 and Lunch and

Test 9 (A re-run of test 8) Just like being in with Paul - making sure we get to the Lunch halt! On the first run we over shoot one of the markers and its a quick bit of reversing to get back on track.

Test 10 we decide that we should take things a bit steadier - we don't have a spare driveshaft should we knacker another one.

Test 11 - All that about taking things easier goes out the window and we have a right blast. Think I enjoyed test 11 most.

Test 12 'Cochran'. On paper (diagram) this looks a simple sort of affair. When you are doing it, it turns into quite a handful and we very nearly got a wrong test.

Test 13 had only been 'sculpted by a Bull Dozer the day before the test and was a tad rough in places, but still very enjoyable

Test 14 was very, very complex two lap test. We backed off with the intention of getting it right, which we did until the very end when we had to do a 360 anti-clockwise around a cone and we did it clockwise. Bugger. Especially as we got it right on the first lap. Still we had got maximums on 4 tests that we had missed because of the driveshaft so what did another maximum make to our chances. Not a lot!

On the way back to the Start and finish venue and a re-run of the first two tests we pick up the van at Test site 4.

Complete the last two tests and await the results over a meal of Haddock & chips

2nd in Class But next to last finisher - 27th out of 28 finishers - the guy who beat us to 1st in class finished 26th O/A and third in our class was the last finisher (*who also broke down on Test 4 then skipped to T8*)

Bob Hargreaves & Tom Hall got 2nd O/A again finishing behind Archie & Richard Simmonds. Again! Simon Barnes got 5th O/A and 1st in Class on only his second ever event. Dave Marsden & Mike Garstang had fixed the cracked head on the Mk1 Cortina and were back on form finishing 3rd O/A



Archie & Richard Simmonds



James & Peter Meggat



Simon Barnes & Andrew Dewhurst



Tom Hall & Bob Hargreaves

Photos courtesy of Brian Huddleston
Others can be found at
www.nescro.co.uk
Email for prints : maxisprite@sky.com

Durham Dales Classic Rally & Targa Rally

An 'AutoSolo on Steroids'

As a round of the NESCR0 Championship Paul Brereton and I had put in an entry for the Durham Dales Classic Rally. Paul then went and got admitted to Hospital - very inconsiderate of him! - so it looked like I was going to miss this round. However, I posted on BRF that I was looking for a driver and got a fairly prompt reply from Steve Perry offering his services.

Paul & I normally trailer the Escort to these events and usually set off nice and early so that we can take our time getting to the event, get settled into our hotel and have a relaxing evening, a good meal out and take in the local ambiance (other words for going out and having the odd drink or two). With Paul hospitalised I decided to still travel up and stay overnight.

I packed my bags - Rally bag and everything I thought I might need - unfortunately I forgot to take with me the Name & address of the Hotel or any form of map for the Sunderland Area - All that was sat on the Dining Room table at home. So I get to Sunderland and start to ratch through my paperwork and cant find the hotel details. Ring my son to ask if he can find it at home anywhere. Son is out on the town with his mates and of no help at all. I then remember the name of the Hotel and ask passers by. No body has heard of the Sir William Fox Hotel in Sunderland! Lots of head scratching and trying to remember what the map (at home) looked like and a half hour later I find the Hotel. Ring Steve Parry and meet up for a little drinkypoo.

Sunday, and I wake up at 5am. See no point in trying to get back to sleep, so I sneak out of the hotel (*paid when I checked in - in case you were wondering*) and make my way to the Nissan factory and sit all on my ownsome for 2 hours before anyone else turns up.

Steve arrives. We sign on and get scrutineered and pick up the test diagrams. At the drivers briefing the CofC reminds us that the test diagrams are not to scale. Not until you do the tests do you realise how true his words are. There are a total of 18 tests to complete. The cone lay out for all the tests remain the same and it is only the way round them that changes.. Tests 1 & 5 are the same, as are tests 2 & 6, 3 & 7, 4 & 8, 9 & 13, 15 & 17, 16 & 18. Tests 10, 11, 12 and 14 are only done once.

We line up for test 1 and watch how the guys in front tackle it. The Vauxhall Chevette (3rd place O/A) of Gordon Glendenning / Murray Walker is spectacular to watch. Eventually its our turn and off we go. Until this event I had not met Steve before (although he tells me that we had met briefly on this years Ryemoor Trophy Rally - he was competing and I was marshalling) and I have not a clue how good a driver he would be. Spectacular - is the word I would use. Plenty of go and pizzazz with tyre smoke at every turn. I had the window open and was chewing burnt rubber all day long. A very enjoyable and exciting ride and despite the long and protracted power slides at no time did I feel that we were in any danger of putting the car off. However, when I have had time to study the results it might have been more to our advantage to be a fraction slower around the tests and a little more precise in our approach and I think we would have set faster test times. **As it was, we missed out on a class award by one second.**

On the shorter more technical tests we were about 4 seconds a test slower than the car that beat us for the class award.

Tests 14, 16 & 18 were a combination of tests 2, 3 & 4 (but a different way round the cones each time) and on these Steve was really flying (*Rallying experience on the longer stuff showing*) and was taking 8 seconds and more a test out of our rival and we finished 4th in class and 13th O/A.

As you can see from the top right photo we had all too much wheel spin (no its not a knackered engine it is tyre smoke) and went through 6 brand new tyres on the event (all totally illegal for the road at the end!)

A very, very enjoyable and exciting days sport. Thanks Steve for stepping in and giving me a very exciting and enjoyable rapid ride - The marshal at the end of Test 18 was heard to say 'Its the Driver that is supposed to have the big grin on his face not the Nav'.

Maurice Ellison Clitheroe & DMC

Photos Courtesy of Steven Tait
(Tait Images) stephen@taitimages.com

Steve Perry/Maurice Ellison



Gary Young/David Chapman



Nigel Cardale/Peter Littlefield



Dave Marsden/Mike Garstang



Tom Hall/Bob Hargreaves 2nd O/A



Archie & Richard Simmonds 1st O/A





After meeting Stephen and his Litton Stratos at the Clitheroe stand at Myerscough College open day I agreed to attempt some single stage navigating.

First on the agenda was a shakedown using a trackday at Blyton. After getting out of bed at a horrific time in the morning to be there I was grateful for the only sunny day I've ever experienced on that airfield. It looks rather different than when viewed through wind and sideways rain! With the help of an excellent service crew we set about finding some suspension settings that worked and familiarising ourselves with the car. All was going smoothly until I suggested that our resident set-up expert Richard jumped in the passenger seat so he could get an idea of how the car was behaving. However on the out lap one of the lower ball joints made a break for freedom, collapsing a wheel and leaving the car stricken on track, resulting in a stoppage of the session, I don't think we were very popular!

After getting the car back and repairing it, the next outing was at Barkston Heath. I was nervous about this all the night before, worrying about getting my timings right and booking in at the correct time, however I shouldn't have worried as it seemed you could just book in whenever you felt like as long as it was roughly right! Whilst Barkston was useful getting experience of navigating, the broken concrete was too rough for the Stratos, with only two inches of travel in the front suspension it's definitely a tarmac car! We had an issues with the refuelling system in the second stage (someone forgot to put the filler cap back on!) we had to retire, although the organisers allowed us to continue at the back of the field for the rest of the rally, gaining valuable experience.

Next to tackle was New Brighton Promenade for the Promenade Stages. After a rather wet and windy night attempting to sleep in a tent many cups of tea were required before the first stage was tackled. This seemed to be an incredibly well organised rally and the whole day flowed very smoothly. As the day went on our confidence grew and we were able to push a little harder. The only real dramas of the day were being overtaken by an Opel Manta only to find it static and facing in our direction a couple of corners later, and then a mad scramble to fit wet tyres when the rain arrived just before we were due out. Tyre change completed at the last second only for the sun to come out as we were booking in and the stage was bone dry by the time we started. It didn't cost us too badly in terms of time but I think it pretty much destroyed what remained of the wet tyres!

Completing the rally and gaining confidence without making any mistakes was the objective and we were happily able to achieve this and managed to finish 37th overall. Many thanks to Neil and John for doing a pro job servicing and keeping a sense of calm. Now on to the next venue!

Matt Worden - Clitheroe & DMC





Accident Advice Solicitors Promenade Stages 2013

Sometimes you can't see the wood for the trees, what makes an event so popular? I've often wondered that about Wallasey MC's Promenade Stages, because it's essentially a straight road or two with some man made obstacles, and then throw in a couple of roundabouts. Right?

Then you peel the bark back from the trees and what may seem un-inspiring actually is something so simple and clever it's brilliant. Not many events these days, bar the classics, can boast a continual run of thirty-three years rallying, especially when it comes down to having a local council closing roads. How many events in the UK can claim this? Only a handful.

The other appeal is to showcase the sport to an audience who would generally not get chance, or know where to see such exotic machinery at close range, their only knowledge of rallying is WRC on TV, and they never get to see the grass roots Clubmen who actually keep the sport alive. Speaking of Clubmen, the event is much kinder to their pockets, sure the kerbs do need some respect, but they aren't as "bitey" as say Weeton, nor are the straights that long that the limiter needs to be wound down to stop the engine killing itself. It may just have, looking deeper, the perfect blend of things that appeals to Tarmac Rallying enthusiasts in competitors and spectators alike.

This year's event broke records in terms of uptake. In just four days the entry was full, sure that was online bookings, but within two weeks of regulations being released, the event was paid up, 90 entries. Looking at the entries it is apparent that The Red Kite Rally running just a day later took away some of the more exotic machinery normally seen at New Brighton, but the depth of the field is still fantastic. Old Warriors like Lyndon Barton and Johnny Vance (Get the pun?? Keep up...) Mike Gilman and Wil Owen mixing it up as they have done for years. Move down the list and The Cassidy's appear for their annual jaunt over from The Emerald Isle and Local lad Paul Evans in his immaculate Mark 2 Escort all whet the appetite. It was still missing a few more WRC cars and exotica, but hey.. It was still a good entry.

Onto the event and it soon became clear this would be a rally of attrition, within the first couple of stages, well known crews would fall foul of The Prom. Geoff Tremblett/Ron Morgan brought their Darrian from Maesteg only to find New Brighton does have teeth, an accident forcing them out on stage 2, shortly after Lyndon Barton's Escort decided to destroy its own clutch forcing a retirement and a short run home to Wigan. Wallasey's own Ian and Lynn Rowland were blazing a trail with three fastest times on the first three stages, only to find stage four was a stage too far and the 6R4 couldn't keep up the pace, its engine expiring on stage 4.

This paved the way for a battle royal, The rapid Mk2 of Paul Evans partnered by Lol Powell now took the lead and fought tooth and nail with the 6R4 of Simon Chapman/Michael Calvert, little did either pair know that sneaking up quietly on them were Alan Oldfield/Steve McNulty in a Darian, the last two stages showing a measured output from Oldfield as he saved his push to perfection. It is fair to say though that any of the top three crews could have won it on that last stage.

One of the things about The Prom stages is that every year it throws up some welcome surprises. It allows older machinery to take on the ¼ million pound supercars and play with them on a level field. This year was no exception as stunning drives from Mark Jones in his M3 and Mike Taylor in a wonderful sounding Talbot Sunbeam rounded off the top five.

In the classes, Darren Brown pipped Robert Davies in the F1000 Challenge, up to 1400cc saw Alistair and David Oram pop over from Warrington to dominate the class by three minutes plus. In the middleweights (1401-1600) Mathew Roberts took top honours from Local Graham Muter. The up to two litre class was a close affair with the top three separated by 33 seconds, class winner Martin Hodgson also finding himself in a fine 6th overall, one up on his seeding. The heavyweights all featured in the top five, with less than a minute separating after 10 stages.

This event will be back next year, and after the announcement that sponsorship will continue from Accident Advice Solicitors, the event should be on course for another successful year.

Kev Haworth - Clitheroe & DMC



Photos Courtesy : Jason Evans

The Accident Advice Solicitors Promenade Stages Rally run for the 32nd year by Wallasey Motor Club at New Brighton Promenade on 7 September 2013 a round of the ANWCC Stage Rally and SD34 Stage Rally Championships with scrutineering on a wet Friday evening and the event on Saturday comprising 10 stages and about 50 stage miles on the closed Council owned public promenade at New Brighton.

With a new sponsor and a full entry of 90 cars the event was oversubscribed weeks before, With a 8am start Car 1 Wil "Bach" Owen & Rob Hopewell in the Millington Diamond engined Mark 2 Escort led the field away followed by Car 2 the Metro 6R4 of Simon Chapman & Michael Calvert and Car 3 Ian Rowland & Lynn Rowland in the 6R4.com Metro 6R4 and Car 4 Paul Evans & Lol Powell in the Millington engined Mark 2 Escort with Car 5 Lyndon Barton & Johnny Vance Escort Mark 2.

With rain falling the first stage was very wet and greasy and with caution the order of the day Car 3 Ian Rowland using the 4WD 6R4 to good effect led the event by 7 seconds from Car 4 Paul Evans. The 6R4 led for 3 stages until the engine cried enough and Car 9 the Darrian T90 GTR of Alan Oldfield & Steve McNulty took over at the front and led from Stage 4 to the finish winning the event by 15 seconds for his first ever victory and having returned to the sport after a 25 year lay off! 2nd was Car 2 Simon Chapman & Michael Calvert in the 6R4 and 3rd Paul Evans & Lol Powell in the Escort Mark 2.

In the classes 1st Class F up to 1000cc F1000 spec was won by Darren Brown & Andrew Gooding in a Nissan Micra. 1st in Class 1 up to 1400cc was Alistair Oram & David Oram in a Vauxhall Nova. 1st in Class 2 1401 to 1600cc Matthew Roberts & Sarah Hughes Citroen Saxo. 1st in Class 3 1601 to 2000cc Martin Hodgson & Tony Jones Escort Mark 2. 1st in Class 4 Mark Jones & Christopher Brierley BMW M3.

I took Friday off work loaded the van and car and set off mid afternoon for scrutineering and it was chucking it down with rain. I had been looking for a Co driver since putting the entry in and a few possibilities had not materialised due to holidays and non availability so a conversation with Steve Lewis at the Blackburn Autotest Steve said if I didn't find a co-driver he would do it so I only arranged with Steve Lewis to Co drive the week before. Steve is really a driver although he has done lots of events driving over the past 30 years has only co-driven once before in the mid 1980s, but he did an excellent job and I am really grateful to him for stepping in.

After spending the night in Hotel Iveco and woken to the sound of engines being started and the weather being decidedly wet we decided to fit the wets before stage one and take it steady. The stage was very greasy and even though the plan was to try and finish and pick up some ANWCC & SD34 points we managed to just clip a kerb with the back wheel but just gouged the alloy and no real damage done, luckily.

By stage 4 it had dried out a bit so put the slicks back on and keep going. No real dramas as we pressed on for a finish until stage 10 the last stage when part way through I felt the clutch slipping progressively worse as the stage went on losing 10 secs or so. Got to the end finished 31st overall and as we drove back to the service area the clutch gave up altogether and we had to push it the last bit.

Thanks to Steve Lewis for co-driving and Stephen Crossen for servicing on another enjoyable day at New Brighton.



John Gorton : Clitheroe & DMC

Eventsigns Mewla Rally

Peter Lloyd executed a dominant display to win the Eventsigns Mewla Rally, the sixth round of the REIS – Get Connected MSA Asphalt Rally Championship, in his Subaru Impreza WRC for the second time in three years. Although his victory was impressive, Peter is not in line for Championship honours this year and the result, combined with tales of woe from those who are, leaves the fight for this year's Championship title in a fascinating state which will, likely as not, go down to the final round on Otterburn.

Picking his way through the carnage, John Indri brought his Darrian T90 GTR back to the Showground in Built Wells in runner-up spot, moving at the same time into 2nd place in the overall Championship and overhauling an absent Simon Mauger to lead the Millington RWD Challenge with three rounds still to go.

Eian Pritchard drove the Ford Focus WRC in which his son Jason performed so well on the Isle of Man in May to 3rd place, while John Stone overcame various problems to take 4th in his Skoda Fabia WRC. Fifth, after a splendid run, was the Escort MkI of Ian Kenvin/Ian Meakin – not only lots more Millington RWD points, but Mr Meakin also joins the hallowed ranks of top points-scoring co-drivers in the overall Championship!



Peter Lloyd



John Indri, Darrian T90 GTR



Eian Pritchard, Ford Focus WRC

JOHN HORTON MOTORSPORT MANAGEMENT 'STAR PERFORMER'

Adge Spencer/Mark Hewitt put in a measured drive to 7th overall – a solid run, bolstered by 5th fastest times on each of the final two stages of the day, giving him the John Horton Motorsport Management 'Star Performer' award for the event. After a considerable absence, Kevin Tappin returned to the series to take 9th in his Ford Escort Cosworth, while Steve Simpson/Patrick Walsh were extremely pleased to see the Showground at all, albeit down in 10th place. Their Impreza WRC was quickest out of the stocks, setting FTD on the first stage, putting them into the lead which, following a loss of 20s on SS3 with a spin/stall, was unfortunately short-lived. That was nothing, however, compared with what was to come – a turbo pipe came off on the penultimate stage of the day, forcing them to crawl through the 14+ miles and lose nearly five minutes to the leader. End of challenge? Well, no, as it happened....

Damian Cole's Focus WRC ground to a halt on the same stage and was unable to continue. So, although Simpson didn't earn as many points as he would have liked, those that he did were enough to see him back in the lead of the Championship.

MILLINGTON REAR WHEEL DRIVE CHALLENGE

Millington RWD Challenge points were shared equally between Darrians and Escorts – as mentioned John Indri was the main beneficiary on the day, with Ian Kenvin next. Richard Merriman/Kath Curzon's Darrian finished just outside the Top Ten to take 3rd points, ahead of the Escort MkII of Graham Hollis/Ashley Trimble.

TITAN FUCHSBEST IMPROVEMENT ON SEEDING

Matt Beebe/Paula Swinscoe's attempts to retain their 2012 BTRDA FWD Challenge title took another knock when their MG ZR retired prior to the first stage when a brake union fractured. However, all is not lost and there is still time to pull the season round. Ian Barnard/Andy Bull's Nova was the top scorer on the day and, having started at 78 and finished 34th, also earned it's driver the Fuchs Titan Race 'Best Improvement on Seeding' voucher for his trouble.

AB MOTORSPORT PEUGEOT 205 CHALLENGE

Having missed several rounds of the Championship recently, Craig Jose/Nigel Hewett were back for the Mewla. They finished behind the Toyota Corolla of Dale & Marc Clatworthy and Richard Bliss' Honda Civic in Class B10 but, perhaps more importantly, scored maximum points in the AB Motorsport Peugeot 205 Challenge. 43 Championship-registered cars started the Mewla – more than last year and over 50% of the total entry.

The Countdown Rally is not my favourite event. I am not sure if I dislike the 061 Altratech Rally more or less than the Countdown. As far as I am concerned I doubt that I will be doing either of them in 2014. I have better things to do than stay up all night boiling my brain and paying for the privilege. Having said all that - I believe I said the same thing last year, the year before and the year before that and somehow still found myself navigating for my fourth different driver in four years and yet again getting stressed out on an event I do not enjoy.

Matt Kiziuk originally asked me to sit in with him in the BRM. I told him that it wasn't for me and why but he nagged away and eventually I gave in.

A week and a half before the event he popped round for a chat and told me that he had pulled the entry because there was too much work required on the car and not enough time to do it in. Feeling relieved I resigned myself to going and marshalling only to get a phone call the next day from Pete Jagger "See you have not got a ride. Fancy a run". Next thing I hear myself agreeing to give it a go. That's the problem with so many events 'Oop North' that have not run this year - you'll do anything rather than sit at home!

Final Instructions arrive. We are seeded at No.15. Due to two late entries we find that when we get to Noise and Scrutineering we are running at 17.

I have a mare of a start and cock up too many times to mention, but we keep going. After Petrol I seem to find things are starting to come together and we have a good run to the finish. (6 crews out of 20 retired at Petrol)

Have not a clue where we went - somewhere between Carlisle, Brampton, Haltwistle and Kershope forest. 5 pages of NAMs with 8 NAMs on each page and to really screw me up - not in the right order. Somewhere along the route we pass Paul Gray and Sam Spencer broken down in the mini and another crew off the road and through a wall in what looks a big accident - turns out to be Sasha Herriot - told at the finish that both were OK (ish). Tony Harrison & Paul Taylor retired with gearbox problems. Alex Willan & Ali Procter won (oh to be able to decipher the clues as well as Ali Procter, Cath Woodman or Bob Hargreaves)

At long last I have now managed to finish (last - but a finish) the Countdown - 1st time in 4 attempts - could be back next year !!!!!!! (But doubt it)

Maurice Ellison : Clitheroe & DMC



1st O/A Willan /Procter

Photos Courtesy of Chris Ellison



Whittaker / Tynan

Why I am Divorced...

Last week was my birthday and I didn't feel very well waking up on that morning.

I went downstairs for breakfast hoping my husband would be pleasant and say, 'Happy Birthday!', and possibly have a small present for me.

As it turned out, he barely said good morning, let alone 'Happy Birthday.'

I thought....well, that's marriage for you, but the kids.... they will remember.

My kids came bouncing down stairs to breakfast and didn't say a word. So when I left for the office I felt pretty low and somewhat despondent.

As I walked into my office, my handsome boss Rick, said, 'Good morning, lady, and by the way Happy Birthday!' It felt a little better that at least someone had remembered.

I worked until one o'clock, when Rick knocked on my door and said, 'You know, It's such a beautiful day outside, and it is your birthday, what do you say we go out to lunch, just you and me.'

I said, 'Thanks, Rick, that's the greatest thing I've heard all day. Let's go!'

We went to lunch. But we didn't go where we normally would go. He chose instead a quiet bistro with a private table.

We had two martinis each and I enjoyed the meal tremendously.

On the way back to the office, Rick said, 'You know, It's such a beautiful day...we don't need to go straight back to the office, do we?'

I responded, 'I guess not. What do you have in mind?'

He said, 'Let's drop by my place, it's just around the corner.'

After arriving at his house, Rick turned to me and said, 'If you don't mind, I'm going to step into the bedroom for just a moment. I'll be right back.'

'Ok.' I nervously replied.

He went into the bedroom and, after a couple of minutes, he came out carrying a huge birthday cake, followed by my husband, my kids, and dozens of my friends and co-workers, all singing 'Happy Birthday'.

And I just sat there.... on the couch.... naked.

LYNCH GOES TOP WITH LYDDEN SUCCESS

Wigan racer Tony Lynch achieved his pre-event aim of securing top spot in the championship standings with a dominant performance during the sixth round of the Monster Energy MSA British Rallycross Championship at Lydden Hill.

Westhoughton-based Tony went into the Bank Holiday meeting in Kent sitting equal third in the BMW Mini class, but with confidence high that he would be able to challenge for a second victory of the year.

The Lucas Oil Team Geriatric driver was on the pace from the outset as he took class honours in each of the three heats used to determine the start positions for the all-important points-scoring final.

Those three heats saw the Mini field running alongside the Super 1600 class, with Tony able to finish ahead of one of the S1600 field in each of the heats.

Starting from pole for the final, Tony produced the perfect display to lead the race in its entirety for his second success since making the step into the Mini class at the start of the year.

Alongside his success in the heats and the final, Tony also posted the fastest time of the day to ensure a maximum score that moves him into a three point lead in the championship standings.

Even taking into the account the series' dropped score regulations, Tony still heads the standings going into the final two meetings of the year.

"Before the weekend I said it was imperative that we started to score big, and we couldn't have scored more points than we have this weekend," he said. "We took victory in each of the heats, set the fastest lap time and then dominated the final for a maximum score. After a good run in the heats, we had a plan when it came to the final on how we wanted to approach things with the joker lap, and it came together perfectly.

"This season hasn't always been easy considering how late everything was sorted, and we have been learning about the car as we go. This is the first weekend where everything came together for us and if I'm being honest, I can't recall a meeting that has gone as perfectly as this one did.

"The boys gave me a car that was absolutely perfect and I've brought it back to them without a mark on it – a quick wash and it's as good as new! We're now in the best position we could be in when it comes to the championship, but we know the last two rounds aren't going to be easy.

"However, now I'm on top, I'm not going to give up my points lead without a fight and will push hard to make sure that we stay out front until the end of the year."



Tony Lynch : Wigan & DMC

Wexford Stages Rally Puncture Thwarts Bird's Irish Bid

Langwathby driver Paul Bird saw his hopes of winning the REIS Get Connected MSA Asphalt Rally Championship dented when he retired from this weekend's Wexford Stages Rally in Ireland after a puncture on SS5.

The former ANCRO National Champion was making his debut on the event and after winning two rounds of the championship this season by taking victories on the Manx National Rally and ALMC Stages, he was well placed for another good result in the MinxFlix.com, Fuchs Titan, Rapid Solicitors and

Kick Energy-backed, Pirelli-shod FBP Ford Focus WRC07 he was sharing with Welsh co-driver Aled Davies.

Holding second place in the registered championship contenders after the opening series of stages, Bird was steadily upping the pace when he clipped a wayward rock which had been displaced which instantaneously punctured the tyre and damaged a wheel which caused him to retire.

Despite the disappointment, the MotoGP and British Superbike Championship team boss still has aspirations for the title but knows that he needs to at least score a victory on one of the remaining two rounds which incorporates the season-ending Cheviot Rally on October 20th or the Patriot Stages later this month.

Paul Bird: *"I was just getting into the swing of things as conditions were starting to play into my hands when I came round a corner and hit a big rock. I was unsighted so couldn't avoid it and knew straight away after the big bang that it was the end of our rally. It's still possible to win the title; we just have to make sure we beat our main rivals on one of the next two events so I've not thrown the towel in just yet."*



Beaver *(Matt Kiziuk)* Tales

September shenanigans

Well after an interesting August having a trip down to Wales to watch some road rallying and then a trip to Oulton Park to see the Rallying with Group B boys doing their demo runs, September needed to be a cracking month to follow it up.

So September started as always with my birthday on the 4th. I'm not big into celebrating my birthday as I don't like getting old but this year I had an amazing treat which made up for the further on-set of grey hairs, clicky joints and inability to make it through the night without getting up for a pee!

Darren Fox of Fox Motorsports events had asked if I could come down to the promenade stages rally in Wallasey to help promote next years North West Stages. Lookers (who I work for) have been involved in sponsoring bits of the event for the past 2 years and intend to carry on with this next year, so Darren asked if we could bring down a Citroen to promote next years event. On top of that, Darren also asked if we could bring down a rally car to put on the stand.

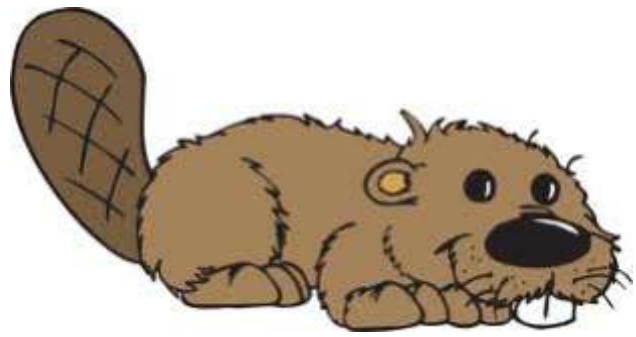
We had originally planned to take a Subaru Impreza down, however, due to last minute complications (i.e. a missing gearbox) we were unable to get hold of it. So up stepped Nigel Worswick who very kindly agreed to bring down his Escort Cosworth World Car. Things got even better when it transpired that we would have the opportunity to do some demo laps in the cossie and I could sit in the passenger seat !!

At this point I'd like to officially thank Nigel for stepping in and helping out and for giving me the opportunity to sit in the passengers seat. Honestly, if you've never been out in a car with launch control, anti lag and 4wd, I would recommend it to you all. The experience was amazing and will certainly stay in my memory for a long time, although I do have to admit I was quite worried when the 1st thing Nigel said upon arrival was "lets go recce the stage and work out where we can do some doughnuts" !!

The weekend after that saw myself and Tony Vart head up to Carlisle to marshal on the Countdown. Having never seen a plot and bash event before I was interested to see how difficult the event would be for the crews. As a novice I have to honestly say that the feedback we received from other crews has left me feeling like I don't want to attempt plot and bash until I have a navigator that is fluent in them. However, this said, the roads up there were fabulous and the team at Spadeadam deserve full credit for being really warm and welcoming to all. Great night, great people and a good breakfast!

So then starts the lead up to the Clitheronian..... The new suspension has finally been fitted, gone with this fancy GAZ coilover stuff. I'd been speaking to Simon Boardman at CDMC, he was asking me loads of questions about corner weights, spings etc.. To be honest I know very little about tuning cars for rallying and this is why all the work on mine is done by Newton Motorsports in Kirkham, so please don't ask me any techie questions as I'm unlikely to be able to give you the answer! I finally collected the car on the Thursday before the rally and took it out for a run. After much head scratching and twisting knobs on the suspension, I got the settings to somewhere near what I felt comfortable with however when the car was landing off heavy jumps and under fast cornering, it was catching on the kobbles. So Saturday morning after finishing work, I headed back up to Newton Motorsports for a last minute adjustment or two on the suspension to try and stop the catching but still no joys, it looked like we were only going to be able to go steady all night, then the phone rang.....

"Beaver, it's Hudson.... I need you to go and collect my rally car from Preesal for me and if you do you can borrow my R1R's for the Rally" Saturday 5.15pm – the car rolls out of Newton Motorsports wearing a lovely set of Toyo road tyres and ready to do battle in the lanes of Lancashire..... **BRING ON THE CLITHERONIAN !!**



It is now **2 years** since the first edition of **Spotlight** came out. and despite numerous requests for an odd article about sprinting I am still waiting. I have tried asking nicely. I have tried begging. I have tried being offensive (not hard for me) but nothing works. Wonder if bribery might work? (**bottle of scotch to 1st sprint report author!**)

This month promised to be a very busy month for me but with the cancellation of the **Mullard Trophy** I have managed an extra weekend off. Having said that, it seems as though every spare moment has been taken up preparing maps for one event or another.

The **Durham Dales** is an absolute brilliant event and I would recommend it to anyone. It took a week to get the smile off my face (probably put there by the flamboyant driving style of Mr. Steve Perry).

Next up was the **Countdown**. Once again this event struggled to get entries - they finish up with 20 entries. Spadeadam Motor Club put an enormous amount of effort into this event. I would think that the effort required to put on a navigational event such as this is 5 or 6 times more than a pre plot event. (Probably more) Well you have certainly proved that they are a lot smarter than me, but that isn't saying a lot - probably 75% (or more) of the population are smarter than me.

If only a small minority of competitors doing road rallies today want this complex navigation - why bother going to all that trouble. The results are declared final and we are in 7th O/A and 1st SD34 crew, however when the results are sent out we have dropped to last place (11th) & 3rd SD34 crew - funny that. I always thought final was final, or is it just that I couldn't make head nor tail of the results sheet. I wonder why I don't like this event! Looks like I couldn't make head nor tails of the results sheet (no different to the navigation then) as I was bought a drink by Steve Butler at the CDMC night for me being last and not him - he didn't understand them either. The organisers probably spent too long thinking up ways to get us lost that they forgot about the basics

The weekend following the Countdown I am off to Dumfries for the **Doonhamer**. This is another event that I was originally doing with Paul Brereton but because of his incarceration I find myself sitting in with another total stranger

The very good news is that Paul should be out of Hospital soon but we might not see him for a week or two because he will be at home recovering)

At long last the **Clitheronian Rally** is on the last couple of days of the month - reports in next months issue. Andy has fitted an LSD in the BMW, sorted out some of the suspension issues and put 4 new tyres on (thank You!) Oh how I have been looking forward to this after the off on the G&PMC Memorial - back to the proper stuff

Confirmed with Dan Hurst that I will be sitting in with him for WCMSC 12 Car Rallies - 21st October & 18th November

Booked my sailing & accommodation for the **Poker Stars** on the Isle of Man on the 8th/9th November

During a visit to my doctor, I asked him, "How do you determine whether or not an older person should be put in a Nursing Home?" "Well," he said, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the person to empty the bathtub."

"Oh, I understand," I said. "A normal person would use the bucket because it is bigger than the spoon or the teacup."

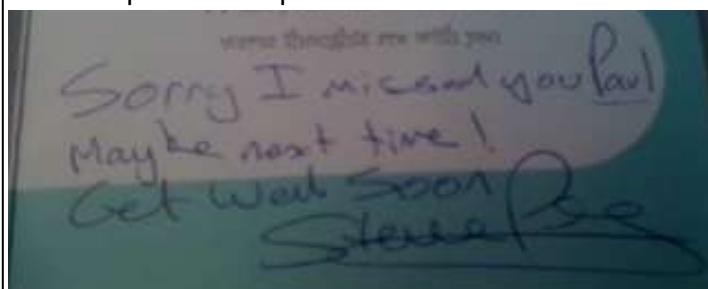
"No" he said. "A normal person would pull the plug."

Do you want a bed near the window?"

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



Friday the 6th of September and I have a choice. Do I go to the Prom Stages on the Saturday or go to Furness Hospital and see Paul Brereton. After much soul searching there really isn't much of a choice and I go to see Paul. Pleased to see him on the mend and a lot chirpier than he had been on the phone earlier in the week. Pride of place on the bedside cabinet is the card signed by Steve Perez and everyone at the CDMC clubnight. Proper cheered him up that did - but then I turned up at the hospital and soon corrected that!



I don't think Paul will be well enough to write his 'Barrow Taxi' column for this issue (and maybe October as well) and even if he is, the only thing that he would be able to chat about would be the NHS. You can tell he was feeling a little better because he was all after me setting up the ward chairs so that we could organise a wheelchair autotest down the ward corridor, he reckoned we could beat the others in his ward. I don't know who's dafter - me for agreeing or Paul for coming up with the idea (must be the medication he is on but I don't have an excuse) Got stopped by the ward sister when she asked what did I think I was doing blocking the corridor with chairs!

Primrose Trophy 12 Car Rally

Thursday 5th December 2013

In last months 'Grumpy' I mentioned that Matt Kiziuk & I had been working on a 12 Car Rally which is going to run on Thursday the 5th of December

Interest to date has been very encouraging and we could almost fill it twice over and you will need to be quick off the mark to get a run

However, there is a distinct lack of expert Navigators to pair up with the Novice Drivers

If you are an Expert (or even Semi Expert) Navigator and fancy a run - give me a call (07788-723721) Remember the whole idea of this event is as a training exercise to give both Novice Drivers & Novice Navigators some valuable experience from experienced competitors

We have received the permit from the msa and following the Clitheronian, Regs for the 12 car will be available on the CDMC website

www.cdmconline.com

German guy approaches a lady of the night and says, 'I wish to buy sex vit you'
 'OK' says the girl, 'I'll charge 100 Euros an hour'
 'Ist goot, But I must varn you, I am a little kinky'
 'No problem' she replies cautiously, 'I can do a little kinky'
 So off they go to the girl's flat, where the German produces four large bedsprings and a duck caller.
 'I vant you to tie ze springs to your handz und kneez.' The girl finds this very strange, but complies, fastening the springs to her hands and knees.

'Now pleez you will get on your handz and kneez.' She duly does this, balancing on the springs.
 'You vill please blow zis duck caller as I make love to you.' She finds all this very odd, but figures it's harmless, and the guy is paying.

The sex is fantastic. The energetic German bounces her all over the room, all the time with her honking on the duck caller. The climax is the most sensational she has ever experienced, and it is several minutes before she has recovered her breath. Finally she gasps 'That was totally amazing..... what do you call that?'

'Ah', says the German, 'Four-sprung duck technique'

24 lose jobs as motorsport firm collapses

Two dozen workers have lost their jobs in the collapse of a firm that made competition wheels for motorsport teams around the world.



Compomotive Motorsport Wheels in Wolverhampton
 Wolverhampton-based Compomotive Motorsport Wheels has gone into administration after suffering a slide in turnover. Matthew Ingram and John Whitfield of financial advice and restructuring firm Duff & Phelps have been appointed as joint administrators.

It is understood they took the decision to cease trading at the business and are now attempting to sell off the assets. Matthew Ingram of Duff & Phelps said: "Despite its strong brand reputation the business has been suffering from declining turnover for a sustained period, largely due to cheaper imports and a subdued trading environment. This has ultimately resulted in its closure and the unfortunate loss of 24 jobs in the local economy."

The employees at Compomotive Motorsport's base on the Wulfrun Trading Estate had been made redundant before Duff & Phelps were appointed.

The family-run firm, started by Bill Dixon in 1973, made a range of competition wheels for motorsport teams. Turnover was around £1.5m last year.



Dear Sd 34 Motor Sport Group

Our Wirral factory has recently rolled out a dedicated Custom Build Exhaust facility which gives both trade and the general public full access to our specialised exhaust manufacturing equipment. This is the first such facility of its kind in the North West, and one of only a few factory based exhaust operations in the UK to open its doors in such a way.

As part of the official October roll out, we are extending a special offer to MSA recognised Car Clubs in the North West region. This offer will entitle Club Members to a **10% discount** off any custom built exhaust, whether it be for a road, competition or any other specialised vehicle. Preferential prices will also be available on direct-fit exhaust products in our range.

We would be delighted to hear from Sd 34 Motor Sport Group members, and hoped that you would circulate the attached information to those concerned.

We look forward to being of service sometime in the near future.

Kind regards

Jerry Darlington



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 VANS • HGV'S • MOTORCYCLES • CLASSICS
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 MARINE APPLICATIONS**



The 2013 Magnificent Golden Microphone Trophy along with cash awards of £150 to the winners.

After 17 rounds, We now have Triple Joint leaders, they are Ian Davies, Tony Jones and Peter Langtree:

Firstly I'd like to introduce a new operator to the Team, **Colin Evans** who will be taking on **Gemini 62**, Colin's first event will be the Cambrian Rally, please make him welcome when you meet him on one of the Clocaenog stages.

Following the last 17th round on this year's championship, here are the Top Twenty, you can view the rest on our web page..

= 1	Peter Langtree	G 48	47points
= 1	Tony Jones	G 56	47 points
= 1	Ian Davies	G 23	47 points
4	Adrian Lloyd	G 14	32 points
5	Stuart Dickenson	G 13	30 Points
= 6	Eve & Graham	G 18	25 Points
= 6	Chris Woodcock	G 25	25 Points
8	John Ellis	G 33	24 Points
9	Mark Wilkinson	G 11	23 Points
10	Keith Lamb	G 9	22 Points
11	Chris Jarvis	G 12	21 Points
=12	Alan Shaw	G 39	20 points
=12	Lee Skilling	G 37	20 points
=14	Les Fragle	G 3	17 points
=14	David Crosby	G 6	17 Points
=16	Ian Winterburn	G 4	15 points
=16	Derek Bedson	G 21	15 Points
=16	Paul Henry	G 24	15 Points
=16	David Peaker	G 33a	15 Points
20	Geoff Ingram	G 58	14 Points

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

Telescopic Mast and Antenna's

I have recently had a few inquiries for Masts & Antenna's, I have had new delivery of Masts which are the popular 27 foot telescopic and the new price will be £85.00, Antennas, both 81MHz and High Band, 169MHz and 163MHz have also been delivered, with the bulk order I can offer these on a reduced price at £50 each.

OUT & ABOUT With Gemini

2013 Events Dates

RADIO CREWS REQUIRED For the following Events

Contact : **Bill Wilmer** Gemini Communications

Cambrian National Rally
Cloceanog / Penmachno
National Stage Rally
Sat 19th Oct

C&AMC
Pentraeth KIA Glyn
Memorial Trophy Stages.
2nd / 3rd November
ANGLESEY
See page 37

Bolton-le-Moors CC
Neil Howard Stages
Oulton Park
23rd November

Clitheroe & DMC
Hall Trophy Stages
Blyton
23rd November

The 58th BTRDA Cambrian Rally Sunday 19 October 2013

Organised by North Wales Car Club

May I welcome and invite you to assist on this year's event, if you can help let me know and I'll add you to the list.

What we are after: Help is required for radio communications for normal 81.575 Mhz MSA Safety and Medical Frequency and also for our Car Checking System, the reporting of cars through the stages. If you are part of a team and has a second radio system that could be used for tracking, please let me know.

What's on Offer: The Forest Section will have 2 stages in Clocaenog, 1 in the Penmachno and 2 new Forests stages to the North of Betws y Coed - finally running a Tarmac section on the now famous Great Orme stage, if you want this stage let me know soon as possible as there is only limited parking space - so there is something for all of you, let me know your requirements please.

The Stages are:

Grafnant, Llyn Elsie, Penmachno, Hafodty, Alwen, and the Great Orme.

What do I need to do now:

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

Sincerely Yours

Bill Wilmer

Event Radio & Safety Staffing Officer



Gemini Communications Team

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www.geminicomcommunications.org.uk

Bill Wilmer 07973-830705

w.wilmer@btinternet.com

Wales Rally GB

The route for this year's Wales Rally GB has now been confirmed and there are some substantial changes from the draft route.

Whilst the Thursday evening and Friday stages are unchanged the Saturday and Sunday routes have been completely altered to produce a very compact day on Saturday with Sunday gaining additional stage distance. In addition the locations of spectator stages can be revealed as Chirk Castle on the Saturday, a National Trust property near Oswestry and Kinmel Park near St. Asaph on Sunday. Both of these short stages are intended to attract a family audience in the way that the old Sunday stages did on RAC Rallies of the 90's.

For further news and press releases please visit

www.walesrallygb.com

TV Coverage

Some of you may already be watching the ITV 4 coverage of the World Rally Championship. The good news is that this has been confirmed for all remaining rounds this year and, in addition, Wales Rally GB will benefit from 2 additional 30 minute evening highlights programmes on the Friday and Saturday of the rally.

Available on both ITV 4 and ITV 4HD the programmes can also be watched online using the ITV Player.

National Rally

The popular National Rally will once again form part of the Wales Rally GB weekend.

There will be two ways for competitors to take part this year; either in a 3 day rally comprising a single run of all the Friday, Saturday and Sunday stages or a 2 day rally which will have a single run over the Saturday and Sunday stages. Both events will finish on the WRC podium in Llandudno.

Entry fees have been announced and these are £600 for the 2 day rally and £900 for the 3 days. In addition if competitors want to tackle the full WRC International event a reduced entry fee, of £1500, has been announced for those crews where both driver and co-driver hold an MSA competition licence and a British passport. These three initiatives should help to considerably bolster the entry for this year's Wales Rally GB and ensure a great variety of cars tackling the stages.

Marshal Registration

Once again, Rally Stage Team is an official partner to Wales Rally GB and is working with the organising team to operate the registration and communication processes with all marshals.

Please register at www.rallystageteam.co.uk and remember to book in all team members in your group and, most importantly, please check and update your personal details - especially postal details as out of date or incomplete information will mean important stage passes and other documents will not get through to you on time.

Radio Crews

The response from radio crews has been so great that certain stages are now FULL for C system Teams.

These are;

Thursday : Llandegla, Gwydyr, Penmachno, Clocaenog

Saturday : Gartheiniog, Chirk Castle

Sunday : Penllyn, Clocaenog, Kinmel Park

To avoid disappointment, please do not register as a radio crew on RST without Bill Wilmer's confirmation!



Thursday 14th - Morning

Qualifying and Shakedown - Llandegla 07:00

Service Park - Deeside 11:37

Thursday 14th - Evening

Holding Area - Llandudno 17:00

Start - Conwy Quay 18:30

SS 1 - Gwydyr 19:07

SS 2 - Penmachno 19:40

SS 3 - Clocaenog 1 20:46

Service Park - Deeside 22:03

Friday 15th

Service Park - Deeside 06:30

SS 4 - Hafren 1 09:43

SS 5 - Sweet Lamb 1 10:28

SS 6 - Myherin 1 10:46

Regroup & Remote Service - Newtown 12:12

SS 7 - Hafren 2 13:54

SS 8 - Sweet Lamb 2 14:39

SS 9 - Myherin 2 14:57

Service Park - Deeside 18:25

Saturday 16th

Service Park - Deeside 06:00

SS 10 - Gartheiniog 1 08:29

SS 11 - Dyfi 1 08:56

Regroup - Machynlleth 09:37

SS 12 - Gartheiniog 2 10:28

SS 13 - Dyfi 2 10:55

SS 14 - Dyfnant 1 12:40

SS 15 - Chirk Castle 1 14:21

SS 16 - Chirk Castle 2 14:34

Service Park - Deeside 15:34

Sunday 17th

Service Park - Deeside 06:30

SS 17 - Dyfnant 2 08:59

SS 18 - Penllyn 10:01

SS 19 - Clocaenog 2 (Power Stage) 11:09

SS 20 - Kinmel Park 1 12:09

SS 21 - Kinmel Park 2 12:17

SS 22 - Great Orme 13:08

Podium - Llandudno 13:30

Parc Fermé - Deeside 15:00

Stockport 061 are jointly running Clocaenog on

Wales Rally GB - we are running stages on Thursday

14 November and Sunday 17 November - if you're

available to help, please email

mark@stockport061.co.uk; you will also need to register

on www.rallystageteam.co.uk

Technical /Regulations

lifing for Stage Rally seats

The Motor Sports Council has confirmed that from next year all stage rally cars must be equipped with seats that have a current in-date FIA homologation, bringing the MSA in line with FIA regulations and the vast majority of National Sporting Authorities (ASNs) around the world.

From 1st January 2014, all stage rally cars will therefore have to comply with Regulation (R) 48.10.6 which states: "[Cars must] Be fitted with front seats that are currently FIA homologated complying with K2.2, with appropriate seat mountings and Section K Appendix 2 Drawing number 32."

"There is no doubt that lifing is an imperfect approach, but having considered all the options to monitor usage rather than time, we have not found a solution that offers a compelling reason to go in a different direction to the rest of the world," said Nick Bunting, MSA Chief Executive.

This week's decision follows detailed consideration by the Council of this specific research project that had been undertaken on behalf of the Motor Sports Association to assess the issue of lifing.

Advice on helmet condition

Many helmets in use will have minor chips and, as a general principle, this is acceptable providing that only the gel coat is damaged and the underlying structural material of the helmet, such as the fibres, are not visible. At a glance the helmet pictured looked reasonable, but careful examination revealed that there were many cracks encircling the surface mark, indicating that the helmet had at some point sustained a significant impact.

While the image shows the cracking reasonably clearly in the bright sunshine, it was not obvious on first inspection; this is an example of how carefully such items need to be inspected, as there may be more significant damage than is apparent at first.



Motor Sports Council has approved the following regulation changes with effect from 1 January 2014. Further details will be made available in the next edition of MSA magazine.

Stage Rallying: a. Seats: From January 2014, all stage rally cars must now be fitted with in-date FIA homologated seats (see sidebar).

b. Tyres: i. The MSA is working closely with the tyre manufacturers and will shortly finalise the creation of Tyre List 6. From January 2015 only tyres from the new Tyre List 6 will be permitted for use on unsealed surface stage rallies.

ii. Cars using wheels of 12" diameter or less will be exempt from Tyre List 6.

iii. Hand-cutting of tyres will not be allowed on unsealed surface stage rallies, but will still be permitted for other stage rallies.

iv. Where conditions dictate, the Clerk of the Course with the agreement of the Stewards of the Meeting, may declare the event to be of "Winter Conditions" and suspend the requirement to comply with Tyre List 6.

c. Route Liaison Officers (RLO) must be consulted by organisers of ALL rallies, whether or not the events use the public highway and the RLO may require the Clerk of the Course to order additional technical restrictions on vehicles as appropriate in their area.-

Karting: a. Tyre testing: Regulations have been approved to govern the testing of tyres with effect from January 2014.

b. Ages: The current age regulations in Junior karting will remain unchanged for 2014 with a full review of karting ages, weights and licensing requirements to be proposed in the course of 2014.

Racing: a. Proposals to reintroduce the 'Battenberg' quartered flag were withdrawn following the consultation process.

b. Regulations were approved to govern the concurrent running of two endurance races of different durations.

Rallycross: A complete set of regulations for space frame Rallycross vehicles will become mandatory from January 2016.

These vehicles will be inspected and issued with a Rallycross Spaceframe Vehicle Identity Form. Existing log-booked space frame Rallycross vehicles may continue until 31 December 2015.

Drag Racing: From January 2014, all Drag Racing competitors under the age of 18 will require their parent/guardian to hold a PG Entrant's Licence, to attend the event and to sign-on as the Entrant.

Fuel: With effect from January 2014, where authority is given by the MSA for events not to use Pump Fuel, those events must use fuel in compliance with FIA Appendix J Article 252, Article 9. This allows a maximum RON level of 102 Octane.

At its previous meeting in June, the Motor Sports Council had requested the MSA to remind competitors of their obligation to use the correct fuel as laid down in the regulations.

In support of these revised fuel regulations, the MSA confirmed that it will be providing clear guidance and further training to all scrutineers and officials in the coming months. It will also clarify the responsibility of event organisers to ensure that illegal fuel is not made available to competitors.

In addition, the MSA would like to draw the attention of all competitors to an extensive programme of random fuel testing that will begin in 2014. The governing body is committed to ensuring a level playing field and a safe environment for the greater enjoyment of all and urges competitors to abide by the regulations and not to risk exclusion from their events.

Technical /Regulations

Harness mountings

The MSA Technical Department wishes to draw competitors' attention to a dangerous and unacceptable example of bad practice in harness mountings.

The image shows the shoulder strap mounting of a car presented for scrutineering at an auto-cross event. The webbing had been wound round the Roll Over Protection System (ROPS) tube a few times, with the yellow insulating tape to finish off. This is a dangerous and unacceptable example of bad practice.



Fire extinguishers advice

Competitors using mechanical 'plumbed-in' systems are advised that it is important to check the cable for signs of corrosion and the presence of small radius curves in the cable run. Recently, a competitor had difficulty firing

the extinguisher simply because the operating cable went through some tight radius curves, which dramatically increased the amount of effort required to operate the extinguisher.

Manufacturers' instructions generally suggest that there is around 12-18mm free movement in the cable, so with the pin in it should be possible to demonstrate that the cable can move freely.

Regulations for consultation

The latest regulation changes proposed by the MSA Specialist Committees are now available for consultation at www.msauk.org/regulations



The Motor Sports Association (MSA)

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

FIA withdraws Power On Racewear's PRO POWER 3 overall homologation

Competitors are advised that the FIA has withdrawn its homologation for the PRO POWER 3 overall, manufactured by Power On Racewear, with immediate effect.

The removal of the PRO POWER 3 overall's homologation means that it no longer complies with the FIA 8856- 2000 standard. As the overall does not meet any alternative standards under MSA Regulation (K)9, it is no longer acceptable for any MSA-sanctioned motor sport where overalls are a mandatory requirement.

The FIA also advises that it has found underwear, shoes, gloves and balaclavas sold by Power On Racewear bearing labels suggesting that they are FIA-approved when in fact they are not.

Power On Racewear is not included in FIA Technical List 27, Part 2: List of approved under garment manufacturers.

For further information, please contact the MSA Technical Department via +44 (0) 1753 765 000 or technical@msauk.org

GET INVOLVED Volunteer

Want to get involved in motor sport?

Want to be part of the team?

Why not take up a volunteer role and get to the heart of the action?

All motor sport events need volunteers to run them. From pits and paddock to hillside and special stage, volunteers are responsible for essential administrative work and life-saving safety cover.

FIVE REASONS TO VOLUNTEER

1. You get closer to the action
2. You are part of a team
3. You learn new skills
4. You get free entry to events
5. It's great fun!

Did you know that there are...

- 6,500 Registered Marshals
- 3,500 Registered Officials
- 5,000 Events per year

Cadet marshal from as young as 11!

Turn over to find out more...



GoMotorsport.net

MSA

CONTACT : Steve & Hazel Johnson
steve.johnson@csmclub.org

05 September 2013

To: MSA licensed Child Protection Officers

MSA Regional Committee members

Dear Colleagues,

Club Child Protection Officer Seminars 2013

A series of MSA Club Child Protection Officer Seminars have been arranged for later this year and consequently we are pleased to extend to you an invitation to attend. These training seminars are targeted specifically at Club Child Protection Officers who are currently MSA licenced, anyone who has previously held that licence and are still performing in that role, and any others who intend to apply for this appointment in the next twelve months. Regional Associations may also nominate up to two additional representatives per venue.

These evening seminars assemble at 6.45pm for a 7pm prompt start. The evening's proceedings are scheduled to finish before 10pm. With the support of the British Motor Sports Training Trust, we are able to offer mileage allowance for your travel to and from the venues at the rate of 36p per mile and claim forms will be available at each venue. Please note that we are unable to extend this to cover any accommodation costs. For those whose attendance may involve a sea crossing, travel allowance will be assessed on an individual basis.

The dates and locations of the venues are as follows:

<u>Day/</u>	<u>Date</u>	<u>Location</u>
Tuesday	8 th October	Metropole Hotel, Llandrindod Wells
Wednesday	9 th October	Marriott Hotel, Huntingdon
Thursday	10 th October	Holiday Inn, Birmingham Airport
Wednesday	30 th October	Holiday Inn, Haydock Park
Thursday	31 st October	Holiday Inn, Garforth, Nr Leeds
Tuesday	5 th November	Holiday Inn, Basingstoke
Wednesday	6 th November	Buckerall Lodge Hotel, Exeter
Thursday	7 th November	Aztec Hotel, Bradley Stoke, Nr Bristol
Thursday	14 th November	Moorings Hotel, Motherwell

(Location maps for your selected venue will be sent out with joining instructions – see below)

It is to be noted that places are limited at all the Seminars.

Child protection is an emotive issue. If anyone foresees any problems regarding this subject during their attendance they are requested to contact the MSA in advance of the course.

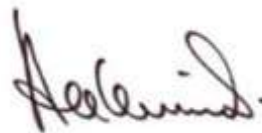
To attend a seminar please return the enclosed reply slip duly completed to Motor Sports House **as soon as possible**, or e-mail as an attachment to alan.page.consultant@msauk.org as soon as possible, and ideally to arrive **at least two weeks ahead** of the date of the seminar you intend to attend. It is important that attendees do not turn up on the evening without prior notification. Acknowledgement of receipt of your reply slip to include joining instructions for your selected venue will be sent out by e-mail (where notified) or otherwise by post to your last recorded address.

Thank you for your continued support and assistance.

Yours sincerely,

ALLAN DEAN-LEWIS M.B.E.

Director of Training and Education



CLUB CHILD PROTECTION OFFICER SEMINARS - REPLY SLIP

To: Alan Page

Motor Sports Association UK, Riverside Park, Colnbrook,

☐ Berks SL3 0HG

Name: (please print).....

MSA Officials Licence i.d. number

Telephone number (daytime/mobile) – in event of query

E-mail

I will be attending at : (please tick as appropriate)

Tuesday 8 th October	Metropole Hotel, Llandrindod Wells	<input type="checkbox"/>
Wednesday 9 th October	Marriott Hotel, Huntingdon	<input type="checkbox"/>
Thursday 10 th October	Holiday Inn, Birmingham Airport	<input type="checkbox"/>
Wednesday 30 th October	Holiday Inn, Haydock Park	<input type="checkbox"/>
Thursday 31 st October	Holiday Inn, Garforth, Nr Leeds	<input type="checkbox"/>
Tuesday 5 th November	Holiday Inn, Basingstoke	<input type="checkbox"/>
Wednesday 6 th November	Buckerall Lodge Hotel, Exeter	<input type="checkbox"/>
Thursday 7 th November	Aztec Hotel, Bradley Stoke, Nr Bristol	<input type="checkbox"/>
Thursday 14 th November	Moorings Hotel, Motherwell	<input type="checkbox"/>

, I regret that I am unable to attend. ☐

Please return this reply slip, duly completed, as soon as possible, and to arrive at least two weeks ahead of the date of the seminar you intend to attend. It may also be e-mailed as an attachment to

alan.page.consultant@msauk.org

Thank you for your assistance.

Rallyday 2013 Castle Combe

Saturday 21st September 2013 saw the annual running of the ever popular Rallyday, the UK's premier rally car show at the Castle Combe Racing circuit in Wiltshire. The show, to use a well known advertising phrase "does exactly what it says on the tin" showcasing everything that the discipline of rallying has to and has offered the world of motorsport past, present and future.

Featuring at this years event were Retro drift cars demonstrating side-ways style, a Clubmans Rally Stage, The Cooper Tires 4x4 Stage and Zone, Trade Stands, Rallycross, Autograss, Manufacturer Exhibits, Rallyday's Car Shows from a number of Car & Motor Club's and the now favourite of the masses attending "The Feature Stage" with the sights, sounds and smells of new and historic rally cars.

Celebrities from the rallying world included the original Stig, Mr Blomqvist reunited with the awesome Audi Quattro S1 E2, World Champion in waiting Sebastien Ogier, Welsh rallying father & son team of Gwyndaf and Elfyn Evans, Guy Wilks, Paddy Hopkirk with the Mini Cooper Register celebrating the 50th anniversary of the Cooper "S", Russell Brookes, Tom Cave and up and coming future star Jukka Korhonen. Co-Drivers were well represented with the legends Tony Mason and Nicky Grist.

Star cars on display and running included M Sport's new Ford Fiesta R5, 4 ex-works classic Mini's, Prodrive's Mini Cooper WRC, a selection of Group B fire spitting monster's courtesy of John Hanlon's newly formed Group B Rallying Legends which including MG6r4's, RS200 and Audi Quattro's and the latest machinery churning up the forests in the British Rally Championship from Citroen, Renault and Ford. Cross Country categories were there in force as well with demonstration's from the AWDC Comp safari and the Camel Trophy Expedition Parade. A unique opportunity to meet the team of Race2Recovery who conquered the Dakar with their Determination and Courage, Inspiring and Educating with an inside story on the race, the team and the fundraising they have and continue to do.

Rallyday continues to grow and was a fitting tribute to the memory of Brian Stubbings (Whose vision and drive determined the success the event has had today.) who tragically and suddenly passed away in February this year.

Report and Photographs James Redman
www.pprs.moonfruit.com



Sebastien Ogier



Paddy Hopkirk



Stig Blomqvist



Rothmans MkII Escort



Stig Blomqvist Audi



Korhonen



Evans R5 Fiesta



Ford RS 200



Andrews Sunbeam

Mick Briant Presents
THE ROAD RALLYING LEGENDS

The Motoring News Championship Road Rallying Motorsport Forum
Guest Speakers: Ron Beecroft; Dave Kirkham; Bill Gwynne; Peter Bryant; Peter Watts & Peter Vaughan

Your compère is Welshman, Peter Griffiths from Abergavenny.

Hosted and Produced by Mick Briant.

Park Inn by Radisson Theatre, Forgegate, Telford Centre,
Telford, Shropshire. TF3 4NA.

Date & Time: Saturday, 8 March 2014.

Please see my Forum website at www.mickbriant-rallyforum.co.uk

INSIDE THE INDUSTRY with Paul Gilligan

After rising 5% in July over last July in August European sales were 5% BELOW last August. France, Spain and Italy remain very weak with sales almost 10% below last year YTD. In Spain more new bicycles have been sold so far this year than new cars.

August sales in Europe were also effected by a hailstorm in Germany damaging 28000 (yes you read that right) new VWs outside the Wolfsburg factory. The cars have been “quarantined” for damage assessment. Last time this happened (yes it’s happened before!) in 2008 VW had 30000 new cars damaged. Some were written off and broken for their brand new parts, some were repaired and sold at a discount.

UK sales continue to run around 10% above last year. August is a very low month with the plate change coming in September, so it’s sales in September that will be most interesting and decide winners and losers for the year. However UK car production numbers continue to rise with almost as many cars produced by end August this year as in the whole of 2009. Over 8% of cars exported from the UK now go to China.

Jaguar On The Up

It takes a long time for investment in new models to go from the initial decision to design a new car to actually seeing it drive out of the showroom and bank the takings. 3-5 years in fact. So it’s a long time since Jaguar Land Rover took the decision to invest firstly in new Land Rover models, which have seen the Evoque, new Ranger Rover, and new Range Rover Sport launched in the past 2 years.

Now it’s Jaguar’s turn. So far we’ve only seen the F Type, but in a couple of years the new small Jaguar to compete with BMW 3 Series etc will arrive, and the concept of a Jaguar SUV based on the Evoque was shown at the recent Frankfurt Show. Good news is that JLR are creating 1700 new jobs to build the new small car. Good news is that JLR are spending £3 billion a year on product development every year, including developing a new range of 4 cylinder diesel engines to be built in Wolverhampton reducing their reliance on Ford-derived diesels. Good news is that from 2015 on Jaguar dealers who’ve had a very hard time for a few years now can look forward to some well deserved profits.

Peugeot-Citroen/GM Alliance Offers Hope

I have written previously of the enormous losses being suffered by Peugeot-Citroen (PSA) and GM Europe. About 4 BILLION Euros a year between them. Some time ago they decided to share the pain by agreeing to co-operate on new model and engine developments. Joint platforms are being developed, the first of which will be launched in 2016-17.

Savings are already being made it is said in component purchasing. PSA trade unions (French unions never the easiest!) have apparently come to understand the stark realities that face them, and have agreed to flexible working practices and a pay deal that has enabled PSA to confirm that their new family of diesel engines will be built in France.

Will this be enough to save both businesses? Only time will tell.

Luxury Manufacturers Rush To SUVs

It’s just over 40 years since the original Range Rover was launched. It wasn’t exactly luxurious with plastic seats and rubber floor mats, but with the Buick derived V8 up front and a suspension and 4WD drive system that gave excellent performance both on and off road it was an instant hit and there were long waiting lists for years. Gradually it moved upmarket to the £100k 4WD limo we see today. Gradually others came to join the party, BMW X5, Audi Q7, and perhaps the real game-changer, the Porsche Cayenne. 20

Last year Bentley showed an SUV “concept” at the Geneva Show, and later at the Beijing Show. The Chinese loved it, everyone else hated it. The car has now been “completely” restyled both exterior and interior and will be launched next year. Hot news is that it will almost certainly be offered with a diesel engine, no doubt a derivative of the wonderful Audi 4.2 V8 diesel. A diesel Bentley!

Good news is that it will be built in Crewe although it was thought for a while production would be in Bratislava where VW Group build Touareg, Cayenne, and Q7.

Bentley intend it to be the most luxurious SUV in the World, and say they have no competition in this niche above Range Rover. Not now perhaps, but they will have soon. It is known that another part of the VW empire, Lamborghini, are working on a similar car, rumours that Maserati are also considering such a thing. Now word has leaked out that Rolls Royce are looking and building THE most luxurious SUV ever. That won’t compete with the Bentley though, the Rolls is rumoured to have a start price if ever made of over £250,000, about £100k more than the Bentley.

Footballers will be spoilt for choice!

Continued on Page 36

Ford Optimism

At the Frankfurt Show Ford's worldwide boss announced that by 2020 Ford intended to build 8 million cars a year, up from 5.7 million last year. Strongest growth is expected from the US and China but the European market was thought to have "hit bottom" and there were "signs" of recovery. It seems clear that Ford intend to stay in Europe and take the painful actions needed to restore profitability. One of these actions is rationalising production facilities. This summer the Transit plant in Southampton and the large car plant in Belgium both closed. Large car production has been moved to Valencia in Spain where labour costs are 22 Euros an hour compared to 35 Euros in Belgium. Transit production has been moved to Turkey where the smaller Transits have been made for some time. I'm not sure what Turkish wages are, but certainly well below UK levels, so the benefits to Ford are clear. However long term gain has resulted in short term pain. It's just about impossible to buy a big Transit or a Mondeo in the UK currently, with 12 week waits being quoted on both. The unions wouldn't allow the tooling to be removed from the Belgian factory until it officially closed, although they didn't bother building many cars for the last few months. Production in Spain is not yet properly up and running, Transit similar.

Meanwhile Ford's UK boss said that he didn't believe the UK market had yet peaked, and should continue to rise for the rest of this year, and certainly not fall next year. With The UK Ford's biggest market in Europe it's a very important one for the Blue Oval.

Fiat Stays with Petrol/Diesel

Fiat are not known under current management for wasting money on product development. Indeed apart from Ferrari and Maserati we have seen few new cars from Fiat/Alfa over the last few years. Now Fiat have announced that they have abandoned work on pretty well everything that isn't either petrol or diesel. They produce an electric version of the 500 for California and lose \$10000 on every one. Hydrogen they see as impractical in the real world.

Fiat's strategy seems to be to sit on the sidelines for 5 or 10 years, then if others having spent billions make something work Fiat will either buy or copy the technology. Seems to make a lot of sense to me?

Classics Replace Sports Cars?

Those who follow the classic car market will have noted that values are rising and rising rapidly, particularly for the very top end stuff. Indeed I read an article in a financial journal recently that after careful analysis concluded that classic cars were the number one investment choice, far ahead of property, fine wines, stock and share etc. The HAGI (Historic Auto Group) index measures the growth in value of classic cars based on the prices of 50 key "collectables". Since 1st January 2009 it's almost doubled. In the past year it's up almost 28%. It's reported that classic car dealers who own their stock rather than acting as brokers are actually unwilling to sell a car unless there is an attractive part exchange involved. They know the car they're selling will be worth much more next year.

At the same time sales of new sports cars are falling. Porsche's biggest seller is the Cayenne SUV. Mercedes can only shift SLKs by offering very cheap lease deals. Big discounts are available across the market including the 911. "Deals" are even being done on the F Type Jag just a few months after launch. One industry pundit said recently that he thought the rise in classic car values and the drop in sales of new sports cars were linked. Many expensive sports cars, he reasoned, are bought as 3rd or 4th cars for occasional use on sunny weekends. That's why you see 10 year old XKs and DB7s advertised that have only done a few thousand miles a year.

Last year I sourced a Jag XKR convertible for a client. The car was 6 years old and had covered a documented 13500 miles with one owner. It had originally cost almost £80000. I think the owner would have dropped almost £60000 on it. Now what would have happened if in 2006 he had put his £80k into a classic? According to the HAGI index he would have MADE a lot more than £60000. OK his maintenance bills may have been a bit higher but not much at 2000 miles a year. Most wealthy people are pretty shrewd, that's how they got rich. Footballers excepted. They understand these sums and are, it seems, buying

Paul Gilligan

pg@gvcontracts.co.uk



News from Motordrive Seats

Hi everybody we have various news for seats that apply from next year:

First off The MSA has now finally decided to implement the K2.2 rule. Which means to the layman that all "Stage Rally Cars" MUST have seats Homologated to either 8855-1999 or 8862-2009 and these must be valid or "In Date"

So for 8855-1999 add five years to the month and years as marked or punched out on the label.

For 8862-2009 it will say Valid Until.

Secondly, and also from January next year (1-1-2014) The F.I.A are changing the rules and all NEW seats in both 8855-1999 & 8862-2009 will be dated "VALID UNTIL" this will effectively give seats purchased in January, six years life as they will be stamped Valid Until End 2019.

To help our customers we are now taking "Fitting Appointments" in the evening and at weekends to alleviate any supply problems come January.

This is working as follows.

Seat size fitting takes place (small deposit left)
Date required is discussed and agreed. (Jan-Feb-March etc)

Seats are made to customers specifications
The week of requirement, Seats are finished and labelled. Ready for collection/shipping.

Note This can also happen with just an order i.e. no fitting)

(so if you know what you want please speak to us, just so we can fit you all in)

The reasoning behind this is that we are already toward capacity for Jan and Feb

To make/book an appointment ring Mel on 0161 724 5176 (please have a date/time in mind with a backup if possible)

If you know what you require (i.e. same as previously supplied) DON'T leave it till January/February. Book a slot NOW to save disappointment

PLEASE ALSO NOTE

We are also taking orders for Belts to be delivered early 2014 (valid until 2019)

Thanks for you help and Understanding

The team here at motordrive

Six retired Irishmen are playing poker in O'Leary's apartment when Paddy Murphy loses £500.00 on a single hand, clutches his chest, and drops dead at the table. Showing respect for their fallen brother,

The other five continue playing standing up.

Michael O'Conner looks around and asks, "Oh, me boys, someone got's to tell Paddy's wife. Who will it be?"

They draw straws. Paul Gallagher picks the short one. They tell him to be discreet, be gentle, don't make a bad situation any worse.

"Discreet??? I'm the most discreet Irishmen you'll ever meet. Discretion Is me middle name. Leave it to me."

Gallagher goes over to Murphy's house and knocks on the door.

Mrs. Murphy answers, and asks what he wants.

Gallagher declares, "Your husband just lost £500.00, and is Afraid to come Home."

"Tell him to drop dead!", says Murphy's wife.

"I'll go tell him." says Gallagher.

Austin Healey 3000 for Roger Albert Clark Rally

The unmistakable noise of an Austin Healey 3000 in the British forests will be one of the highlights of the 2013 Roger Albert Clark Rally (8-10 November) after Dutchman Mark Schmidt added his name to the ever-growing entry list for the 10th anniversary event.

The inclusion of an entry from one of the most iconic rally cars of the early 1960s is wholly fitting for the event that re-creates the atmosphere and sense of adventure of the RAC Rallies of the 1960s and 1970s. Driven in period by legends like factory driver Timo Makinen in particular, the roaring 'big' Healeys were front-running cars at a time when the RAC Rally developed into a forest stage event.

Schmidt's 1962 Healey is part of a four-car team from the Netherlands and he says he is really looking forward to returning to the Roger Albert Clark Rally after retiring from the 2012 event.

"I have been a finisher in the Six Hours of Spa race and the Boucles de Spa rally with the same car more than once," he said. "I have 30 years of active Healey racing and now I am rallying the same car in international events."

While the ubiquitous Ford Escort Mk2 will be the pace-setting car in November, the entry for the Healey adds further to what is shaping up to be a fine entry of Category 1 (pre '68) cars. With classic 1960s cars like the 2-litre Porsche 911, the Lotus Cortina, the Saab 96, the Mini Cooper S and the Alfa Romeo Junior all due to be in action, fans in the forests are in for a real treat of both sound and vision.



A drunk staggers into a Catholic Church, enters a confessional Booth, sits down, but says nothing. The Priest coughs a few times to get his attention, but the drunk continues to sit there.

Finally, the Priest pounds three times on the wall.

The drunk mumbles, "Ain't no use knockin', there's no paper on this side either."

An exasperated mother, whose son was always getting into mischief, finally asked him 'How do you expect to get into Heaven?'

The boy thought it over and said, 'Well, I'll run in and out and in and out and keep slamming the door until St. Peter says, 'For Heaven's sake, Dylan, come in or stay out!'

ALERTS TO THREATS IN 2013 EUROPE

The English are feeling the pinch in relation to recent events in Syria and have therefore raised their security level from "Miffed" to "Peeved." Soon, though, security levels may be raised yet again to "Irritated" or even "A Bit Cross." The English have not been "A Bit Cross" since the blitz in 1940 when tea supplies nearly ran out. Terrorists have been re-categorized from "Tiresome" to "A Bloody Nuisance." The last time the British issued a "Bloody Nuisance" warning level was in 1588, when threatened by the Spanish Armada. The Scots have raised their threat level from "Pissed Off" to "Let's get the Bastards." They don't have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its terror alert level from "Run" to "Hide." The only two higher levels in France are "Collaborate" and "Surrender." The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralyzing the country's military capability. Italy has increased the alert level from "Shout Loudly and Excitedly" to "Elaborate Military Posturing." Two more levels remain: "Ineffective Combat Operations" and "Change Sides."

The Germans have increased their alert state from "Disdainful Arrogance" to "Dress in Uniform and Sing Marching Songs." They also have two higher levels: "Invade a Neighbour" and "Lose."

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels ..

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia, meanwhile, has raised its security level from "No worries" to "She'll be right, Mate." Two more escalation levels remain: "Crikey! I think we'll need to cancel the barbie this weekend!" and "The barbie is cancelled." So far no situation has ever warranted use of the last final escalation level.

And as a final thought - Greece is collapsing, the Iranians are getting aggressive, and Rome is in disarray. Welcome back to 430 BC

Source : Mr. Dave Orrick

Two brooms were hanging in the closet and after a while they got to know each other so well, they decided to get married.

One broom was, of course, the bride broom, the other the groom broom.

The bride broom looked very beautiful in her white dress.

The groom broom was handsome and suave in his tuxedo.

The wedding was lovely.

After the wedding, at the wedding dinner, the bride-broom leaned over and said to the groom-broom, 'I think I am going to have a little broom!'

'IMPOSSIBLE !' said the groom broom.

'WE HAVEN'T EVEN SWEEPED TOGETHER!'

And the best man says :

"Sounds to me like she's been sweeping around" !

"BROOM BROOM"



FOR SALE

Peugeot 106 1.3 Rallye

Endurance/road rally car

Brief spec as there is way too much to list.

Very good rot free shell strengthened in all the correct 106 Places (engine bay, lower wishbone mounts, strut top plates)

Full Protection+Performance roll cage, door bars, double diagonal and harness bar and mounts to rear beam points (proper cage).

Rebuilt Engine by L.E.D (recent cam belt)

New front discs 1155 pads

Peugeot sport front strut inserts(bilstein),uprated springs.

Yellow bilstein rear shocks(proper black capped ones)

Rear beam rebuilt by L.E.D

All bushes polyurethane

Braided Brake and fuel lines run inside (fuel lines proper ones that dont smell)

Peugeot sport back box(exhaust skidded)

8mm sumpguard with ribbs

Tank guard

2 OMP WRC seats (new in 2011)

2 TRS 6 point harnesses (till 2016)

6 xsi alloys+ sportways

Brantz laser 3

Tax jan 2014 mot jan 2014

Loads more to list but will take too long.

The car is ready to rally and needs nothing

£2400

mattflynn48@yahoo.co.uk

REIS Get Connected
MSA Asphalt Rally Championship
Awards Presentation & Dinner Dance
Saturday 30th November
tickets @ £47.00 each
Moor Hall Hotel, Sutton Coldfield.
From : Andrew Haill PO Box 1445
Sutton Coldfield West Midlands B76 1WW

A rare opportunity to purchase a ready rally prepared MGB Historic regularity competition car.

Built during 2012 to compete on Historic regularity events, with a view to reliability for longer events Le Jog etc.

The build was based around a solid 1972 MGB Roadster (known by my son as Bertie, he'll be gutted when he goes !!). We picked this car as it was a solid shell that was the subject to an older restoration which had included wings, sills, castle rails, full respray etc. The older restoration gives the car a nice Patina that wouldn't normally be found on a fresh job and which adds to the feel of competing in the past.

Specification:

Engine, 1800cc Mg Gold Seal engine, subject to an unleaded conversion and approximately stage 1 state of tune. Recent radiator, filters, servo, new rocker cover, recent oil (always use Castrol classic)

Oil cooler also fitted

Brand new under bonnet soundproofing fitted.

Gearbox is a standard 4 speed non overdrive, although a spare overdrive box comes with the car.

Stainless steel exhaust system, mounted close to floor to avoid stones etc

Shell:

Standard shell with panel replacement and paint around 10 years ago. Lightweight alloy bonnet fitted, alloy sump-guard, stainless sill protectors (to protect from stones). Sills are solid, pictures included ! Proper period hard top, (soft top included), strapping in boot for two spares etc. Hella Spotlamps. Fully carpeted boot area makes it far tidier.

Paint I would describe as presentable, however being a rally car there will be marks here and there where stones have flicked up etc, bumpers are original, some pitting to chrome but not replaced as they're there for a purpose and rules would allow you to run with them off anyway. , two tiny blisters on right rear arch are only real defects.

Brakes/Suspension/Drivetrain:

Brand new Brake calipers and discs with EBC greenstuff pads, rebuilt rear shoes etc

Suspension and Drivetrain generally standard although firm enough and in good condition, far more comfortable for longer events than rock solid pure competition suspension.

Wheels/Tyres:

4 x minilite style wheels with historic legal 70 profile winter tyres. Spare set of 5 rostyles.

Interior:

Full leather interior with walnut dash cappings, half roll cage with added harness bar, 3" 4 point aircraft buckle harnesses. Fused and relayed spot lamps, period radio cassette for those long road sections!! Brantz Int2 tripmeter with wheel probe (needs setting)

Tax and tested well into next year, (passed MOT with zero advisories).

A very decent and much commented on MGB that would be at home on rallies or at shows/European tours etc.

Being honest it's a hard decision to sell as it's a much loved member of the family but time and other commitments mean I'm just not going to get the use from it.

Tel : 07952 592445



Caernarvonshire and Anglesey Motor Club Pentraeth KIA Glyn Memorial Trophy Stages. 2nd / 3rd November

Once again we will be providing two days of competitive motorsport at Anglesey Circuit. A late start on Saturday and an early finish on Sunday means that competitors can travel down on Saturday morning and return early Sunday evening.

This year we welcome back members of the Kick Energy Junior 1000 Rally Championship, but this year we also welcome members of the Brick & Steel Construction Junior 1000 Ecosse Challenge. This will be the first time that competitors in both challenges will meet on the same event.

Also this year all class winners in the Glyn Memorial Stages will get a half price entry on the 2014 Glyn Memorial Stages. We also have a class for Historic cars this year.

The first 65 entries will be on a first come first served basis, the remaining 20 entries will be at the organisers discretion.

REGS. www.rallies.info/webentry/2013/glyn/index.php

TEACHER: Millie, give me a sentence starting with 'I.'

MILLIE: I is..

TEACHER: No, Millie..... Always say, 'I am.'

MILLIE: All right... 'I am the ninth letter of the alphabet.'

TEACHER: Glen, why do you always get so dirty?

GLEN: Well, I'm a lot closer to the ground than you are.

MSA British Rally Championship

BRC's 2014 events calendar and the Rally Isle of Man is back!



The 55th running of the MSA British Rally Championship will see seven events in its 2014 calendar, with just one significant change, following a two year break, Rally Isle of Man returns to Britain's premier rally series.

Providing a balanced split between gravel and asphalt, the 2014 series will now field three closed road and four classic forest events in its calendar, with the best five results deciding the overall champions.

Also a new joint initiative with the MSA and BHRC will see the events run a National A Rally for both modern and historic two wheel drive cars. BRC crews will benefit from this National A rally's full mileage and will be seeded at the front, continuing to enjoy gravel reconnaissance.

This group will be followed closely by two further BRC categories and the field of thoroughbred Historic cars which will complete around 75% of the full route. Of significance, entries will be open to both none championship registered competitors and non-homologated two wheel drive cars.

Mark Taylor, Managing Director of UK Rally Ltd:

"I must thank the organising committee of the MSA British Historic Rally Championship who have been supportive in returning the BRC to the front of the field, in recognition that the Championship is the pinnacle of the sport in the UK and that our medium powered two wheel drive cars on uncut gravel control tyres, create very little damage to the road surface.

"This initiative will provide a National A rally that is traditionally seeded, with the head of the snake doing the full route, allowing the tail to break away for their relevant podiums and finish ceremonies, rather than the other way around, which has been heavily criticised over the years. What is also important to note, that this move will provide non homologated cars and none registered competitors to take part in these longer classic and iconic events."

The return of the Microgaming Rally Isle of Man brings with it the ultra-challenging closed-roads stages made famous down the event's 50 year history, bringing the cream of Britain's rally crews as well as those from further afield to the island next September.

Speaking about the return of Rally Isle of Man, Taylor said:

"Rally Isle of Man has never really fallen off our radar and now with a rejuvenated team at the helm, it has all the ingredients to become an epic event again. New initiatives have reduced the costs, provided direct sailings from Belfast, a Douglas promenade ceremonial start and spectator stage have created something new, enhancing the classic Manx stages that competitor's love so much. I am looking forward to working with the new organising team, its partners and the Isle of Man Government in creating a festival of four wheeled motorsport."

John Gill, Chairman of Rally Isle of Man:

"When Mark approached us, the opportunity to bring the highly impressive BRC teams back to our event was just too good to miss. We've obviously made quite a lot of changes since they last appeared here, and combining the committed driving and close competition of the BRC and Challenge with the Rallee Classicagh and Manx International rallies should ensure that we have something for every rally fan in 2014!"

2014 MSA British Rally Championship Calendar*

5/6 April - Rally North Wales

3/4 May - Pirelli Rally

30/31 May - Jim Clark Rally

27/28 June - Scottish Rally

15/16 August - Ulster Rally

11-13 September - Rally Isle of Man

17/18 October - Rallye Sunseeker



This story happened a while ago near Kells, County Meath, and even though it sounds like an Alfred HitchXXXXXX tale... it's true.

John Reilly, a Cavan man studying in UCD, was on the side of the road hitchhiking back to Dublin on a very dark night and in the midst of a big storm.

The night was rolling on and no car went by. The storm was so strong he could hardly see a few feet ahead of him. Suddenly, he saw a car slowly coming towards him and stopped.

John, desperate for shelter and without thinking about it, got into the car and closed the door... only to realize there was nobody behind the wheel and the engine wasn't on. The car started moving slowly.

John looked at the road ahead and saw a curve approaching. Scared, he started to pray, begging for his life.

Then, just before the car hit the curve, a hand appeared out of nowhere through the window, and turned the wheel. John, paralyzed with terror, watched as the hand came through the window, but never touched or harmed him.

Shortly thereafter, John saw the lights of a pub appear down the road, so, gathering strength; he jumped out of the car and ran to it.

Wet and out of breath, he rushed inside and started telling everybody about the horrible experience he had just had.

A silence enveloped the pub when everybody realized he was crying... and wasn't drunk. Suddenly, the door opened, and two other people walked in from the dark and stormy night. They, like John, were also soaked and out of breath. Looking around, and seeing John Reilly sobbing at the bar, one said to the other...

Look Frank... there's that XXXXing idiot that got in the car while we were pushing it!!!!

Next Meeting

Monday November 11th

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

The Next SD34MSG Meeting
Wednesday 20th November
(3rd Wednesday of every other month)
8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX
Just off M61 at J8 109 / 583 181

ANCC

Next Meeting
28th October 2013
Whitcliffe Hotel,
Cleckheaton (104 / 186 255)



Special Guest
Allan Dean Lewis
MSA Director of Training
and Education

We are also intending to have 2 members (at least) of the Rallies Committee to discuss current and proposed rule changes. If you have a point to let them know about, please come along

A.I Harrison & Co

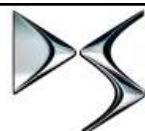
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motor sport in the North West.

CITROËN

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

Matt Kiziuk



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DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

contact

Gemini Communications

Bill Wilmer 07973-830705

w.wilmer@btinternet.com

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RALLY OF THE TESTS

31st October – 3rd November

We are now ready to recruit the hundreds of marshals we need for this years event, we see a particular need on Friday daytime in north/mid wales and then in the Kirkby Stephen/Kendal area on Saturday afternoon/evening, but as we had nearly 1000 marshals in total last time we will find you all a job!

As always your help is very much appreciated and we hope to find you some thing of interest to do in November So to register please visit [www.craevents.eu/Events/rally_of ... /marshals/](http://www.craevents.eu/Events/rally_of.../marshals/) and we will then keep you informed over the next six months

ROUTE OUTLINE/EVENT INFORMATION

Following comments from competitors in 2012, the event will contain much less "on the move" plotting, a descriptive routebook for the link sections on the two evening runs and shorter days giving more time for socialising. However, the event's traditional values will be maintained - namely to seek out the classic test venues, to drive the most scenic route

Getting the action underway, the traditional Thursday evening Prologue will be a 2-hour evening run around the lanes south of Chester, comprising a test and a few regularities to allow crews to get into the swing of things. Next day, the rally starts in earnest (at 8am) as the route heads into the mountain roads and forests of North Wales for a day of scenic regularities and challenging special tests. Venues range from airfields and forest tracks to farm roads and a couple of kart circuits. Crossing back into England, a short evening section - including a visit to one of the "Testers" favourite venues - takes crews to Stoke, where the first car is due in at shortly after 7pm.

Another 8am start on Saturday sees the event head north via a series of tests and regularities across the Cheshire Plains to lunch at a fine fortified manor house, close to Preston. Then it is on into Lancashire and Cumbria to explore the scenic but testing roads of these traditional rally heartlands. The day concludes with a super evening road rally section before stopping for the night on the shores of Lake Windermere (first car due around 8pm).

More classic sections follow on Sunday as the event traces a new route east across the Pennines into the Yorkshire Dales. A final brace of challenging tests and regularities in the Vale of York precedes the mid afternoon finish in the traditional spa town of Harrogate, where many an RAC Rally winner has been welcomed in the past by the cheering crowds.

Early interest in the event is strong with many ROTT regulars as well as event first-timers booking their place on the entry list. For more information, visit the CRA website: <http://www.craevents.eu> or contact Jeremy Dickson on 00 44 (0)1656 740275 or email [jeremy \(at\) craevents.eu](mailto:jeremy(at)craevents.eu).



THE ADGESPEED STAGES.

Where: Three Sisters Race Circuit, Wigan. When: Sunday 13th, October 2013. How much: £155:00.

Mileage: 28 Miles. Number of Stages: 12. Surface: All sealed tarmac/adam.

- Championships:
- 1 The ANWCC Stage Rally Championship 2013.
 - 2 The ANWCC All-rounders Championship 2013.
 - 3 The ANWCC Ladies Rally Championship 2013.
 - 4 The ANCC Stage Rally Championship 2013.
 - 5 The 6R4.com Three Sisters Stage Rally Challenge 2013.
 - 6 The SD34MSG Inter Club League 2013 supported by Gazzard Accounts.
 - 7 The SD34MSG Stage Rally Championship 2013 supported by Gazzard Accounts.

Send your entries to The Entries Secretary, Helen Fox, 41, Elgin Avenue, Ashton In Makerfield, Wigan, Lancs. Telephone 01942 715653 between the hours of 19:00 – 21:00.

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

Regulations & Online Entry Form can be downloaded at:-

www.wiganmotorclub.org.uk



Closing date for entries: Thursday 11th. October 2013.

Duncan Littler

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

Tel:01248 430015 Mob:07740 179619

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



GROVE HILL GARAGE

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This year's **Neil Howard Memorial Stages Rally** will once again be at Oulton Park in Cheshire. Bolton-Le-Moors Car Club are delighted to be back for a second year and wish to build on the success of last year's event, having been awarded ANWCC Rally of the year 2012.

This year will benefit from the following in addition to the rally:

- An Autosolo for the public to participate in or have a taster session.
- Specific Parking for rally derived road cars.
- Increased activities for children including fair and climbing wall.
- Radio controlled car display / event.
- A Track day on the Friday before the event at a heavily reduced rate for competitors of the event – more details from Oulton Park.

This is the ideal event to bring along your sponsors for a full enjoyable day out.

We will have our brand new website www.blmcc.co.uk up and running in time for the opening date for entries of 14/09/13. Entries will be at the same cost as last year £230 with 23 garages available at £40, five lucky competitors will be drawn at random for a free garage. The entry will once again be fully electronic via the link on the clubs website.

The Neil Howard Memorial Stages Rally will be a round of the anwcc and sd34msg championships 2013

Demand is expected to be high once again and early entries are advised (last year filled up within three days).

Applications to Marshal on the event last year was massively oversubscribed hence, this year marshal applications should also be made electronically via the clubs website.

Tickets for entry to the venue for spectators are available to buy from the Oulton Park Web Site www.oultontpark.co.uk

Illuminations Road Rally 23/24 November

Welcome to the "Illuminations" Rally 2013, I hope the route that we put before you will give an enjoyable, but testing night's motorsport.

We are very fortunate that David Ian Skoda are sponsoring this event again as well as providing Signing On, Scrutineering and Noise Test facilities at their garage on White Lund, Morecambe along with the Station Hotel, Caton, Nr. Lancaster.

The Start (MTC0) and the Finish (MTC5) will take place at the Station Hotel, Caton, Nr. Lancaster. We will be using some classic roads and lanes in Lancashire, and Cumbria with very simple navigation for you to plot before your start time. **The navigational format will be in five figure references** and once you have completed Signing On you will be given your Rally Packs which will contain these references to plot which covers the whole route.

Maps Required : 97, 90 & 91

There will be a petrol halt after approximately 60 miles. It is recommended that you carry petrol additive if your vehicle requires it. There is a Shell petrol station on route from scrutineering to the Station Hotel with super unleaded available which will also be available at the petrol halt. It is also strongly recommended that your car is fitted with a Sump Guard as some roads are not as smooth and level as one would expect.

We look forward to seeing you in November

The Organisers

For regs please email John at morecambecarclub1950@gmail.com



Sheffield and Hallamshire Motor Club

AKW Installations Jackson Trophy Rally

The event offers a 120 mile route, including approximately 3 miles of smooth whites. The navigation will be straight forward. All in all, another no-nonsense rally. As previously, there is a good proportion of competitive mileage on both classic and some little-used roads predominantly in South and West Yorkshire. The timing is sensible, with adequate recovery sections for all competitors, whilst attempting to maintain a good 'flow' for the event. The route is also very marshal friendly and a hearty goodie bag will be supplied to all teams. We hope to meet all previous competitors, along with some new crews who may not get the chance to enjoy these roads on a regular basis, like we do!"

www.sheffieldandhallamshiremc.co.uk

Heroes Stages Rally Weeton Army Camp 29th September

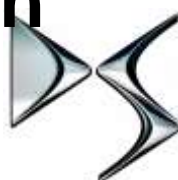
Garstang and Preston and Pendle District Motor Clubs are proud to announce the 2nd running of the Heroes Stages Rally at Weeton Army Camp on Sunday 29th September 2013.

Regulations and entry form will be available in the next few days from club websites and ANWCC website or direct from entry secretary Rod Brereton pdmc@clara.co.uk.

The organisers plan to offer approximately 60 stage miles on mixed sealed surfaces using up to 12 stages. We look forward to seeing all competitors both old and new in late September

Lookers Citroen in Preston

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Inter-Association Road Event

Early Winter Navigational Rally Scottish Borders

Preparations are now well underway for this year's Inter-Association Road Event – the Early Winter Navigational Rally on the night of 16th/17th November 2013 – hosted by Border Ecosse Car Club on behalf of the Scottish Association of Car Clubs..

Participants can look forward to 180 miles of the finest country roads in the Scottish Borders, all on Map 74, with a Kelso-based start at 19.30 and finish by 06.00, and halfway fuel halt, all for a £50 entry fee (inc. "Full Scottish" breakfast!). With the event's Navigational Rally permit meaning more technical freedom than road rallies on the likes of engine and bodywork/trim, and the all-smooth roads meaning no underbody guarding is needed, the event is open to all vehicles from standard road-going to stage-prepared cars. However, the traditional Scottish "plot & bash" navigation means that it will be the best crew, and not car, that is likeliest to take the spoils.

Event regulations and opening of entries are expected to go live in mid-August. Please keep an eye on <http://www.borderecosse.com> and <http://www.scottishcarclubs.com> for full details.

For further information, please contact:
Richard Crozier
Road Events Coordinator
Scottish Association of Car Clubs
(m) 07942 359208
(e) roadevents@scottishcarclubs.com

Mini Cooper Register Northumberland Borders Rally 23rd November

100 mile route P&B Navigation.
Mainly OS map 81
Regs & further information from
niallcook@tiscali.co.uk



Rally Yorkshire steps down from BRC in 2014

By mutual agreement Rally Yorkshire will step down as a qualifying round of the MSA British Rally Championship for 2014. Following meetings between BRC Manager Mark Taylor and Trackrod Clerk of the Course Rod Parkin, it has been agreed that after many years of being a qualifying round of the MSA British Rally Championship at International level, the event will consolidate its immediate future providing a top quality Historic rally for the RAC Championship and regional qualifying rounds for the BTRDA and English Championships.

Both BRC and Rally Yorkshire event organisers will continue to keep in close contact and when conditions allow, have not ruled out a return. Plans are well underway for this year's event, the penultimate round of the British Championship.

THE UTS CHEVIOT KEITH KNOX STAGES 20th OCT OTTERBURN,

We are pleased to announce that the Regs & Online Entry system are now available on the events website, <http://www.cheviotstages.org.uk>.

Click on Competitor Information to access the system.

The event is a counting round of four championships, in no particular order,

REIS – Get Connected MSA Asphalt Rally Championship
AS Performance North of England Tarmacadam Rally Championship
SG Petch A.N.E.C.C.C Championship
Threshfield Garage Ravenol Oil ANCC Stage Rally Tarmac Championship
Scrutineering, Central Servicing & Start will on the ranges with Documentation & Finish at the Otterburn Castle Hotel.

The event will consist of 13 Stages totalling 92 tarmac stage miles with an entry fee of £355. This can be made in two instalments if required. Route Safety Notes will be available from Patterson Pacenotes & there will be a Recce available on the Saturday with a change this year where crews will be allowed TWO passes at the route

Cambrian Rally 2013 19th October

The Cambrian Rally 2013 is set in the challenging famous welsh forests of Clocaenog, Penmachno and Alwen. The forests of North Wales are synonymous with rallying especially the Lombard RAC (now the WRC) back in the late eighties, with legendary drivers such as Stig Blomqvist, Markku Alen, Per Eklund and Juha Kankunen. In addition to the forest stages for 2013 we will be using the Great Orme stage, Llandudno. For further information please contact

Dave V Thomas, 07788 995345
entries@cambrianrally.co.uk

East Ayrshire Car Club ABR Roofing Rally Sunday 20th October Kames Motorsport Complex Regs : www.eastayrshirecc.co.uk

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

The John Robson Road Rally & The Hexham Historic Rally, November 2nd

the NorthEast's (And possibly the counties) last remaining road rally will run this year on November 2nd and will feature a 100 mile route over some classic lanes in Northumberland. Starting and Finishing in Chollerford where rally headquarters will be the local village hall, the all asphalt route will go over some old favourites on maps 80, 81 and 87. With a friendly organising team and a great format the rally includes pre-rally refreshment and the famous Hexham "Apres Rally" buffet for a remarkably low entry fee of under £50.

17th Legendfires 2014
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THE NEIL HOWARD MEMORIAL STAGES RALLY

OULTON PARK

SATURDAY 23 NOVEMBER 2013

Stage rallying returns to Oulton Park this winter with the Neil Howard Stage Rally, organised by the Bolton Le-Moors Car Club. This is now the club's premier event and attracts competitors from all over the country. As well as Haydock Park the rally has also been held at Aintree Race Circuit, on Anglesey, Park Hall and more recently at Melbourne Airfield near York. The Rally is held in memory of former Secretary Neil Howard, and features cars ranging from classic Metro 6R4s and Ford Escorts up to more modern Subarus and Mitsubishi's.

Regs : www.boltonleemoorscarclub.co.uk



Saturday November 2 JLT Tempest Rally

2013 is my 25th anniversary as Clerk of the Course of the Tempest Rally and to celebrate I have put together a really special package for anyone who fancies doing the best value stage rally for a long, long time.

The 2013 JLT Tempest Rally has received an enormous vote of confidence from a number of rallying businessmen and friends who have pledged their support and sponsorship to this unique 2 wheeldrive 4 wheeldrive event.

This has allowed me to give you all a present....

For this year only we are offering the JLT Tempest Rallies at just £299 for Tempest 2 and just £329 for Tempest 4 - That's around £130 or 32% off what should be the 2013 price. Surely an offer that's hard to resist!?

What else is special for 2013...?

- * Separate 2 wheeldrive & 4 wheeldrive rallies with individual results and awards
 - * Up to 45 stage miles and approximately 110 road miles
 - * 10 competitive stages only used once a year
 - * Friday or Saturday morning Scrutineering (One day event)
 - * Central Servicing with superb Spectator Special for sponsors and team to enjoy.
 - * Staged entry fee (£49 deposit secures entry with balance taken 7 days before the event).
 - * Credit and debit cards accepted
 - * No pointless 'pre-event meetings' with the Mayor
 - * No hidden fines or charges
 - * Winners receive the accolades and publicity rather than just being a 'bolt-on' rally to pay for the larger events
 - * No need to wait around for hours for the Awards ceremony - There isn't one!
 - * 1st, 2nd & 3rd receive their trophies at the Finish
- This is a real rally, for real drivers run by real clubman organisers without a wage earner in sight!
 Should you have any questions then please drop us an email to entries.secretary@aol.com

2013 Pokerstars Rally

Friday 8th & Saturday 9th November

The event will consist of approx 120 special stage miles over 16 special stages - covering some of the legendary locations such as Druidale, Tholt-y-will, Slieauwhallian, Cringle & the Round Table, Starvey & the switchback finishing in two runs round a town centre stage.

Manx Auto Sport are pleased to announce that Travel & Accommodation deals are available once again from Isle of Man Event Services.

Entry fee for the event is as follows: £335.00 excluding travel £565.00 including travel (inc Van and Trailer up to 10mtrs + 2 adults return travel)

All Travel should be booked through Sally or Natalie at Isle of Man Event Services on 01624 664460 or email info@iomevents.com

Regs and entry form is available at

[www.manxautosport.org/events/pok ... -2013.aspx](http://www.manxautosport.org/events/pok...-2013.aspx)

Acknowledgements

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

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

Terry Martin,	John Gorton,
Rod Brereton,	Steve Hudson,
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Steve Butler,	Ed Graham,
Matt Kiziuk,	Ray Duckworth,
Kev Hayworth	Phillip Stewart
Antony & Georgia Shiels	Brynmor Pierce,
Malc Graham	George Jennings
Tony Lynch	Tony King
Ian Mitchell	Tony Vart
Steve & Hazel Johnson	Go Motorsport
Allen Durham of Pro-Tec	James Redman
Bill Wilmer	The Gemini Communications Team
Keith Lamb	(Gemini 9) Ian Davies (Gemini 23)
Peter Langtree	(Gemini 48) Tony Jones (Gemini 58)
Steve Coombes (Gemini 5)	
Lookers of Preston	
Phil James of Pro-Rally,	
Sue Carter of Carter Sport,	
Neil Johnson & the Lancashire Telegraph,	
Paul Brereton 'the Barrow Taxi'	
Gareth Adams 'Marshalling Post'	
Paul Gilligan 'Inside the Industry'	
Dan Hurst DRH Photography	
Duncan Littler Speed Sports Photography	
David Culley (GMS),	
Arron + Stuart + Lynn Newby of TEGSport,	

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

The **intention is** to publish this EMag on the last day of each month.

It will be emailed to SD34MSG Delegates for them to their Club Members as they wish.

Deadline for copy for the November edition is Saturday 26th October which is due out on Monday 4th November

(I will be on the RoTT 30th Oct - 3rd Nov - Photos please)

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@gmail.com

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



THE ADGESPEED STAGES

Sunday 13th October

3 Sisters Race Circuit, Wigan

12 Stages : 28 miles : £155

Regs : www.wiganmotorclub.org.uk

Online entry available

Closing date for entries : 11th October

Marshals contact the Chief Marshal

On 07909 813002

Clitheroe & D.M.C.

The Hall Trophy Stages Rally

Saturday 23rd November

A qualifying Round of
SD34MSG Stage Rally Championship
SD34MSG Inter-Club League
Blyton Rally Challenge

Regs available soon from : www.cdmconline.com



Blyton Park,
Old Blyton Airfield
Kirkton Road
Gainsborough
DN21 3PE



2013



Neil Howard Memorial Stages

- Saturday 23rd November - Oulton Park -

Prospective MARSHALS

Need to Register via the online application form
www.blmcc.co.uk/marshals

100 marshals

will be selected from those applications