

December 2013



www.sd34msg.org.uk

Chairmans Chat

As you read this there will just be four non-race/rally events left to complete the 2013 season and thus in the next issue we will be able to give you a full summary of all the championship positions and list of award winners. Although 2013 is not yet complete we have compiled the calendar for next year and the current draft is included, please check your club's dates and let me have any amendments as soon as possible.

I was saddened recently by the loss of another stalwart of North West motorsport when I heard that Horace Saville had passed away suddenly, see the note on page seven.

Well it waited until the last round of the season but the Brazil F1 GP actually included some exciting racing with lots of overtaking and I actually managed to stay awake throughout. It was a pity the stewards lowered themselves to the level of Premiership football referees who influence the results, what's it matter that you cross a white line a foot further along it ??? (Massa's drive through penalty). Let's hope the rule changes for 2014 will result in many more exciting races with several drivers and manufacturers vying for the title.

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



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Middleton, Manchester. M24 2WT
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Lookers Citroen in Preston



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SD34MSG - Member Clubs & contact details



Accrington MSC

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 Tel. : 01254-384127
 Website : www.accrington-msc.org

Manx AS

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



Bolton-le-Moors MC

Contact : Peter Sharples
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 Tel. : 01772-626116
 Website : www.bolton-le-moorscarclub.co.uk



Motorsport (NW) Ltd

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



Bury AC

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

Mull CC

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 Tel. : 07973-830695
 Website : www.mullcarclub.co.uk



CSMA (NW)

Contact : Steve Johnson
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Pendle & DMC

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 Tel. : 01282-812551
 Website : www.pendledistrictmc.co.uk



Clitheroe & DMC

Contact : Terry Martin
 Email : terrymartin01@aol.com
 Tel. : 01254-249796
 : 07816-184539
 Website : www.cdmconline.com



U17MC-NW

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

Garstang & Preston MC

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



Stockport061MC

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



High Moor MC

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



Wallasey MC

Contact : Tony King
 Email : tony_king@msn.com
 Tel. : 07989-616546
 Website : www.wallaseymc.com



Lancs & Cheshire CC

Contact : David Bailey
 Email : david364bailey@btinternet.com
 Tel. : 0161-2919065
 Website : www.lancashireandcheshirecarclub.co.uk



Warrington & DMC

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



Lightning MSC

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

Wigan & DMC

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



Lancashire A.C.

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



2300 Club

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





Motor Sport Group

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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

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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

Clubnights etc.

Tuesday 5th November AGM



Matt Kiziuk receives the Trophy for 'Best Member' from Chairman Steve Lewis at the AGM.
Steve Hudson Joins the Committee as Comp. Sec.

The Club has a New Chairman and Vice Chairman voted on at the Committee night (12/11/12)
A big thank you to Steve Lewis for the last 12 months and still remains as the club treasurer.
Chris Woodcock is now the Chairman and Terry Martin Vice Chairman
Good Luck to all

Tuesday 5th November The Month in Review

Four crews entered the MCC **Illuminations Rally**
Pete & 'Ticker' Whittaker venturing out in the Escort but retired.

Mark Travis retired following a coming together with car 9 (Car 9 might move over next time he is caught).

Maurice Ellison finished (12th) but last.

Simon Boardman none started when his exhaust manifold split

A lot of members were out Marshalling on the **Hall Trophy** at Blyton. The event went very very well and was well received by competitors (Star of the show was Matt Kiziuk - arrival control!)

Steve Butler & Steve Butler did the **Dansport** and struggled through thick fog all night

Thursday 5th December 12 Car Navigation Rally - Map 102

Tuesday 17th December Christmas Party

Waddington Club
Tickets from Heidi or Terry Martin

SATURDAY 18th January 2014

2013 Prize Presentation Night
More Details to follow or from
Steve Hudson & Terry Martin

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

The Wigan & District Motor Club Christmas Party with hot and cold food has been booked for the first meeting in **December, Monday 9th. December 2013.** Venue is the club meeting room at The Delph Tavern, starting at 20:30 hours.
Please get all your results in to Alan Heyes at the next club meeting for inclusion in the Wigan & D.M.C. Championships.
The 2013 awards night will be in February, probably the first meeting

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

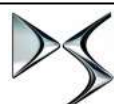
"The Antrobus Arms" on the A559, 8-30pm
between Warrington & Northwich. CW9 6JD.



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



Lookers Citroen in Preston



Supporting SD34MSG
and motor sport in the North West.
Matt Kiziuk 01772 768222

Teenager Ellison wins BRC photo competition

Talented teenage rally photographer Robin Ellison has won the 2013 British Rally Championship Amateur Photographer of the Year Competition. Robin (15) from Blackburn in Lancashire beat off a host of rivals when his image of Mark Donnelly on the Pirelli Rally caught the attention of the judges. Robin, who is in year 11 at the Darwen Aldridge Community Academy, wants to make a career as a photo journalist and says he was bowled over when he heard that his image had been selected as the 2013 winner. "It has taken a while to sink in," said Robin. "It means a lot to me to win this and it's a major prize for someone at my age. I'd like to thank everyone at the BRC for making this possible."

Robin will collect his trophy at a black tie dinner and awards night in Manchester this weekend. The teenager has been taking photographs at rallies since he was nine-years-old and tried one of his father Chris's cameras on the 2006 Malcolm Wilson Rally. He has attended around 20 rallies this year, including six rounds of the BRC. Although Chris has been taking photos of rally cars for 35 years, he was quick to point out that the winning image was entirely down to Robin.



Evans gets Blue Peter badge

Team UK rally driver Elfyn Evans appeared on the BBC's Blue Peter to help presenters Radzi and Lindsey tackle a rally challenge. Evans, who has been contesting ERC2 this season and also made his World Rally Car debut in Italy, was on hand to offer advice at Silverstone Rally School. He also talked about the sport and Wales Rally GB while the presenters drove the Great Orme for the first time. "It was a great chance to help promote rallying to a younger audience, so I was more than happy to help," said 24-year-old Evans.

SD34MSG 2013 Calendar

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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SD34MSG

Remaining 2013

Championship Rounds

at a Glance

SD34MSG Junior Championship

Date	Event	Club
December		
7th	PCA	U17Club NW
8th	PCA	Accrington MSC

SD34MSG

Marshals Championship

All SD34MSG Member Club Events
See SD34MSG Calendar for Dates (Page 6)

SD34MSG None Race/None Rally

Date	Event	Club
December		
7th	PCA	U17Club NW
8th	PCA / AS	Accrington MSC
8th	AT	CSMA NW

SD34MSG Inter-Club

Table Top Rally Challenge

Following Round 4
(G&PMC 29th October)

Pos	Name	Points	Club
1	Steve Butler	41	CDMC
2	Maurice Ellison	38	CDMC
3	Terry Martin	37	CDMC
4	Steve Lewis	35	CDMC
5	Matt Kiziuk	33	CDMC
6	Matt Worden	24	CDMC
=7	Ian Farnworth	18	G&PMC
=7	Chris Woodcock	18	CDMC
9	Sam Hargreaves	17	CDMC
10	Tony Vart	16	CDMC
11	Dave Whittaker	15	CDMC
=12	Danny Hartley	10	CDMC
=12	Paul Buckel	10	CDMC
14	Heidi Woodcock	9	CDMC
=15	Gavin Holmes	8	CDMC
=15	Chris McIvor	8	CDMC
18	Jez Turner	7	CDMC
19	Derek Lewin	6	CDMC
20	Pete Whittaker	5	CDMC



HORACE SAVILLE

RIP

I'm sorry to advise the bad news that Horace Saville, one of British Rallying's best known characters, latterly best-known as co-driver to Tom Naughton, collapsed and died suddenly on Monday the 10th of November.

Originally based in the Isle of Man and known and loved by many of its residents, he has been involved in Motorsport since at least the early 60s, when he rallied, amongst other things, his Lotus Cortina at home and abroad.

Latterly he came over to the mainland and has been a stalwart of Bury Automobile Club for very many years, and will be sorely missed by all who knew him - and that will be very many people. For a little chap, his passing leaves a very big hole. My condolences to his family.

Richard Murtha



2014 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

CHAMPIONSHIP	Tick to Register	Driver Co-Driver/ Navigator Delete as appropriate	Class Delete as appropriate	Official SD34 Use only
STAGE RALLY		DRIVER CO DRIVER	A / B / C / D (Cls) A / B / C / D	
ROAD RALLY		DRIVER NAVIGATOR	Exp / Semi / Nov Exp / Semi / Nov	
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 Tyson	52	CDMC
2	Tony Harrison	42	CDMC
=3	Paul Buckel	41	CDMC
=3	Pete Jagger	41	BLMCC
5	Steve Mitchell	36	CDMC
6	Simon Boardman	34	CDMC
7	Ian Bruce	33	BLMCC
8	Dave Whittaker	27	CDMC
9	James Taylor	25	CDMC
10	Steve Hudson	19	G&PMC
= 11	Andy Ritchie	17	CDMC
= 11	Matt Kiziuk	17	CDMC
13	Myles Gleave	13	G&PMC
14	Derek Long	12	BAC
15	Steve Kenyon	10	G&PMC
16	John Gorton	9	CDMC

O/A	Navigator	pts	Club
1	Neil Harrison	48	CDMC
2	Steve Butler	41	CDMC
3	Paul Taylor	38	CDMC
4	Andrew Long	30	BAC
6	Ian Mitchell	25	CDMC
6	Maurice Ellison	24	CDMC
7	Chris Williams	23	CDMC
8	Alan Barnes	15	G&PMC
9	Mark Shepherd	15	G&PMC
10	Jason Crook	11	G&PMC
11	Jason McTear	9	CDMC
12	Terry Martin	8	CDMC
13	Matthew Worden	5	CDMC
14	Ian Raynor	3	CDMC
15	Terry May	2	G&PMC

Last Updated : 20th November

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Phil Jennings	Y	159	C	WaDMC
=2	Steve Johnson	Y	133	A	U17MC
=2	Phil Merrills	Y	133	C	S61MC
4	Aaron Newby	Y	110	C	CDMC
5	Hazel Johnson	Y	104	A	U17MC
6	Danny Brown	Y	54	A	U17MC
7	Keith Dowthwaite	Y	53	C	Wall
8	John Gorton	N	54	C	CDMC
9	Michael Judson	N	52	C	CDMC
=10	Jim McDowell	N	26	B	Mull
=10	Mark Booth	N	26	B	S61MC

O/A	Co-Driver	Q	pts	Class	Club
1	George Jennings	Y	159	C	WaDMC
2	Jason McTear	Y	107	C	AMSC
3	Steve Butler	Y	106	A	CDMC
4	David Barratt	Y	105	A	AMSC
5	Tony King	Y	53	C	Wall
=7	Steve Coombes	N	54	C	GPMC
=7	Darren Riley	N	54	A	U17MC
9	Paul Blanchard	N	52	C	CDMC
=10	Gary Heslop	N	27	D	HMMC
=10	Mark Shepherd	N	27		GPMC
=12	Ian Rayner	N	26	B	CDMC
=12	Mathew Faulkner	N	26	A	AMSC
=14	Alan Barnes	N	0	B	G&PMC
=14	Chris Melling	N	0	D	Lightning

Last Updated : 11th November

Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Steve Kennel	79.38	CDMC
2.	Simon Robinson	78.85	U17MC(NW)
3.	Steve Lewis	77.90	CDMC
4.	Steve Price	76.85	BLMCC
5.	David Robinson	71.71	U17MC(NW)
6.	Daniel Barker	70.74	U17MC(NW)
7.	Steve Johnson	63.04	U17MC(NW)
8.	Hazel Johnson	58.64	U17MC(NW)
9.	David Goodlad	39.81	BLMCC
10.	Will Jarman	28.63	U17MC
11.	Angela Jones	28.08	U17MC
12.	Ian Bruce	10.00	BLMCC
13.	John Gorton	9.81	CDMC
14.	Matt Faulkner	9.39	U17MC
15.	David Barratt	9.30	AMSC

Last Updated : 15th November

Junior PCA Championship

1.	Daniel Barker	70.74
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Only 1 Qualifier in Junior PCA, although it should be noted that Simon Robinson (22.02pts) is under 18 but has been contesting the full championship

Individual Championship

O/A	Competitor	Q	pts	Club
1.	Stephen Johnson	Y	85	U17MC
2.	Hazel Johnson	Y	77	U17MC
3.	Stephen Price	Y	69	BLMCC
4.	Steve Butler	Y	50	CDMC
5.	David Barratt	Y	48	AMSC
6.	Jason McTear	Y	43	CDMC
7.	Simon Boardman	Y	30	CDMC
8.	John Gorton	Y	27	CDMC
9.	Matthew Worden	Y	24	CDMC
10.	Matthew Faulkner	Y	20	U17MC
11.	Steve Hudson	Y	19	G&PMC
12.	Ian Bruce	Y	18	BLMCC
13.	Matt Kiziuk	Y	16	CDMC
14.	Darren Riley	Y	15	U17MC

Last Updated : 24th October

Accrington MSC

David Barratt 30

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	130	Heidi Woodcock	80
John Gorton	50	Matt Kiziuk	50
Maurice Ellison	50	Paul Moon	30
Steve Butler	30	Simon Boardman	20
Paul Buckle	20	Jason McTeer	20
Kevin Howarth	20	James Gardner	20
Matt Worden	20	Mick Johnson	20
Robin Stanley	20	Angie Stanley	20
Lis Moon	20	John Hargreaves	10
Chris McIvor	10	Sam Hargreaves	10
Steve Brocklebank	10	Domonic McTeer	10
Paul Flynn	10	Steve Flynn	10
James Hargreaves	10	Gav Holmes	10
James Taylor	10		

CSMA (NW)

Eve Fisher	30	Graham Bray	30
Hazel Johnson	10		

Garstang & Preston MC

Les Fragle	90	Steve Kenyon	20
Steve Hudson	30	M.Shepherd	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
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

Motorsport NW Ltd.

Pendle & DMC

Alan Shaw	50	Andrew Brown	50
Ian Brown	50	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	100	Mark Wilkinson	70
Steph Wilkinson	60	Sarah-Jane Dunhill	50
Andy Turner	50	Andy Chambers	40
Phil Hesketh	40	Daniel Chambers	40
William Kelly	40	Julian Russell	40
Rob Yates	40	Alan Ogden	30
Rick Elkin	30	Matthew Turner	20
Dave Coulson	20	Daryl Evans	20
Keith Miles	20	Geoff Callaghan	20
Chris Miles	20	John Coulson	20
Terry Andrews	10	Lindsey Mather	10
Natalie Payne	10	Sarah Payne	10
Richard Chambers	10	Ian Mather	10

U17Club NW

Steve Johnson	30	Darren Riley	10
---------------	----	--------------	----

Wallasey MC

Warrington & DMC

William O'Brien	70	Robbie O'Brien	70
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	40	Alan Bibby	30
David Hind	20	Steven Sheehan	20
Colin Strath	20	Nick Archer	20
Tony Archer	20	Tony Ralph	10
Mike King	10	Dave France	10
Dennis Higason	10	Stuart Cooke	10
Chris Cooke	10	Peter McDonald	10
Martin Fox	10	Mike English	10
Helen Fox	10	Tony Lynch	10
Brian Spencer	10	Bob Jones	10
Graham Bunting	10	Sue Roberts	10
George Thewlis	10	Alan Heys	10

2300



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Marshals Championship Table - See page 10

**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	1062	1	1
Clitheroe & DMC	914	2	3
Warrington & DMC	464	3	4
Stockport061	423	4	5
Wallasey MC	247	5	7
Accrington MSC	229	6	9
CSMA (NW)	59	7	16
Division B			
Club	Points	Div	O/A
Wigan MC	278	1	6
Lancs & Cheshire CC	242	2	8
Garstang & Preston MC	215	3	10
Pendle & DMC	161	4	11
Manx AS	127	5	12
Mull CC	75	6	14
High Moor MC	65	7	15
Division C			
Club	Points	Div	O/A
U17MC-NW	1024	1	2
Lancashire A.C.	105	2	13
Bury AC	30	3	17
Fylde MSC	15	4	18
2300	0	=5	=19
Lightning MSC	0	=5	=19
Motorsport NW Ltd	0	=5	=19

Last Updated - 24th Oct 2013

SD34MSG 2014 Calendar (1st 6 months)

Date	Type	League	Club	Title	Venue - Notes
26-Jan	Autosolo	Yes	Bolton-le-Moors CC	Bolton January Autosolo	Makro Manchester
26-Jan	Autotest	Yes	Bolton-le-Moors CC	Bolton January Autotest	Makro Manchester
26-Jan	PCA	Yes	Bolton-le-Moors CC	Bolton January PCA	Makro Manchester
07+08-Feb	Stage Rally	Yes	Motor Sport (NW) Ltd	Legend Fires North West Stages	Lancashire
16-Feb	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services, M65 Jt 4
16-Feb	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4
16-Feb	PCA	Yes	Under 17 MC NW	U17MC PCA 1	Blackburn Services, M65 Jt 4
22-Feb	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
16-Mar	Autosolo	Yes	Bolton-le-Moors CC	Bolton March Autosolo	Makro Preston
16-Mar	Autotest	Yes	Bolton-le-Moors CC	Bolton March Autotest	Makro Preston
16-Mar	PCA	Yes	Bolton-le-Moors CC	Bolton March PCA	Makro Preston
16-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales
23-Mar	Stage Rally	Yes	Stockport 061 MC	Legend Fires SMC Stages	Weeton barracks, Blackpool
3-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
4-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
9+10-May	Stage Rally	Yes	Manx Auto Sport	Manx National	Isle of Man
17-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
17-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Lancs / Derbys / Cheshire
18-May	Autosolo	Yes	CSMA/AMSC	CSMA/AMSC Autosolo 1	Lymm Truckstop Services, M6 Jt 20
18-May	Autotest	Yes	CSMA/AMSC	CSMA/AMSC Autotest 1	Lymm Truckstop Services, M6 Jt 20
18-May	PCA	Yes	CSMA/AMSC	CSMA/AMSC PCA 1	Lymm Truckstop Services, M6 Jt 20
8-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Makro Preston
8-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	Makro Preston
8-Jun	PCA	Yes	Bolton-le-Moors CC	Bolton June PCA	Makro Preston
14-Jun	Road Rally	Yes	G & P MC	Memorial Road Rally	Lancashire
22-Jun	Autosolo	Yes	CSMA NW	CSMA/AMSC Autosolo 2	Lymm Truckstop Services, M6 Jt 20
22-Jun	Autotest	Yes	CSMA NW	CSMA/AMSC Autotest 2	Lymm Truckstop Services, M6 Jt 20
22-Jun	PCA	Yes	Accrington MSC	CSMA/AMSC PCA 2	Lymm Truckstop Services, M6 Jt 20

SD34MSG 2014 Calendar (2nd 6months)

13-Jul	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
13-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
13-Jul	Autotest	Yes	CSMA NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
13-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
3-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
9/10thAug	Road Rally	Yes	Clitheroe & DMC	Primrose Trophy Rally	Lancashire
17-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
31-Aug	Autosolo	Yes	AMSC	Summer Autosolo	Blackburn Services, M65 Jt 4
31-Aug	Autotest	Yes	AMSC	Summer Autotest	Blackburn Services, M65 Jt 4
31-Aug	PCA	Yes	AMSC	Summer PCA	Blackburn Services, M65 Jt 4
6-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
6-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
7-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
14-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Makro Manchester
14-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Makro Manchester
14-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Makro Manchester
27-Sep	Road Rally	Yes	Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
28-Sep	Autotest	Yes	Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham
28-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool ?
10-12-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
12-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
12-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Makro Manchester
12-Oct	Autotest	Yes	Bolton-le-Moors CC	Bolton October Autotest	Makro Manchester
12-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Makro Manchester
Nov	Road Rally	Yes	G & P MC	Preston Regardless Rally	Lancashire
07+08-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
22 Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park - 22nd Nov
22-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec		Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4
7-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
7-Dec		Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

Key

Confirmed Confirmed
2014 date 2014 date

Date tbc

Championships

Road Rally
Stage Rally
Junior Class = PCA's
Interclub League = All League events
Individual (All Rounders) = All League events

Non Race/Rally = Autotests,
Autosolos, PCA's, Sprints & Hill-
climbs

Non Race/Rally = Autotests, Auto-
solos, PCA's, Sprints & Hillclimbs

SD34 MSG Meeting Highlights

Meeting 20th November 2013

Registration fees to the MSA and ANWCC for 2014 have been paid.

2013 Date amendments;

The Beverley & District MC Beaver Rally, the last round of the road rally championship will run on the 30th Nov/1st Dec. It replaced the cancelled Morecambe Rally.

2014 Dates;

A draft 2014 calendar was reviewed and is almost ready to issue.

The quarterly ANCC held on 26th October was described as 'interesting'. The CEO of the MSA had resigned. Two members of the Rallies Committee attended and there were several discussions on various issues. A motion is to be raised regarding dropping of the current seat and belt lacing rule but the rule has been in place for 5 years thus is unlikely to be dropped. The next meeting will be in January.

Three proposed changes to the championship rules were discussed and agreed subject to ratification at the AGM.

No PCA Training Events will be included in the championship calendar.

Similar discipline events run at the same venue on the same day will be combined into one event in terms of League scoring. The Index of Performance for each event will be combined 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.

In the non race/rally classes, saloons of >13' length are split by engine cc into class C and D but now these will be combined into class C i.e. all saloons >13' long. Class D will now be Sports Cars, Class E Specials and Class F Rally Cars.

A further proposal was tabled – if a competitor drops out of an event can they subsequently claim marshalling points if they then marshal. Clubs to consider the proposal.

Ideas for the 50th anniversary of SD34 MSG were discussed. It was suggested that an event on the lines of a gymkhana could be run by member clubs (the Group can't organise the event under MSA rules). Clubs are being asked to design and run one or more tests to be included in the event. There was an offer to organise a formal event such as a sportsman dinner – do clubs want that sort of event and would their members support it?

We need a member club prepared to organise the 2013 Awards Presentation Evening which is usually held in February or early March.

The next meeting, which will involve the AGM and bi-monthly meeting, will be held on Wednesday 15th January 2014.

Les Fragle

Chairman & Secretary

SD34 Motor Sport Group

WRGB Radio Crews & Marshals:

I hope you all had an enjoyable time on this year's event. Already many good reports have been received from various sources along with good comments from the competitors as well.

Moving to a new area is never easy and we didn't expect to get everything right the first year. There are several things that we need to adjust that we already know about. If you have any constructive comments good or bad about the pre RST registration or the event itself, we would be interested to hear from you. So please advise me and I'll make sure they get to the appropriate section.

Below is an email I have been asked to pass on from the Mid Wales Regional Organiser.

Hello everyone

I hope you have now all had time to settle back into some form of normality of life since last weekend and I just wanted to drop everyone a note to give my sincere thanks to you all for your very hard work in both the lead up to the event and on rally day itself. I have had no calls or complaints about anything since the event, which is something of a milestone [you watch the phone will ring tomorrow now!] and only good comments coming back from forestry, contractors and those who assisted us for what we did to help them in their tasks. Once again it has been a real honour for me to be a part of such an excellent and experienced group of people. Please could you pass on my thanks to your other team members who are not on this circulation list.

Kind regards

Steve Gregg

Last but by no means least we did this year have a wonderfully good turn out of excellent radio crews, I do hope you will come and help us again next year.

I wish you all have a special Christmas and a great New Year.

Bill Wilmer

Radio Staffing Officer

Wales Rally GB

07973 830 705

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Bolton-Le-Moors Car Club raises an estimated £700 for the North West Air Ambulance Charity

Bolton-Le-Moors Car Club are proud to announce that they raised an estimated £700 for the North West Air Ambulance Charity (NWAA) at the Neil Howard Memorial Stages on 23rd November 2013, from collection boxes alone.

A brand new addition to the rally this year, the club ran a demonstration Production Car Autotest in conjunction with a taster event in the paddock area at Oulton Park.

In aid of the NWAA, the idea was that members of the public could have a free ride and sample the exhilaration of an Autosolo in exchange for a small donation to the North West Air Ambulance.

Experienced Autosolo drivers from various clubs around the country were invited to take part. Clubs included Knutsford and District, the under-17 motor club and members from Bolton-Le-Moors Car Club. The cars ranged from saloon cars to kit cars and rally cars, and included amongst others a Nissan Micra, a Caterham Seven and a Mini Special.

The event proved to be hugely popular with the cars and drivers running hundreds of demo runs between nine and four o'clock, giving rides to 82 members of the public. Many had more than one go.

Paul Swift, a former National Autotest Champion, and fresh from appearing as a stunt double for Sebastian Vettel at a Red Bull promotional event in Nashville, Tennessee, found time out from competing in the Neil Howard Memorial Stages to showcase to the public his skills. The stunt driver, most famous for appearing on Top Gear Live and various commercials put in some demo runs of his own and took the Paramedic Pup, the North West Air Ambulance mascot for a spin.

Running concurrently, the club also ran a taster event for people had their cars at Oulton and fancied having a go at an Autosolo, but didn't have competition licenses or club memberships. There were prizes on offer for the top newcomers.

Tim Reynolds-Duffy of Alderley Edge won the fastest newcomer award in his Mazda 323 1300. His time was faster than several experienced Autosolo competitors. He won a voucher to spend in the Chequers Restaurant at Oulton Park and free club membership for next year.

A final figure will be released in the coming days; while there will be a handover of the cheque to the NWAA at our first Autosolo of 2014: 26th January at Makro, Manchester. The amount raised will help aid the charity provide life-saving work across the North West.

Photos courtesy David Tunbridge



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‘Spotlight On’ Tony (Lynchy) Lynch

Name: Tony Lynch (Lynchy)

Born: Wigan 1960

Live in: Westhoughton

Married: 33 years, one daughter, soon to be a granddad.

Earn a Crust: Construction Site Manager for Bloor Homes

Motor Club: Wigan and District Motor Club since 1978

How did you get involved in motorsport: It was my wife's fault, she took me for a day out to a rally to watch a friends boyfriend

1st Car was a Mini 1000

1st Competition Car was a Mini 1275 GT, as a road car and Autotester at the weekend

My Favourite Competition Cars: A few soft spots, you tend to remember the cars you had most success with i.e. Mk 2 1300 Escort, Astra 1300, Nova 1300 all where Championship winners for me. Favourite to drive was a RWD Mk 5 Escort with a Vauxhall Red top and 300bhp. That was a turn on...

First Event: Used to Autotest Wigan closed to club events, eventually started navigating for club members on road rallies, did my first stage rally as a driver at Burtonwood in the late eighties.

Most Frightening Moment: Starting on the back row in a 205Gti with Julian Godfrey in a similar car, in the Super Final at Lydden Hill, between us was Pat Doran in a 4WD 550bhp Ford Fiesta As I went for second gear the first two rows of Supercars were going round the first corner,, By the time I was coming down Hairy Hill Pat and Co were coming up the hill for the second time, Not a great feeling that I was going to be swallowed up by these mad men, so I pulled off the circuit to get out of the way. Only problem was, at the finish there was only 4 cars running and I would have scored good points if I had had the bottle to keep going. BUT, in Rallycross you learn very quickly and that never happened again, even to this day I have learned you never give up until that car won't give any more!

Biggest Accident: Rolling the Mk5 Escort on Epynt, Glad we ended up in the ditch, because it looked about 5 miles down the hill.

Best Event: Always enjoyed competing on the Manx, but best moment was my first International Class win on the Ulster Rally

Biggest Hero: Ari Vatanen, always flat out until he had to say those famous words “that's the end of that rally”

Funniest Moment: In a car with Ged Gardner on the Circuit of Kerry as a navigator, I issued the direction of “Left alright” he heard “Left OR Right” several attempts by Ged to clarify but with my Wigan accent he never knew the answer. At the end of the stage he told me to start saying “Left OK”.

Spotlight on Tony Lynch Continued on Page 17



Spotlight On Tony Lynch

Continued from page 16

Biggest Influence: The Late Walt Jenkins, He was a great friend to many and as part of my service crew he would never let me give up, even if the car was a wreck, he would push me to go out for one more stage. I owe him a lot for teaching me the art of perseverance and for his dry sense of humour. As a team we still miss him after all these years, And still carry a tribute to him on the car.

Biggest Regret: On the Manx International, in the Colway Formula 1300 Championship, the last round, I only had to finish to win the Crown, coming down a long straight the organisers had built a straw bale chicane, the crowds had gathered and I just had to pose a bit. Pulled the handbrake to get around the bales, with a bit of a show for the crowd, I snapped a shaft and looked a total muppet and eventually finished the Championship in third after the retirement.

Most Help From: Tony Rice, my mechanic for 30 years, and the rest of Team Geriatric, Chris Rice and Steven his brother who have been with the team since they were kids, Tony Wylde, Brian Craven, Neil Rodgers. Very important to me is the relationship I have with Alan Bott of Pemberton Tyres who must have seen something in me all those years ago and continues to be an important part of the support we get from his company. Lucas Oil of the USA through their European arm based on Anglesey and Matt Salisbury who handles all my Press Releases both of whom have come on board over the last few seasons of my forays into Rallycross.

If you were starting again what would you do different: I wish I had started to compete as a driver earlier in my career.

Ambitions for the future: To drive one of the Supercars, 600bhp and 4WD has to be a pinnacle, but only as a real contender, I don't have the hundreds of thousands to do that, so realistically I would like to take my current BMW MINI Cooper from the one make class for the MINI and make it a force to be reckoned with in the Hothatch Class

Championships: A few Regional Championships in the 80's and 90's in rallying and in the 2000's a few British Titles in Rallycross.

Advice to Newcomers to the Sport: Always remember you started motorsport for fun, you can compete relatively cheaply, winning usually costs more, so remember don't ever spend what you don't have.

BUT most of ALL ENJOY IT.

Most remembered Comment:

BY Me, "To finish first, first you've got to finish",

TO Me, "Tidy it up!", by Walt Jenkins when I was driving a bit erratically in a rally.

Anything Else: **Would Recommend anyone rallying to Try Rallycross, it's Sociable, Entertaining, Exciting, Family orientated, Cheaper than Rallying, a class for all budgets, from near enough standard cars up to and including Supercars. AND, your service crew will love it as they can watch you make an idiot of yourself.**



'Georgia Shiels'

Name: Georgia Shiels

Live: in Garstang, Preston but grew up in Kirkham. I also spent two years in Hamburg, Germany.

Occupation: Full-time student at Lancaster Girls' Grammar School Sixth Form

Club(s): Accrington U17 Motor Club
Morecambe Car Club
Quinton Motor Club

How did you get involved in motorsport?

This was a matter of being in the right place at the right time as my Dad reluctantly dragged me along to the Knockhill Circuit Motor Show in 2011 where I had a 10 Minute Teen Driving lesson. I was approached by the coordinator of the Junior 1000 Ecosse Challenge Championship, David Barlow, and after being taken for a spin in their rally-spec Subaru, I was bitten by the rallying bug... and I haven't looked back since.

1st car:

1.2l Ford KA (with a racing stripe)

1st Comp car:

1.0l Junior 1000 Nissan Micra

Current Comp car:

2.0l Fiesta ST (a little bit quicker than the micra!)

First event:

P.J Planthire Charterhall Stages in March 2011... this is a rally I would rather forget. But with only 4 hours of driving prior, catching the car in front halfway through SS1 wasn't bad at all. My bravery was definitely first displayed on this event... as was my need for speed.

Most Frightening moment:

I don't really get frightened... which can be a problem sometimes! However, driving flat out over the iconic jump at Sweet Lamb can be a bit daunting... as I discovered at the Coracle Stages earlier this year.

Biggest accident:

Fortunately I haven't experienced a 'big' accident yet!

Best event:

Neath Valley Stages has contained my favourite stages! Sadly, it came to a bitter end with a popped shaft, but the stages were incredible! I was lying in 14th o/a and 2nd in class... my best result yet and very competitive for my third event on gravel!!

Biggest Hero:

I would have to say my Dad, as cheesy as that may sound. He was a very talented sportsman 'back in the day' and I cannot wait until the day that we see him out on the stages of rallies... as I certainly get my natural ability from him! Although, he was always more talented on two wheels – BMXs and motorbikes, the nutter!

Funniest moments:

The Race Retro Show earlier this year was definitely a weekend to remember... sideways, sideways and more going sideways! **(Cont on Page 19)**



*The very first test in the Fiesta... Need for speed!!
May 2013*



*The famous jump at Sweet Lamb on the
Coracle Stages, July 2013*



Driving flat out with a puncture... not the easiest thing I've ever done. My bravery came in useful here! Neath Valley Staegs, August 2013

‘Spotlight On’ Georgia Shiels

Continued from Page 18

Biggest Influence:

My Dad would have to take this title too. Coming from a non-rallying background, he taught me to drive in a car park when I was just 15 and I have him to thank for everything I know now. Print screen this Dad... this is a rare moment!!

Biggest regret:

I try not to regret anything... everything happens for a reason and makes us who we are – the good things and the bad.

Most help from:

My Mum and Dad! My mum is Team Shiels' chef, nutritionist and master cake baker! My Dad is the Team's head mechanic, training co-ordinator and crew mechanic! My co-driver, Chris Davies, was also a huge help last year... supporting me with the step up from my 1.0l micra to the 'big boy' world of rallying in my 2.0l Fiesta ST. There have been many, many kind people helping along the way...

Ambitions for the future:

I aspire to be the first female World Rally Champion, as far-fetched as that may sound. I would also love to help young talent to flourish in rallying and give ambitious and talented young drivers the support and backing they require to help them strive for their dreams to be World Rally Champion.

Championships:

2014 will be another learning year for myself, as I will be competing on some of the most dangerous and renowned tarmac roads in the world. In 2015, I hope to contest in the European Rally Championship and then to hopefully progress onto the World Rally Championship.

Advice to newcomers to the sport:

As a newcomer, always remember to have fun... after all, that's why we're all competing in the sport!

Most remembered comment:

I'm very grateful for the comments I have received in my short career... Tony Mason compared me to the inspirational MICHELLE MOUTIN and told me to keep in touch at the Race Retro Show earlier this year. Early in 2012, during my second event Jimmy McRae informed everyone that I was 'One to watch'. To be recognised by some of the biggest names in rallying was truly amazing and is something I will keep close to my heart for a long time to come.

‘Like’ my page Georgia Shiels Rallying on Facebook for Regular updates or follow me on Twitter!



One of many sideways moments at the Race Retro Show earlier, February 2013



My Dad and I at the Race Retro Show earlier this year, February 2013



A 'spin' around Kames Kart Circuit with Jimmy McRae, August 2013

This story takes place on a Native American reservation.

One night, it was very, very cold; so cold that people had to bundle together to stay warm. Coincidentally, nine months later, at the reservation hospital, there were so many women in labour on the same day that every bed in the maternity ward was full.

When another woman came in, the staff found a deer skin and stretched it out on top of some pillows to provide for her a comfortable place to deliver. She gave birth to a healthy baby boy. Another woman came in, so the staff found a buffalo skin and stretched it out on top of some pillows to give her a comfortable place to deliver. She gave birth to healthy twin baby boys. Finally, yet another woman came in. The staff scrambled around, and found the skin of a hippopotamus (a traveling circus had been passing through the area earlier that year and their hippo had died...). They stretched it out on top of some pillows to give her a comfortable place to deliver. She gave birth to triplets - three healthy baby boys.

The story is just another validation of a well-known truism: "The sons of the squaw of the hippopotamus are equal to the sons of the squaws of the other two hides."

Newby And Fagg Crowned Manx Champions

With nine victories to his credit since taking to the wheel of the TEG Sport Subaru Impreza last year, CDMC's Arron Newby from Carnforth celebrated his tenth and one of the most important victories of his career with a performance that clinched the Eurostars Motorsport.com

Coming into the 2013 PokerStars Rally, the 18-year-old Lancastrian and his Manx co-driver Rob Fagg only needed a top ten result in the Pirelli-sponsored and TEG Sport-prepared Subaru Impreza to clinch the title and the plan was to play it safe and do what was needed. The event consisted of 120 special stage miles over 16 special stages including legendary locations such as Druidale, Tholt-y-will, Slieauwhallian, Cringle and The Round Table, and despite tricky conditions on Friday and Saturday, Newby decided the best way to win the championship was from the front.

With maturity beyond his years, Newby played it safe by running Pirelli intermediates throughout the event and was never headed meaning he added the PokerStars Rally to the Chris Kelly Memorial Stages and Dave Corris Autos Forest Rally earlier in the season as well as becoming the youngest winner of the Manx International Rally in September.

The result was Newby's sixth successive victory and confirmed his status as one of Britain's hottest young talents with a sensational record over the past 18 months as well as becoming the youngest Manx Rally champion.

Arron Newby: ***"I knew I had a job to do to win the championship so the first priority was finishing and I'm happy to have done that. I had to keep an eye on the times and pace myself throughout the rally which is easier said than done at my age when all you want to do is drive flat out. I was comfortable with my pace so saw no reason to back off and to end up winning for a fourth time on the Isle of Man is very special. The car ran faultlessly all weekend so credit to the TEG Sport team, the Pirelli tyres were fantastic and thanks to Rob for doing an outstanding job of calling the notes once again. But I couldn't have done this without my sponsors so thanks to Pirelli, VP Fuels and TEG Sport for helping us achieve this."***

Stuart Newby, Team Owner: ***"We came here with a plan and yet again the youngster has exceeded our expectations. Despite team orders to the contrary, he chose to lead the rally from start to finish yet knowing that a top ten result is all that was needed to be crowned 2013 Manx champion. He never put a foot wrong all weekend and showed just how much he has matured over the season. A fantastic finish to a phenomenal year for us and congratulations to the whole TEG Sport team."***

A woman was talking to this blind man when he explained that he was a skydiver in his spare time
"That sounds amazing!" she said excitedly
"Yeah I freefall from 25'000 feet and the change in temperature tells me when to open my 'chute"
"Im impressed" she said "I just have one question though."
"Yeah?"
"How do you know when to brace up for landing?"
"Ah that's easy!" He explained "The dog's lead goes limp!"

TEACHER: Now, Simon, tell me frankly, do you say prayers before eating?

SIMON: No sir, I don't have to, my Mum is a good cook.

Poker
Stars
Rally



Entwistle delighted at top 10 finish

TO finish first, first you must finish' is a well-worn phrase in sporting circles – none more so than motorsport.

And for Steve Entwistle, contesting his first-ever Rally of the Tests, getting to the finish line was his first priority.

But the Rishton-based rallyman exceeded all his own expectations by claiming a brilliant second in class and ninth overall.

"In 20 years of driving, and given the level of the competition on the ROTT, I think it's my best-ever achievement," said Entwistle at the finish.

"When we crossed the finish line in Harrogate, there was an overwhelming sense of achievement that was almost emotional."

The bi-annual event is a hugely-popular recreation of the RAC Rallies from the 1960's, with competitors from all over Europe tackling a series of driving tests and timed-to-the-second regularities spread across five days and more than 700 miles in Wales, the Midlands and Northern England.

Open to classic cars, with only pre-1962 cars eligible for overall awards, the ROTT is no jaunt in the countryside.

"The Rally of the Tests is tough on the driver, navigator and car. You have to drive at a pace that keeps you at the front of the field, whilst preserving the car for the days ahead," added Entwistle.

"There are 31 tests, 30 regularities and 241 manned controls, so there's no let-up at all.

"Most days we were on the road by 7.30am and not getting to the overnight halt until late in the evening. That's a long day in 50-year-old Mini with 997cc under the bonnet."

Up against the cream of British and European historic rally crews, Entwistle and his navigator Bob Hargreaves got off to a flying start at the opening night's competition around Chester.

Sixth quickest on the opening farm test, the pair ended the first day 17th overall from a field of almost 80 cars.

The second day through Wales, which comprised a series of tests and regularities in forests, farms and kart circuits saw Steve and Bob move up to 11th overall - despite the appalling weather.

Entwistle added: "The car seemed to be like a sponge. With all the rain, it felt like I was driving a motorised foot spa. Every time I braked, I could hear all the water sloshing about in the footwells.

"But Saturday's leg from Stoke to Windermere was the toughest day.

"We set off at 7am and didn't stop until we got to the overnight halt at 11pm, the pace was relentless.

"By mid-day we knew we were inside the top 10 and second in class, but the times were so close we daren't make a mistake, which all added to the pressure inside the car.

"The pace was such that on tests such as Catterick Camp, we were doing 80mph on gravel, airborne in places, and still arriving at the finish control two seconds late!"

Despite driving a 52-year-old car, Entwistle's famous ex-Roy Mapple Orangebox Mini only protested once during the whole event – and that was two miles from the finish in Harrogate.

"The engine started to make a rattle, and my first thought was 'Please, no, not when we are so close!', but it didn't let me down.

"It was a fantastic feeling to finish in the top 10, way beyond what I dared hope for.

"But rallying is a team effort and I couldn't have done it without Bob, who was superb on the maps, and Orangebox.

"I also have to say thanks to my sponsors, Mini Sport of Padiham who have been brilliant in backing me all season.

"The whole event was 10 months in the planning and five days in the execution, and while I was sad when it was all over, I was completely shattered by Sunday night. "If I had the money – which I don't – I would definitely do it all again."



Dalby Crash Ends Perez's RAC Challenge

After a successful season which culminated in winning his class on last month's Cambrian Rally, triple British champion Steve Perez saw his hopes of a good result end on the very first stage of this weekend's Roger Albert Clark Rally.

Driving the Amigos Tequila-flavoured beer branded Lancia Stratos which he was sharing with Welshman Paul Spooner, the pair were hopeful of a good result on the three day event but sadly it came to nothing when they slid off the road on Friday's opening stage in Dalby Forest.

The high speed accident ripped off the passenger door and left Spooner nursing arm injuries which needed a hospital check up prior to getting the all clear and the impact also damaged the internal cage structure. However, whereas for most that would have spelled the end of the rally, Perez had other ideas and immediately set about getting the car repaired to feature in the rest of the event.

Having recovered the car back to their Castleford base, the BTR preparation team worked throughout the night on Friday to repair the car which included fitting a new door and roll cage component whilst Steve seconded the services of co-driver Mike Reynolds, who had also retired the night before, to replace the injured Spooner.

The following morning, Perez, who was competing on his tenth successive RAC Rally, left Pickering to run as course car given he was out of the event and throughout Saturday, entertained the massive crowds running first on the road in the iconic 1974 machine. Setting competitive times, the Clay Cross driver continued into Sunday but sadly on the fourth stage of the day, he broke a driveshaft which ended his weekend finally.

"I always look forward to the RAC Rally and to crash out on the opening stage was a massive disappointment. The crown of the road just caught us out and we had a big impact with some logs at the side which ripped Paul's door off and he hurt his arm. Once I knew Paul was OK, we set about seeing if we could repair the car as there are hundreds of marshals as well as the thousands of spectators who we have an obligation to and thanks to the BTR team, they worked through the night to fix it. I asked Mike if he'd co-drive as he retired on SS1 also and with Paul's approval, we set about having some fun for the rest of the event but sadly that ended when the driveshaft broke after four stages on Sunday. Hopefully, I'll have some better luck on the Safari Rally later this month."

The Kenya Airways East African Safari Classic Rally takes place between 21st and 29th November 2013 whereby Steve will contest the event in his Amigos Tequila-flavoured beer branded Datsun 260Z for a fourth time, whereby he has seconded legendary co-driver John Millington into action.

Footage of the crash can be found at <http://www.youtube.com/watch?v=aCfOSuSZlHk&feature=youtu.be>



Roger Albert Clark Rally
www.racrally.org

8th - 10th November 2013



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Roger Albert Clark Rally 2013

8th-10th November 2013

A "Banner" year for the R.A.C Rally

This year the Roger Albert Clark rally celebrated it's tenth birthday and continue's to be the "Must Do" motorsport event of the historic calendar for competitor's and spectator's alike.

Leg 1 Friday

Starting from the Pickering showground on Friday 8th November the competitive action kicked off with 6 stages run in the dark within the Dalby forest complex. Thousand's of spectators lined the route and made the annual pilgrimage to the classic yorkshire forest reliving an era of when rallies were a test of endurance rather than a sprint. Few people can argue that the rally offers sights, sounds and smells of a golden era of motorsport. Stop for a moment and imagine a silhouette of a Ford Escort Mk2 bouncing off its rev limiter disappearing beyond the horizon as a plethora of lights illuminate the forest tracks and bobble hats of the hardy followers in front (thats what the friday night is all about).

Unsurprisingly it was local rallying legend Steve Bannister partnered on the notes by Kevin Rae in their Ford Escort Mk2 that took charge through the familiar surroundings as they pulled out a lead of 18 second's from Matthew Robinson/Sam Collis (Ford Escort Mk2). Jason Pritchard/John Millington (Ford Escort) lie third overall Thomas

Davies/Eurig Davies (Ford Escort) fourth and road rallyings regular winners Merion Evans/Iwan Jones a fine fifth on only their third gravel event. Noticable casualties of the first night included Steve Perez/Paul Spooner's crowd pleasing Lancia Stratos who had a huge off and Jeremy Easson/Mike Reynolds who suffered a propshaft failure on their Datsun 240Z.

Leg 2 Saturday

Saturday had a familiar RAC of old feel as the morning offered the Spectator friendly stages at Duncombe Park and the racing circuit at Croft both run twice. Bannister held on to the lead but now only 45 second's covered the top 3 as the rally headed "up north" to the forests of Hamsterley and Pundershaw.

"Mickey Mouse" stages as they were lovingly known in years gone proved that a rally cannot be won but certainly lost as Tim Pearcey/Neil Shanks rolled on Duncombe & Evans//Jones retiring. 5 Miles of the Hamsterley test couldn't separate the top 3 but the double run through Pundershaw proved costly for the 2 crews chasing Bannister. Pritchard was the first to suffer who rolled on Pundershaw 1 while the same fate saw Robinson retire while pushing hard on Pundershaw 2. Paul Griffiths/Richard Wardle (Ford Escort RS1800) were now promoted to second place 3 minutes 58 second's behind "Banner", Thomas and Eurig Davies third, Seamus O'Connell (Ford Escort Mk2) co-driven by Paul Wakely fourth while the ever entertaining ex Russell brookes Talbot Sunbeam Lotus of Owen Murphy/James O'Brien fifth.

Leg 3 Sunday

The Sunday, now well known for its sting in the tail offered a gruelling 10 classic frosty and slippery stages on the Scottish Borders. Bannister with his two main protagonist's now gone could ease off and claim a victory for the second time to win the rally by a margin of 4minutes 12 seconds second finished Griffiths with O'Connell

a further 2minutes 36 second's back in a fine third overall. Drive of the day was undoubtedly Tim Pearcey who's attack catapulted him back into the top 4 after his upside down moment Saturday. Murphy's fantastic rally was curtailed some what with a series of punctures that denied the Irishman's charge for a place on the podium but finished a creditable fifth overall. Martin Hawkswell/Nick Welch (Escort MK2) claimed the honors in the Open section of the rally ahead of Barry Stevenson-Wheeler/John Pickavance (Escort Mk2) with Dave Hemingway/Simon Ashton (Escort Mk2) third. Other notable class win's went to the ever present R.A.C Rally regular's Bob Bean/Malcolm Smithson (Ford Lotus Cortina) in class B4, Stephen Higgins/Ronnie Roughead (Saab 96 2 Stroke) in class B1 and the gorgeous Lancia Fulvia of Steve and Tony Graham in class C1. Next year's event is scheduled to run slightly later from the 28th-30th November 2014 and you'd be a brave man to bet against Banner returning to make it a hat trick of wins.



South Of England JLT Tempest Rally 2013

Black, Swann fly on the Tempest

The JLT Tempest rally on the 2nd of November 2013 held in the forest's near Aldershot, Hampshire as accustom offered two separate rallies held over the same stages for 2WD and 4WD cars & competitor's.

JLT Tempest 2

A competitive field assembled for the 2WD JLT Tempest 2 rally with the latest machinery doing battle against the ever popular Mk1 and Mk2 Ford Escorts. Last years victor Callum Black/Paul Wakely (Citroen DS3 R3) led the crews away from the likes of Julian Wilks/David Wilks (Vauxhall Nova VXR190) and former world rally star Martin Rowe/Trevor Agnew (Ford Escort Mk1) making a welcome competitive return to the British forests.

Black lost time on the opening stage after the conditions caught the regular British Rally Championship driver out and the rally was led by the Ford Escort crew of Mark Spencer/Stuart Andrews. Martin Rowe's comeback came to a disappointing early end when on stage 3 he lost a wheel while starting to get to know his Mk1 & sitting times within the

top 5. Rowe who now resides in Canada hopes that this outing isn't a one off & would welcome doing more events on these shores in 2014. In second place after stage 1 were Shawn Rayner/Declan Dear in their Ford Escort Mk2 but after a problematic stage 2 dropped off the leaderboard and out of contention. Wilks was taking the early stages steady and was now promoted to second place until a big off ended his day on the first run through the MOD land of Ash. After Stage 5 Spencer had a lead over Black by some 24 seconds with Leigh Armstrong/Chris Armstrong (Ford Escort Mk2) a further 20 seconds adrift in third, Simon Smith/Sylvia Earle (Ford Escort) now fourth with Tim Rogers/Stefan Arndt (Ford Fiesta ST) fifth. Black continued to charge and closed the gap to Spencer to 20 seconds through SS7 with the pair now pulling away from Armstrong and the chasing pack. It was all set for a thrilling climax that looked to be going down to a last stage decider but unfortunately the Escort of Spencer didn't make it through stage 8 & handed Black a lead of over a minute from Armstrong with Smith now promoted to the top 3. The top 4 crews held station through the remaining two stages left to run but the hard charging Shawn Rayner took an impressive fifth on the last stage denying the gorgeous Mazda RX7 of Jacob Scannell/Adrian Stevens a top 5 finish. Tempest 2 winner Callum Black commented that after a bit of slow start with a spin on an early stage he soon got into the flow. "I'm so chuffed to win again and my dad also finished in the top 10 so it's been a good family day out," he said. "I'll definitely be back and trying to make it three in a row next year."

Tempest 2 Results

1. Callum Black Paul Wakely	Citroen DS3 R3 Turbo	0:42:13
2. Leigh Armstrong Chris Armstrong	Ford Escort Mk2	+01:27
3. Simon Smith Sylvia Earle	Ford Escort	+01:55
4. Tim Rogers Stefan Arndt	Ford Fiesta ST	+02:29
5. Shawn Rayner Declan Dear	Ford Escort Mk2	+02:36

JLT Tempest 4

Some impressive 4WD cars and crews entered the JLT Tempest 4 rally in 2013. From the off only a few seconds separated the head of the field as Jamie Anderson/Chris Brooks (Mitsubishi Evo IX) and Robert Swann/Aled Edwards (Subaru Impreza S11) traded fastest times in the first 3 stages until Swann started to ease away after SS4. John Lloyd/Adrian Cavenagh (Subaru Impreza WRC), Tristan Bailey/James How (Mitsubishi Lancer WRC) and Andrew Barnes/Guy Simmons (Subaru Impreza WRC) were all involved in a titanic battle to be on the podium and the contest would continue right up to the last corner of the last stage.

All three were pushing hard and had their own niggling problems which kept the fight evenly matched. After Stage 7 Pavilion Swann pulled out a 12 second gap from the ever consistent Anderson while it was Lloyd in third just over a minute from the lead. Just 8 seconds covered 3rd to 5th places after the short spectator stage at Rushmoor and the second run through Warren. Swann now moved further clear of Anderson by 28 seconds and seemingly had the rally won with Lloyd still holding onto 3rd, Bailey charging hard a was another 3 seconds back with Barnes a further 2 seconds down the road heading into the final test of the event. Anderson topped the timesheets ahead of Bailey, now on the podium with Barnes 3rd fastest in the stage which promoted him to 4th overall but Lloyd stuttered to only fifth fastest through the stage dropping him in the end to 5th overall. Swann could only manage 9th fastest through the final stage with a gearbox problem but just managed to hold Anderson off to win by a mere 7 seconds. Speaking at the finish, Tempest4 winner Robert Swann said that a comfortable lead heading into the final stage quickly disappeared after mechanical issues. "It was touch and go at one point but I'm really happy to win this event after trying for many years. Despite a few issues the car has tremendous power and traction and although most of my rallying is on tarmac this is one gravel event I always enjoy."

Tempest 4 Results

1. Robert Swann Aled Edwards	Subaru Impreza S11	0:41:44
2. Jamie Anderson Chris Brooks	Mitsubishi Evo IX	+00:07
3. Tristan Bailey James How	Mitsubishi Lancer WRC	+01:02
4. Andrew Barnes Guy Simmons	Subaru Impreza WRC	+01:06
5. John Lloyd Adrian Cavenagh	Subaru Impreza WRC	+01:08

James Redman

John Robson Rally 2013

Saturday the 2nd November saw the running of the Hexham Historic, John Robson and Clive Elliot Rallies, a multi permit event giving both Historics and modern cars a chance to play in the Northumberland lanes, even those without a Nat B licence were accommodated on the Clive Elliot 12 Car, which followed the same route and was in effect just another class in the main rally.

A clash with the Rally of the Tests had meant a shortage of crews, particularly navigators, so entries were a little down this year with just 35 Cars, a dozen or so Historics the rest a spread of modern cars. The variety as usual was superb though, everything from a Clan Crusader to a Bentley, how long is it since a Bentley entered a road Rally?, strangely there was one out on the Rally of the Tests too!. Steve and I were in the 205 again, running as semi experts.

The start was at Humshaugh Village hall, just north of Hexham, nicely located for the excellent roads in this area, but a bit lacking in atmosphere compared to the town centre start at Allendale which Ed Graham often uses. The Weather was doing its best to create atmosphere though, it was a wild night with frequent heavy showers and high winds, despite which Hexham MC had got a full set of marshals who braved the elements brilliantly.

The Event started as it meant to go on!, straight into the first competitive section a plot and bash regularity south out of the village, doubling back north west towards Lincoln Hill, a tiny slot left caught out a number of crews, including us! and we were dropping time straight away, though with no seconds filled in on our time card at the first IRTC I was a bit puzzled. The next section went OK down through Warden and doubling back towards fourstones, I think our time seemed about right on that, we probably dropped a bit on the last section of the regularity almost bogging down in the thick mud of a NAM as we crossed Hadrians Wall at the B6318 cross roads. So that was the regularity out of the way, from now on it was standard sections all the way to the half way halt, the route instructions a typical Hexham mix of Sketched 'tulips', Herringbones, spot heights and MR's. It was fast and frantic stuff, with numerous code boards thrown in too. The Boards were very tricky, each one had a warning board facing the cars, but then the actual RC itself, could be anywhere, left side, right side, 10 foot away or a 100 yards, hidden behind a gate or in a bush!. Once you had found them you still had to read them, they were partially blocked by another stake or some gaffa tape. They certainly worked to take time out of you, but damn they were frustrating!!!.

TC2, TC3 came and went with a number of codeboards and a Farmer in his pickup deliberately slowing us down, but we stayed on time, only dropping a minute along the very twisty yellow through Longlee to TC5. A very fast section heading west into Whygate and the Shepherdshield Forrest was cleanable and we turned back north on to Map 80, TC8 through to TC11, was very tricky section for both sides of the car, the instructions a mixed up grid of 28 tulip sketches over the twisty and slippery yellows west of Bellingham. 2 wrong slots in grid 7886 caught us out and it seemed a number of others as we found ourselves face to face with Steve Retchless and Charlotte Banner and tangled up with a Porsche 911, who should have been 8 minutes ahead of us. A frantic chase over the tops with the 911 in front and the quick Mk 2 of Retchless behind saw us drop 3 minutes. the 911 kindly pulled over, we were of course in a 1.4 205, so were obviously going to be faster!. A big jump at one point had us a few feet in the air and my Neck is still suffering!.

The half way halt was at Bellingham, we had just nicely enough time to fill the car, empty our own tanks, take a breather and back out into the second half. Another seven pages of route instructions came through the window at MC3 and we were straight back at it through Redesmouth and heading south through Birtley and skirting Wark, an unscheduled visit to a private drive near Chipchase castle dropped us a couple of minutes. TC18 and 19 were difficult to plot but we luckily caught the BMW of local crew Chris McGough and Roy Hewitt and didn't miss the very tricky triangle in GS9279 as we followed them around for a bit, a couple of minutes were dropped though. Local knowledge couldn't help them on the next section as they sailed straight passed a slot right and missed TC21, a tiny cross (a chapel) on the map was the key, I spotted it seconds before we needed to take the slot. 22, 23, 24 and 25 were around the yellows and short bits of the A68 east of Humshaugh, the last two sections to 26 and MTC 4 brought us back west, a minute dropped at 26 and a missed slot off the B6318 at Planetree costing us another at the final control. Sadly the 911 we had seen earlier in the night had gone off backwards into the ditch on the very last bend of the very last section!...

It seemed eerily quiet at the finish, a number of crews had decided to head home and there was certainly plenty of the traditional Hexham supper to go around. Most of the talk was about code boards, clearly a number had gone astray in the high winds. I was confident we had the right route and had missed nothing, but we didn't have a full set of boards and I wasn't convinced we had them all in the right place on the card either (Ed had been clear on this at the start, put it in the wrong space and it wouldn't count) Each RC had a number to say which it was, but I'm convinced RC37 appeared twice!. A manned control and two missing in a row didn't help either. With a 15 minute penalty for a missing RC it was all going to come down to the decision as to who had seen which code board and which ones had gone missing.

The results were a little slow in arriving, but when they came they showed pretty much what I expected from our run, we did have a 15 minute for a missing RC, which one and was it written down, but in the wrong space? ... who knows. Even with the missed RC our times had comfortably taken us the class win with 34.07 and fifth overall on the John Robson, 9th out of the 35 starters across the whole field.

SD34 crews were well represented, with Tony Harrison, Paul Taylor taking the John Robson win on 1:26, Pete Tyson and Neil Harrison taking the Hexham Historic winners pot on 9:24 (A rare wrong slot on that tricky TC11 section costing the 7 minutes perhaps?). Pete Jagger had Nick Pullan on the maps (Nick first road rally for many a year) came in 8th on 68:23, their French Electrics performing well as usual (not!). Mark Standen and Mark Warburton retired.

Overall a very good event, marred a little by the low entry and the awkward situation with the Codeboards.

Ian Mitchell Car 22 (Clitheroe & DMC)

Hexham Historic Rally

Hexham & DMC

TYSON TRIUMPHS FOR THIRD TIME

Pete Tyson and Neil Harrison scored their third successive victory on the Hexham Historic Rally, taking their Mini Cooper to yet another victory on one of the few historic navigation rallies still running, the Lancastrian duo surviving a time consuming wrong slot and a night of atrocious weather to record a unique hat trick of successes.

The Hexham entry list suffered owing to an unfortunate clash with the Rally of the Tests but there was still an enthusiastic and varied entry lining up outside the Humshaugh Village Hall start venue, Tyson's diminutive Mini dwarfed by the huge Bentley Type R of John Stanger-Leathes/ Jess Short, John Park wisely erected the hood of his Austin Healey Sprite while Darren Everitt/ Susan Dixon arrived with minutes to spare, their Triumph 2000 having suffered a puncture on their way to the start.

Proceedings got underway with a long regularity which saw Guthrie/ Webb (Volvo Amazon) and Nicholson/ Magee (Ford Escort) best on 1:52, Tyson/Harrison on 2:24 and Holdsworth/ Hughes (Cortina MK1) on 2:53. The mixture of plot and bash caused a few puzzled expressions but most navigators were getting the hang of it as the route swung North up the North Tyne valley and into the maze of yellows in the Warksburn area. Everitt/ Dixon became the evenings first retirement, the Triumph 2000 stuck in 2nd gear.

The weather continued to pose problems, with several code boards disappearing in the force of the howling gale but it was a tricky "Not As Map" junction between TC's 10 and 11 that gave crews a bigger headache, only Holdsworth/ Hughes escaping any penalties, while others ranged from 1 for Dawson/ Lindsey (Clan) to a massive 19 for the Volvo PV544 of Humphrey/ Causer. With the route now heading up onto the high fells above Redesdale, it was difficult to see the code boards in the driving rain and crews were relieved when they reached the relative shelter of the petrol halt in Bellingham.

The second half started on the yellow over Buteland Fell and wound it's way East, using the well known roads round Birtley and Barrasford Park. Stanger-Leathes/ Short retired the big Bentley when the navigator felt ill, the big car probably not the most suitable vehicle for the tight country lanes. As the route headed South towards Hexham, Jenkins/ Brooks (Volvo 144) lost time when apprehended by a dissident local, an unusual happening on Hexham events as the club do a very comprehensive PR exercise.

There was a sting in the tail for Nicholson/ Magee who retired when their Escort lost 3rd and 4th gears, and Belbin/ Burns whose Porsche slid off the road only a mile from the final control, a couple of crews clocked in at the finish then doubled back to pull them out, enabling them to make it round in time, and collect the Novice award as well. The evenings chaotic conditions meant compiling results was a bit of a nightmare for the organisers but they did appear eventually confirming Tyson/ Harrison's third consecutive win, the Expert class went to Jenkins/ Brooks, due reward for their long trip up to Northumberland, while Belbin/ Burns were delighted, and indeed relieved, to bag the Novice award.

Results.

1. Pete Tyson/ Neil Harrison	Mini Cooper	9:24
2. Richard Holdsworth / Yvette Hughes	Ford Cortina MK1	14:53
3. Clark Dawson / Ian Lindsey	Clan Crusader	34:00
4. Keith Jenkins/ Tony Brooks	Volvo 144	40:03
5. Ian Guthrie / Jonathan Webb	Volvo Amazon	43:52
6. Derek Belbin / Jimmie Burns	Porsche	98:00
7. Peter Humphrey / Graeme Causer	Volvo PV 544	138:56
8. Roger Marriott/ John Taylor	Volvo Amazon	161:19

THE JOHN ROBSON RALLY

"THE NIGHT WAS DARK AND STORMY"

Tony Harrison & Paul Taylor coped admirably with some atrocious conditions to score a comfortable victory on the Hexham & District Motor Club's John Robson Rally, taking everything that their stride on a night when the weather Gods very definitely didn't look kindly on either organisers or competitors.

Harrison / Taylor only dropped time on the rallies opening regularity and were, remarkably, clean for the rest of the night, finishing some 3 minutes ahead of Mick & Josh Davison (Clio) who in turn were a massive 21 minutes in front of the third placed crew. Some 35 crews turned up at Humshaugh Village hall for the start of the event, which was actually three events, the programme featuring a historic rally and a 12 car, as well as the main event. A very relaxed scrutineering and signing on preceded the start from outside the village hall, with the rain arriving in volumes just as the first car pulled away. The opening regularity saw Retchless/ Banner (Escort MK2) best with 61 seconds penalty, then Merry/ Fletcher (Fiesta) on 75 and the Davisons on 78 The route meandered up the North Tyne Valley and as the wind increased to Gale Force 8, finding the code boards became a major problem

The route used many roads which have been unrallied for a long, long time and were unfamiliar to most crews, a tricky junction just before TC.11 at Greenhaugh catching out all of the field bar Harrison/ Taylor, the Davisons and Bennison/ Edwards (Proton) while the not a s map triangle in Km.Square 8391 caught out quite a few, in the driving rain it is a wonder anyone got it !!The Roughead/ Canavan BMW Mini Cooper retired around here when the water pump stopped peumping!

After a short fuel halt in Bellingham, the route headed over the twisty Buteland yellow and down the Eastern side of the North Tyne valley, the faster roads in this area saw fewer penalties , although Merry/ Fletcher spoilt a good run when they dropped 8 minutes at TC.18 while McGough/ Hewitt (BMW 318) sailed straight past TC.21, despite loud yells from the marshals, the reluctant 30 minute penalty seeing them plunge down the leader board, while the Father/Son pairing of David & Dan Lewis (BMW) retired when a series of wrong slots saw them end up down a cul-de-sac in Ridsdale village !.

The finish , back in the village hall was a somewhat muted affair as most crews opted to head straight for home, given the continuing hurricane conditions. With many time cards looking as if they had been used as blotting paper and a question over how many code boards had actually survived the howling wind, the organisers wisely opted for a 7 day results scenario. This didn't detract from the fine performance by Harrison/ Taylor who obviously like the Hexham area as they have won the rally two years running.

Results.

1. Tony Harrison/ Paul Taylor	Proton	1:26
2. Mick & Josh Davison	Clio	4:18
3. Andy Whittaker / Charlie Tynan	Proton	24:31
4. Steve Retchless / Charlotte banner	Ford Escort MK2	27:01
5. Steve Mitchell/ Ian Mitchell	Peugeot 205	34:07
6. Harry Merry / Geoff Fletcher	Ford Fiesta	50:07
7. Alan Bennison/ Alan Edwards	Proton	55:00
8 . Pete jagger/ Andy Pullan	Peugeot 205	68:23
9 Chris McGough/ Roy Hewitt	BMW 318	100:02
10 Dave & Peter Whitaker	Honda Civic	105:30

November bumbblings.....

So the season is drawing to a close, the days are getting shorter and it's definitely getting colder! I'd of thought I might have got some time to relax but November has still been a busy one. And also a month where I have collected my biggest accolade in rallying so far. I was extremely honoured to be presented with CDMC's member of the year trophy, I'd like to thank Clitheroe for this honour.

It's truly humbling to know that the hard work you put in to help you're club gets noticed and it's true that the more you put in to you're club, the more you get out of it. I have had some fabulous experiences this year mostly because of my involvement with CDMC. Long may it remain (in my humble opinion) the best club in the north of England, constantly growing and improving how it runs events, and always providing help and encouragement to it's new members and people who visit the club.

So the first bit of rally action this month was a trip to Wales for WRGB. I managed to blag a couple of hospitality tickets from Citroen UK so Saturday afternoon, Mr Hudson and myself headed down to the service park at Deeside to be greeted by Citroen. What a great experience it was being able to go behind the scenes and get up close and personal with the cars and team.

We we're fortunate enough to meet Danny Sordo, Robert Kubica and Kris Meeke, who were all relaxing in the VIP suite of the Citroen Racing service area! After a fantastic slap up meal in their hospitality suite, we headed to the Crowne Plaza hotel in Chester for the night.

The following morning saw us being collected from the hotel by the Citroen events team and taken to Kinmel Park for more food and champagne and a VIP viewing area to watch the WRC, WRC2 and national events passing through this short spectators stage.

What a great weekend, looking forward to going next year (tickets already requested!) this was definitely the way to watch a rally!

In stark contrast, the next weekend saw me taking on Chief Marshal duties at CDMC's Hall Trophy rally at Blyton and stopping in a static caravan! Long gone we're the memories of 5 star luxury surrounded by Citroen's bevy of promotional girls and free drinks! But clubman level rallying is the best sport out there!

So Friday afternoon saw myself, Team Hargreaves, El Tel Martin, Steve Lewis, The Woodcocks and the IOM contingent spending a lovely sunny afternoon converting Blyton Driving centre into a rally venue for the event. Having been here before, I'm starting to get to grips with the place so really enjoyed blasting out a few laps of the fresh tarmac!

Saturday morning came, and I hate to say it but a few people who had said they would definitely be there to marshal let us down. So rather than getting to spend the day in the relative warmth of my company car, I ended up manning the stage arrival control. I have to say, when Chris asked me to look after the stage arrival I was a bit miffed as I thought I'd not get a chance to see anything. So as the cars were arriving on stage, I decided the best way to enjoy my day was to have a good old spot of northern craic with the drivers and navigators arriving on stage.

Well by the afternoon, my amusing chats and comments we're starting to gain some notoriety, with competitors pulling up in and asking me what I thought of their last laps etc. If I was to in a position to give out awards, they would have gone to the following people:

- **Richard Slinger and Phil Boyle – car 36** – for the most entertaining slides all day. Those boys were really on fire coming out of the starting hairpin. Especially when I challenged Richard to give it as much as he dare on SS8, he came out of the hairpin and must have been sideways pretty much all the way till the merge !!
- **Dave Hornbrook and Ann Forster – car 9** – for the best home baked treat of the day J
- **Allister Wells and Dave Simkiss – car 16** – for best comment of the day "I'd rather have her red boot wrapped round my face than this bloody helmet!"
- * **Last but not least Rob Jones and Tony Archer – car 39** – for keeping the faith and taking my advice and keeping it in round the right hander. Great finish by these boys on their first rally in the car J

So December is nearly upon us and so far it's looking like a quiet one..... thank god! Apart from the 12 car on the 5th of December that the grumpy old git and myself are running – marshals required you can email directly on

mathewkiziuk@googlemail.com

Beaver Tales



Mo's Mutterings

or

November Shenanaghans

Very little to be Grumpy about this month



CLASSIC RALLY ASSOCIATION
RALLY OF THE TESTS
CHESTER
2013
HARROGATE



Way back in July I got an email from Paul Crosby asking me if I fancied doing this years Rally of the Tests. I replied that unfortunately I was going to be tied up doing the John Robson with Paul Brereton. Mr. Crosby then sent me a photo of his beautiful 1970 Tuthill prepared Porche 911 and I immediately contacted Paul Brereton to ask if I could be excused the John Robson.

Paul Brereton let me off doing the John Robson and it was on - I was doing the ROTT.

Call me naive (*although thick might be nearer the truth*) but I did not realise until the Pre-Event Documentation landed on my doorstep what I had let myself in for, and even then that was only a taster for what we were about to get once we had signed on!

A heap of paper was issued at signing on that included 'clues' to be able to find our way round some of the route and off I went to my room to get this little lot plotted. Little did I know that we would get another raft of paperwork issued every morning 30mins before our start time, just to keep us on our toes and then at each lunch halt another 5 or 6 pages to keep me busy and slender (ish) as I battled to get it all on the maps and claw back time (missing Lunch & afternoon tea).

So we get under way on **Thursday evening** with the **Prologue** and Brynmore Pierce is manning MTC1.

I wind the window down and have brief chat and then we are off. I forget to wind the window up (the start of our problems!), Half a mile up the road we take a hard to see slot left, on a little bit and round a 45 left and drop into a deep ford. I had not wound the window up and I am (and my maps and instructions) wet through. Two and a half hours pass in a flash (although at the time it seemed like a full night event) and we are back at Chester for the welcoming Dinner.

Leg 1 Chester to Stoke. I cant tell you how many tests, Jogularities, Regularities, Dealarieties and Tests we do but it is none stop from 8am till 9pm. I don't think I ever want to see Coed y Brenin ever again, and Swynnerton is total madness with 109 Tulip diagrams to get right and cars going all over the place, at one point we slot left and get beached on an obstacle course (takes forever to extract ourselves). On the way from Swynnerton to Stoke on the last regularity of that day we hear a very load banging from the rear. We stop to investigate and find we have lost the barrel nuts and cushions for the rear shockers. Game over -

or so we thought. On further investigation they are on the sump guard and we refit them but at a cost in time. Later on both front headlight units fall out and are then fixed back in place with Gaffer tape. Arrive at the MTC OTL and get a 30min penalty (plus the late penalties on the regularity) Not our Day !

Leg 2 Stoke to Windermere - Friday. Cant be any worse - can it? In theory no it cant. I was going to be on my own patch and I know it don't I? Wrong again! We start the day with 3 tests at Swynnerton before more regularities etc as we head for a test at Oulton Park. On the Oulton Park test we are flying and I thought we had set a pretty good time until we arrived at the Marshal. He told us that we had not stopped astride at the finish line and therefor got a wrong test. From Oulton another regularity before a saunter up the M6 for lunch at Hoghton Tower, I managed to have a bit of Lunch here and a quick chat to Simon Boardman, Phil James & Chris Ellison (Thanks for the photos guys) before we were into the Tests at Preston and Barnacre Reservoir. Between the Preston and Barnacre Test we have a regularity that used the one way system round Beacon Fell and the white through Claughton Hall.

Cont. Pg 29

Mo's Mutterings Rally of the Tests *Continued from Page 28*



Running Repairs - 64th O/A



50's Totty with maps - 49th O/A

There was much debate as to which roads round Beacon Fell were one way and whether it was shorter to use Claughton Hall white or go up to Crabtree Nook. I knew the Beacon Fell one but was unsure if we would be permitted to use Claughton Hall white. The red & white tape holding the gate back was the deciding item when we got to the entrance and eventually we got to the IRTC. After Barnacre it was over Haylotts and up to Whoop Hall for lunch. After Lunch at we pop into Dan Willans place (just round the corner from Whop Hall). This test is laid out exactly as it was on the Devils earlier in the year **AND I GET IT WRONG! Wrong Test! Bugger!**

From Kirkby Lonsdale it another regularity up and around Killington with the forest thrown in for good measure (or was this Sunday?). From Killington we are on another regularity that takes us up Howgill & then round Bretherdale. On Bretherdale I have my head stuck in the map and say to Paul "Hells Bells there are a lot of Photographers out here." He replies "Its Not Photographers - Its Lightning" I look up and the rain is horrendous. Coming down like stair rods. Poor Marshals stood out in this! Then its a Test that I love at Waters Farm (just on the way into Shap) followed by a test at Bank Head Farm at Crosby Ravensworth. A brief respite and a cup of coffee at the Appleby Manor Hotel and we get another hand out for the evening sections.

This includes a bash around the roads and tracks of Warcop followed by 3 very tricky regularities before we head to the Evening halt at the Old England Hotel in Windermere. Not a bad run round Warcop. Paul Bosdet is well off the road at a hairpin right, we have one wrong slot but in the end quite satisfied with Warcop. Ok on the 1st of the evenings regularities. Get a bit lost on the second regularity. Miss the last three controls on the final regularity. Bloody glad the day is over. Knackered and ready for bed. So it couldn't get any worse - could it ?

Leg 3 Sunday, Windermere to Harrogate. Final stretch and the first bits on home ground. Hope this is OK. Wrong again! We get issued another lot of handouts 30 mins before our due departure time. Go to the car and we have a puncture. Blow the tyre up with some sealing compound and everything seems OK. The first of the regularities starts just off the A6 near the Bluebell at Heversham. From the Start Reg we go to the west of Milnthorpe and onto the road to Arnside turning left onto the old quarry road at Sandside Quarry then 200 yds down this road turn hairpin left and across to Beetham. I warn several Navs that the hairpin left at Sandside quarry is difficult to spot and get right. Now, I know it well because in the '80s I used to manage Sanside Quarry and used to use this road as a shortcut. To my never ending shame I get it wrong. Since I left Sandside Quarry they have altered the entrance to the Quarry. It now emerges where the hairpin Left used to be and the hairpin left is now 30yds inside the new entrance. The Navs that I warned and did not know the junction, all got it right first time and later thank me for my tip (Red face for Maurice).

Then we had two regularities taking us up to Warcop again but this time it was for three Tests. Inbetween these two regularities and before the Warcop Tests we had a Test at Breakes Hall which I had last used on the 2010 (I think) Lonsdale Belt. So now for Warcop. On the first of these tests we fall off the road on a slippy but of track and get firmly wedged into the ditch. It all started to go wrong 2 corners before we eventually slipped into the ditch. Paul got it a bit too much sideways on one corner and I thought he had regained control but we were into the next corner and a bit more out of shape. I thought he had got it sorted but the next corner arrived a little too soon and off we went. Game over again I thought but after a twenty minute wait we were rescued by the test start marshal who swiftly pulled us out and we were back on our way but with a car full of ditchwater and a slightly rearranged nearside front wing. **(Cont page 30)**

Mo's Mutterings Rally of the Tests *Continued from Page 29*



Everything OK until the first left hand bend and then all the ditch-water that had remained on Pauls side of the car wooshed across and my feet are soaked. Next Regularity was over Tan Hill (would love to be more precise but I left my maps in Pauls car and cant be certain how we got to the next Regularity). The next regularity was 'Downholme' and whilst not perfect, we got through it with relative ease. We then had 2 tests on Catterick Camp (& even the tests were getting more complex) were we had a moment of hesitation on the 2nd of these. Before Lunch at Leeming Bar we had one more regularity to do on the Tank Testing grounds of Catterick Garrison. Total Cock Up - Couldnt find the first 3 of the 7 intermediate regularities

But managed to find the last 3 and the End regularity. Regularities ALL DONE - THANK GOD, now its just (Just! says he) 5 tests to do and its all over! The 1st 3 of these are all at what I think was the old Prison at Walton just to the East of Wetherby. No real problems on these but might have called one of them a little better.

Just Harewood Hillclimb to do twice now and then its short trip to the finish at Harrogate. Get to Harewood and move onto the start line. The marshal counts us down 5, 4, 3 and the red (ignition warning) light comes on 2, 1 GO. No time to stop and investigate, we are off and at a fair pace. By the time we are coming to the end of Harewood 1 we have copious clouds of steam and blue smoke from the engine bay. Cross the finish line, pull onto the grass and have a look. The temp guage is well in the red. Broken fan belt. Fan belt changed and hope we have not blown anything from engine to head gasket. Sit a while and temperature drops to

normal. Everything seems OK. Start last test and we are 10 secs faster on this run. Chuffed to get through it all, all be it with the odd problem or two. Off to Harrogate.

We arrive at the White Swan in Harrogate to be greeted by Bob Malloy who is doing interviews with the crews as they come across the Ceremonial finish line. Bob gets everywhere! Then its get changed into the Penguin suite for the Awards Dinner. (after the awards I am chatting to Ali Procter and was he worse for wear - still talking sensibly and not swaying about but his eyes were going in three directions at the same time! - wouldn't want his hangover! - but am very envious of his abilities)

Roger & Leigh Powley finished 6th O/A in their Porche 911

Ali Procter with Howard Warren (Porche 911) finished 7th O/A

Martyn Taylor with David Morgan (MGB) were 10th

Steve Entwistle & Bob Hargreaves were 12th O/A in the Mini

Eventually we get to the Also Rans

Arthur Senior/ Chris Sheridan (Mini) 51st

Paul Crosby/Maurice Ellison 54th (5th in Class) Porche 911

There were a total of 69 finishers out of 71 Starters

After the event I was very disappointed with the result. Far too many errors on my part - Paul drove superbly, however, I have gone through the whole thing without the pressure and some sense has come out of it. I have also chatted at length to Martyn Taylor who has been most helpful in pointing out where I (with hindsight and his experience) might have avoided some pitfalls

Would I do it again?

If you had talked to me on the Monday following the event the answer would have been a resounding 'No Way'. With Martyns help (and now having the benefit of doing it once and knowing what to expect) The answer is 'Too bloody right I would'.

For me, it was a long and tiring experience. None stop from early morning till late at night and the level of concentration was immense. No wonder I floundered at times, I am not getting any younger.

The planning and time involved in putting something like this on must be a formidable task and my admiration goes out to all the organisers and marshals. Thanks Chaps. Formidable Job and well done.

And a BIG THANKYOU to everybody who has sent me **Photographs : Chris Ellison, Phil James**

(ProRally), Paul Whitlock (MotorSport Mugs), Jez Turner, Peter Barker (Retro-Speed), Tony North, Dave Culley (GMS) and so many more - sorry if I have forgotten your names - its an age thing!

Continued on Page 31

Poker Stars Rally



Mo's Mutterings Poker Stars Stage Rally

I don't know why but I thought I had a longer spell between the Rally of the Tests and the Poker Stars. Got back from the ROTT and discovered I had just two and a half days before catching the Ferry. Bugger. Missed the ANWCC quarterly meeting on the Monday night - I was still washing clothes and getting stuff ready for my trip over the water, but still managed to get to the CDMC AGM on the Tuesday despite having a puncture on the way down to Waddington. Good to see Beaver (Matt Kiziuk) pick up 'Best Member' Award. Arranged to pick up Lis & Paul Moon for the trip and Paul informs me that I need to nip round to TEG and collect a couple of spares to take across - Car boot gets full of Wheels & tyres and poor Lis is squashed in the back seat amidst more wheels & tyres, bags & cases. Arrived on the Island on the Thursday after a choppy crossing, drop off the wheels & tyres and then had a great time marshalling on 6 stages (even though we had hail on the last stage on Friday night on top of Druidale). Good to see Aron pick up the IOM championship win & his 6th event on the bounce. Hard to credit that he is still only 18 (19 on the 21st Nov). Dan Hurst (my ride on the WCMSC 12 Car) & Boosh Kerroush (Car 35) got 3rd in class and so did Phil Merrills & William Kelly (S061MC). A leisurely Sunday on the Island and then back on a very calm night crossing. Monday do a bit of work before getting down to putting the finishing touches to the Primrose Trophy 12 Car Rally for the 5th Dec.



William Kelly



The original plan was to accompany Matt Kiziuk and Steve Hudson on an all expenses paid trip to watch the Wales Rally GB courtesy of Renault, however my Grandsons 9th Birthday Party got in the way. Cant grumble because I got my Daughter to move it from the following week because it was clashing with the Hall Trophy Rally at Blyton on the Saturday and the Illuminations Road Rally on the Saturday Night. Seems Beaver & Hudson had a cracking time. Humph!



Monday the 18th and off up to Cockermouth for the last round of WCMSC 2013 12 Car Championship - only need a finish to win the series with my pilot Mr. Dan Hurst. Imagine my disappointment when Ian Tullie turns up to do the event followed by Joe Cruttenden and Michael Gilbey (Malcolm Wilson boys out in force) Needless to say really, but I get the last section (a herringbone) wrong and we finish 5th (missed 5 codeboards on that section) and I think I am on the correct road and call a flat over

crest into a slight right. Because we are not where I thought we were - its turns out to be Care over crest, steep downhill into 60 left over bridge!!! Brown Trousers time. Dan sorted it out but a hairy moment. Dan still managed to scare the living daylights out of me on a couple of occasions where he got the correct call but still had us heading for the scenery - Payback time?

We also had the pleasure of HM Cumbria Constabulary taking an interest. We pulled into TC2 to find a Police Range Rover parked up next to the control. The two of Cumbrias finest were nattering to the Marshal. We got our next set of route instructions, pulled out of the control and parked up to work them out. As we finished putting that section of the route onto the map and started to pull away we were passed by said Range Rover who then drove in front of us for the next mile or so. He eventually pulled over and waved us past

Mr. Tullie (who drove & Navigated himself and starting as Car 12) won the event easily with no fails for missed code boards, and to rub salt in the wounds set off as last car and also collected all the code boards up along the way. (He is too bloody good for me !!!! Jealous ! Yep !) We finish 5th

More Mumblings on Page 32

More of Mo's Mumbblings

Hall Trophy Stages Rally

Blyton

Between them (Chris Woodcock C of C, Matt Kiziuk Chief Marshal & Bill Wilmer Gemini Communications) they managed to talk me into marshalling / doing radio on the Hall Trophy at Blyton.

The reason for my reluctance was that I was going to be out on the Illuminations Rally on the Saturday night. I knew I would be knackered for the Illuminations and Yes I was.

Got up at 4-30 am on the Saturday morning, Got the flask brewed and the sandwiches packed and was on my way to sunny Lincolnshire by 5-20. Arrived at Blyton for 7-40, signed on, got my free bacon & egg buttie and was soon on my designated spot by 8-30.

Everything seems to be going well and the morning stages finish by 12. An hour for lunch and back on station. For some reason the 1st stage after lunch does not start till 1-30 which means that everything will be half an hour later in finishing and I am going to be pushed to get back to glorious Morecambe to meet Ian Bruce (my driver for the Illuminations) at the arranged time of 6-50.

As far as I am concerned, I have a pretty boring day. No mishaps, no drama, no offs, but a good day if you are Clerk of Course, or any of the events officials.

4-40 arrives and the last of the juniors is going over the finish line. Pack my stuff away and off to face the pleasant-ries of the M62. Of course the M62 is very busy - I hit it as the travelling football fans are all on their way home and I have a slow trip up to the M61 then I can get a move on.

Get home and unload the car of my map board, potti & rally bag (Yep, I had taken them to Blyton just in case there was any holdups) put them all on the wall to take into the house and Ian Bruce turns up. So I load them into his car and its off to Scrutineering.

Reading BRF it would appear that everyone had a great day at Blyton. Good Stages, Slick turn round and Matt Kiziuk kept the crews very happy with his banter at Stage arrival. Then Heidi was handing out sweets and 'treats' (?) to crews as they returned to Service

& to complete the Month

The Illuminations Rally



I think it would be fair to say that I have been more than a little critical of the last few attempts of Morecambe Car Clubs Illuminations Rally.

Well, to be fair again, I really enjoyed the latest attempt, run on the 23/24th November 2013.

I don't want the organisers to get all complacent because it wasn't perfect but it was a damn good attempt and with a little more attention to detail and certainly checking the plots before giving out the route to competitors it was a lot better than we have had of late.

The very good bits : the route was brilliant - had to work hard to keep on the correct route all night (although I failed to do that on a couple of occasions - my fault not the organisers)

Maybe its because I am loosing my brain cells faster than I lost my hair, but I struggled to make head nor tail of the Route Checks & NAM diagrams, but once we got the first few in, it did make some sense (eventually) and it certainly took

time out of you (my copy of these two - double sided - sheets must have been printed as the copier was running out of toner and was faint and a little hard to decipher, plus the bottom edge was missing and I had to guess the actual RC or NAM number) but it didn't stop my enjoyment and thats what its all about.

The good bits : Marshalled very well (although I understand that a few marshals ended up at the wrong positions)

The Bad Bits :

Most of the Bad Bits were by Me (below is just some of them!)

- 1) I appear to have missed one Code Board (still have not a clue where - 1 Fail).
- 2) Getting lost and missing the junction leading to Bretherdale and missing the Time Control (thats 2 fails now)
- 3) Then getting the timing wrong and booking in early. Not once or Twice but on more occasions than I care to remember - 20 Early Penalties (at two minutes a minute - I was 10 minutes out - although 12 of them were given as a penalty for making up 6mins in a 24min transport section but with 2 fails arguing about a few minutes was not worth while) maybe I was just tired and wanted to get home to bed! **Anyway MUST DO BETTER !**

We finished 12th, which may sound a reasonable result, but we were the last finisher (and got a pot for it)

MCC :

- 1) NAMS out of Order
- 2) Get someone to plot the route and check the references (I shouldn't have to guess)
- 3) Location of Controls was not always ideal, we nearly collected the car in front as we came into controls on more than one occasion (I am told that there was such a coming together at one control - it was not us)
- 4) PR - It would seem that parts of the route had not been as thoroughly PRd as well as they could have been. The first 4 sections were lost when a lot of the boards had been removed by persons unknown and a gate padlocked to prevent passage of competitors and poor Steve Kenyon got a royal earbashing from a Farmer at his control on Whelpside

Having said all that - I must stress how much I enjoyed the event, the roads and the improvements. Keep it up Morecambe. Well worth doing again - especially if the improvement continues.

With a bit of luck someone might write a report in time for next months issue and maybe get a few photos too

For Sale



Proton Satria GTi 16v Road Rally Car

Full OMP roll cage, front and rear strut brace,
Recaro seats, K & N filter.

Supplied with five point harnesses (not fitted).

Running but requires a few bits of work
to finish it off.

Taxed until 31/01/14, MOTed until March 2014.

Looking for offers around £800.

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OUT & ABOUT With Gemini

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

**Congratulations to the winners and well
done to all the rest, better luck next year:**

= 1	Peter Langtree	G 48	87 Pts
= 1	Tony Jones	G 56	87 Pts
= 3	Stuart Dickenson	G 13	70 Pts
= 3	Chris Woodcock	G 25	70 Pts
5	Adrian Lloyd	G 14	62 Pts
6	Mark Wilkinson	G 11	58 Pts
= 7	Dave Crosby	G 6	57 Pts
= 7	Ian Davies	G 23	57 Pts
= 9	Keith Lamb	G 9	52 Pts
= 9	Les Fragle	G 3	52 Pts
11	Ian Winterburn	G 4	50 Pts
12	Geoff Ingham	G 58	49 Pts
13	Chris Jarvis	G 46	46 Pts
= 14	Eve & Graham	G 18	45 Pts
= 14	Derek Bedson	G 21	45 Pts

The rest can be viewed on the Gemini web page
www.geminicommunications.org.uk

Remember this year it will be 5 points for a Rally and 2
points for a Bike Ride.

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

More Gemini Bits on pg 14 & pgs 34 to 39

Gemini

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TEACHER: Why are you late?

STUDENT: Class started before I got here.

**The date of the WRGB 2014 has now been confirmed by the FIA
for the 13th, 14th, 15 & 16th November 2014.
Below is a list of the prizes and the prize winners for this years event.**

Prize	Ticket	First	Surname	Town	Sponsor	Prize
44	26324	Paul	Adams	Warrington	DemonTweeks	Large coffee mug
84	23288	Chris	Andrews	Sheffield	Staffing	Cuddly Toy
83	23897	Toni	Baker	Beddau	Staffing	FIA Dubai International Rally Bag
1	26252	Warren	Ballinger	Upton	Staffing	Wales rally GB 2011 Back Pack
73	23357	Nick	Banks	Liverpool	DemonTweeks	Large kit bag
75	25168	Owain	Baum-Jones	Caernarfon	Staffing	2011 East African Safari Shirt
89	23385	Alun	Beardmore	Stafford	Staffing	Rally Antibes Code d'Azur Back Pack
52	25551	Andy	Benalick	Abergavenny	Jipo cars	Polo Shirts
99	25901	Kyle	Berks	Cullompton	Pure Sport	FIA Junior WRC Signed Photographs
31	27038	Ian	Billings	Shrewsbury	Staffing	Dubai 2009 Rally T Shirt
21	24400	Christopher	Bird	Maidstone	Staffing	The Race of Champions T Shirt
25	25247	Jennifer	Blake	Trawscoed	DemonTweeks	Golfing umbrella
35	26859	Pete	Bowles	Birmingham	DMACK	Baseball Cap
5	23386	Natalie	Bowyer	Llantrissant	Staffing	Dubai 2009 Rally T Shirts
64	24167	Andy	Brown	Oswestry	VW	Hooded fleece
11	26581	Graham	Burton		DemonTweeks	Compact umbrella
34	23507	Andrew	Chambers	Stockport	Pure Sport	FIA Junior WRC Signed Photographs
65	26533	Malcolm	Collings	Milton Keynes	Citroen	Baseball Cap
14	26091	David	Cooper	Neath	Staffing	Rock Race of Champions Base Ball Cap
49	24912	Stuart	Courtier	Maidenhead	VW	Hooded fleece
45	22700	Paul	Cross	Amlwch	DemonTweeks	China mug
19	25673	Joseph	Cruttenden	Rochdale	Staffing	Wales Rally GB 2008 Back Pack
32	26805	Bill	Dallimore	Prestatyn	Staffing	Total Rally Marshal T Shirt
58	24156	Jason	Dean	Congleton	Jipo cars	Polo Shirt
100	26133	Luc	Declerck		DemonTweeks	Compact umbrella
98	25536	Stuart	Dickenson	Keighley	Staffing	Race of Champions Woolly Hat
15	25719	Trevor	Disney	Cullompton	Toyota	LED light
37	24541	Susan	Dodd	Chorley	Jipo cars	Polo Shirt
10	24925	Paul	Doodson	Attleborough	Citroen	USB Stick
46	22772	Alex	Duffield	Bideford	Jipo cars	Polo Shirt
61	23653	Bryn	Evans	Denbigh	Staffing	Total Rally Marshal T Shirt
68	26223	Chris	Evans	Ellesmere Port	Staffing	Pirelli T Shirt
54	26834	Richard	Evans	Lytham	DemonTweeks	Golfing umbrella
43	23374	Mick	Giles	Stafford	DMACK	Woolly hat
40	27053	Tony	Gleave	Crewe	Citroen	USB Stick
16	23403	Mike	Good	Newent	Staffing	2010 WRC Jordan Kit Bag
69	25021	Josh	Greenhalgh	Flint	Staffing	Pirelli T Shirt
17	26339	Jackie	Hall	Bradford	Staffing	WRC Jordan Polo Shirt
70	23787	Adrian	Heckford	Poole	DemonTweeks	Co-Drivers Bag
29	24733	Scott	Hodgson	Morecambe	DemonTweeks	Co-Drivers Bag
80	26748	Graham	Hundley	Kendal	DemonTweeks	China mug
78	26144	Fabienne	Huysentruyt	Wulvergem	DMACK	Woolly hat
55	22806	Geoffrey	Ingram	Chester	VW	Hooded fleece
90	26516	Ceris	James	Newcastle Emlyn	DemonTweeks	Golfing umbrella
23	24162	Kevin	Jessop	Southport	Pure Sport	FIA Junior WRC Signed Photographs

Prize	Ticket	First	Surname	Town	Sponsor	Prize
24	26296	Rob	Johnson	Prescot	DemonTweeks	China mugs
76	25374	Catrin	Jones	Caernarfon	Staffing	Rally Latvia 2013 Fleece
95	24817	Ian	Jones	Mold	Staffing	Race of Champions Jacket
12	24748	Lium	Jones	Neath	Citroen	Citroen DS3 Scale Model
6	26199	Stephen	Jones	Bagillt	DMACK	Winter coat
2	24489	Hannah	Kilvert		REIS	Fleece
72	24790	Michael	Land	Lee-on-the-Solent	Staffing	Jordan Rally Shoulder Bag
91	25683	Timothy	Leather	Ince Blundell	DemonTweeks	Co-Drivers Bag
94	25184	Avril	Lee	Thornton-Cleveleys	DemonTweeks	mug
42	27084	Irene	Lewis	Ystrad Meurig	Staffing	Race of Champions Base Ball Hat
47	26080	Jean	Little	Portsmouth	Citroen	Baseball Cap
77	23778	Paul	Mallalieu	Oldham	Toyota	Toyota Watch
50	23905	Gino	Mangano	Kidwelly	VW	Baseball Cap
86	24198	Ian	Mather	Wirral	M-Sport	A Tour of M-Sports facility at Dovenby Hall for 4 people
4	26049	David	Middleton	Bewdley	Citroen	USB Stick
96	26950	Peter	Milburn	Macclesfield	VW	Ruled Notebook with Pen
33	23790	Gareth	Mills	Llanidloes	Staffing	Rally International Du Maroc T Shirt
28	24988	Richard	Morgan	Ammanford	Citroen	Citroen DS3 Scale Model
62	25192	Michaela	Mueller	Carshalton	DemonTweeks	Co-Drivers Bag
51	24023	Chris	Musselle	Cambridge	Staffing	Rally Ireland Back Pack
93	26000	Jacob	Ogan	Derby	DemonTweeks	Large coffee mug
63	24712	John	Paget	Barnsley	Staffing	2009 East African Safari Shirts
66	22991	Anthony	Parkinson	Ossett	Jipo cars	Polo Shirt
81	23402	Steve	Pine	Newent	Staffing	The Race of Champions T Shirt
27	23647	Tom	Platt	Warrington	Staffing	Race of Champions Document Case
26	26927	Kevin	Price	Swindon	DemonTweeks	Co-Drivers Bag
20	25307	Tony	Pritchard	Wrexham	Staffing	WRC Jordan T Shirts
71	25103	Dave	Read	Northwich	VW	Baseball Cap
101	25405	Gwynfor	Rees	Newcastle Emlyn	Staffing	The Race of Champions T Shirt
22	27150	Geraint	Richards	Carmarthen	Staffing	WRC Jacket
9	24856	Andrew	Richardson	Kingswinford	Staffing	San Marino T Shirt
56	25557	Ben	Ruff	Aberystwyth	VW	Ruled Notebook with Pen
85	23816	Susan	Rylatt	Huddersfield	Staffing	I Love' T Shirts
87	24518	Carl	Saint	Preston	VW	Polo R WRC Concept Car Collectors Model
74	22953	Kenya	Sayers	York	Citroen	Citroen DS3 Scale Model
39	23476	Peter	Settle	Ilkley	DMACK	Baseball Cap
30	25441	Brian	Slack	Aberystwuth	Jipo cars	Polo Shirts
82	26282	Matthew	Smith	Shrewsbury	VW	Baseball Cap
13	27139	Sophie	Smith		Staffing	WRC Jordan T Shirts
102	24585	Dave	Thomas	Milton Keynes	Pure Sport	FIA Junior WRC Signed Photograph
92	25701	Matthew	Turnbull	Manchester	Staffing	WRC Jordan Polo Shirt
97	23717	GRAHAM	VINCE	Rochester	M-Sport	Signed WRC The Focus Era. History of 97 cars by M Sport
59	25951	Mal	Watson	Ystrad Meurig	Citroen	Baseball Cap
79	24446	Richie	Wells	Warrington	Staffing	Dubai 2009 Rally T Shirt
3	26241	Dene	Wicks	Oakley	Jipo cars	Polo Shirts
57	23894	Howard	Wilcock	Lowdham	DMACK	Baseball Cap
48	23119	ALAN	WILLIAMS	Cinderford	Citroen	USB Stick
53	22906	Dylan	Williams	St Asaph	DMACK	Woolly hat
103	23105	Nicola Anne	Williams	Caerphilly	Staffing	I Love' T Shirt
8	23932	Paul	Williams	Llanelli	DemonTweeks	Compact umbrella
18	23247	Rhys	Williams	Denbigh	Performance Clothing	Shirt, signed by Ford
60	24698	Russell	Williams	St Asaph	REIS	Fleece
88	26192	Alison	Wilson	Sheffield	DemonTweeks	China mug
41	23078	Christopher	Winn	Kendal	DemonTweeks	Large coffee mug
38	24535	Chris	Woodhouse	Kidderminster	Toyota	Mini Maglite

Two months of hectic radio operations

In the middle of July I was out on the Greystoke Stages but then things went very quiet until October but since then I've been in Scotland twice, Wales twice and England once. It started with a week on the Isle of Mull for the Mull Rally and some days wildlife watching and it was the best week of weather we have had since I first went up there for the rally in 1999. On the rally I was acting as the finish radio for the Loch Scridain 1 and 2 stages and start radio for the Loch Kinloch stage (Loch Scridain run the opposite way). Given the location of these stages we had a link operator positioned so he would be in contact with the main control whereas some of the in stage operators were not. Radio coverage for this event is difficult to say the least so we try different things in an attempt to improve it. Following Mull I had a day at home then it was down to Llandudno for the Cambrian Rally to act as the Radio Control for the Great Orme stage, the last stage of the event. While somewhat smaller than the Isle of Mull the Great Orme still presents its own problems namely it's a huge rock that radio waves don't like going through ! The control location is south of the town up on a hill overlooking it and with a mast up we can get the signals right around the stage although poor weather can still give us problems. This session was to be a rehearsal for the Wales Rally GB when this stage was to be the last of the event all be it that it was to be run the opposite way around. A couple of weeks passed then it was up to the Travelodge at Southwaite Services on the Saturday in preparation for an early start up to the Riccarton stage on the RAC Rally. Leaving the motel at 06:00 the first few minutes were spent defrosting the car as it was still about -5 deg, thank goodness for a heated windscreen. The access roads to the motel were a bit slippery but thereafter the roads were dry. I was to be the finish radio but had to sign on at the start which was a couple of miles from the public road. I had thought about going back to the public road and going to the finish via it but as the forest road was rock hard and dry I drove the ~14 mile stage with no problem. In the afternoon the stage was run the opposite way and called Wauchope but I stayed put and became the start radio. On completion of the stage I was glad to drive the few yards to the public road as by then the forest road was very rough and muddy.

Having arrived back home on the Sunday night it was a quick unpack and repack ready for the Wales Rally GB. By the Monday afternoon I was accommodated at the Swallow Falls Hotel near Betwys-y-coed where I would be based until the following Sunday as one of the C system radio controllers. Tuesday 05:15 saw two of us heading for the Dyfnant stage to cover the recce period. Hard and dry this stage wasn't so the white Mini was by now mainly brown. We were done by lunchtime so we headed to Bala for a bite to eat. It was another early start on Wednesday, this time heading for the recce at the Chirk Castle stage. It was an easy run there and everything was nice and quiet while positioned right by the castle, little did we know how different it would be on the Saturday ! The recce finished early than expected so I had plenty of time to get across to Kinnel Park for another recce session. This was a mixture surface stage with a rough track to get to it, a short section of tarmac from the start and thereafter wet, sticky mud across a field. There had been several delays during the day so the recce period had to be extended such that the last few cars went through in the dark. Yet another early start but only a short drive to the Regional Base set up at the Karting Centre near Cerrigydrudion. The weather had turned for the worse with very heavy rain and strong winds during the Free Practice and Qualifying sessions, it must have been awful for the marshals. Qualifying was completed around lunchtime so we then had a break before the event proper was to start. From the base we could monitor the 3 stages run that evening and thankfully there were no serious problems although the numbers of spectators out there were much more than anticipated. Friday was a free day for me so for once I had chance of a proper breakfast at a sensible time. On Saturday the Chirk Castle stage didn't start until 14:22 but prior to that the Rallyfest was open from 09:00 so anticipating busy roads I left the hotel with time to spare and actually the roads were fine. However very soon after the approach roads became blocked with a 5 mile queue mentioned at one time. I will not ramble on about the details but basically the number of spectators was totally underestimated and as a result there were major problems with the running of the stage – much must be learnt for next time. Sunday, the last day, started with the short run up to Llandudno for the Great Orme stage, having checked out of the hotel. Not much to say about this stage really as it went very well, there were lots of spectators but they were well controlled. So it had gone dark again but that was it, the end of a busy and tiring week and all that was left was to take the mast down, hand in an A system radio and head for home. Thankfully apart from the awful morning on the Thursday the weather had been o.k. for the week.

A few days at home catching up on things and cleaning the car and then it was off to Oulton Park for the Neil Howard Stages Rally, one of the last rounds of the SD34 MSG Stage Rally Championship. Just like last year it was a frosty start but it stayed dry. We acted as the start radio all day moving from one end of the pit lane to the other when the stage was turned around half way through. The very well organised event ran the 8 stages finishing with about 15 minutes to spare before the noise curfew started at 17:00.

So that was it, a very hectic but enjoyable end to my season of radio duties, it will not be long before the first event of 2014, the North West Stages Rally in early February.

Les Fragle (Garstang & Preston MC, Gemini 3, SD34 Chairman & Secretary & League Compiler)

Wales Rally GB 2013

Day 1 – Service Park

On Wednesday we dropped in to the Service Park for a quick look on our way down to the rally. Now, I've never visited the service park when it was in Cardiff but this was mighty impressive, using a massive area within the Toyota engine plant. Our "Qualifying" car pass let us in OK. We had a bit of "argie-bargie" with a marshal who didn't want to let us into the WRC cars section, as we didn't "have the right passes". After I explained that we only actually GET our pass when we sign on at our first stage, and that we were in fact giving up 5 days of our own time and fuel, we were allowed to enter. Maybe for next year we can look at how we can get the "correct" pass and circumvent this problem.

We then went to the St. David's Hotel at Ewloe (just up the road) to the Rally GB Forum night organised by Broughton & Bretton MC. Master of ceremonies was none other than Gwyndaf Evans co-driver Howard Davies who is a natural at this type of thing with his comedic delivery. Some surprise guests as well in the form of Mikko Hirvonen, Mads Ostberg and Elfyn Evans, who did a Q&A for some time, Mikko saying of the Ford Fiesta "you just drive and go for it", but with the Citroen you have to be "clever all of the time.....and I'm not clever enough."

Howard encouraged Mikko and Mads to "just change jackets now just for us!" as it seems that this is the rumoured change for next year. Of course they wouldn't be drawn.

Another guest was Mike Nicholson ex-Pentti Airikkala and Jimmy McRae co-driver and then manager of the Vauxhall touring car team when John Cleland was in the Cavalier. A few amusing stories about Cleland and also Tony Pond. I'll tell you when I see you.

This was to go until around 10:30 but we had to leave early as we had to get to our hotel in Llangollen to be up at....about 3:45. Yes....that's 03:45.

Day 2 – Qualifying Stage

Our instructions told us we had to sign-on at the qualifying stage, about 25 mins from our hotel, by, at the latest 05:00. We got there at about 04:55 and waited for about 15/20 minutes as they didn't seem to be ready for us. We got to post 2 and discovered, as per the info we were given previously, that there wasn't much room. We got parked, then of course 2 hire vans full of marshals turned up causing more movement. Luckily the junction allocated seemed to be showing Tardis characteristics. Don't know how we did it but we all got in. We were on a short straight which was immediately followed by a K right and a sharper left. As the WRC's got quicker, the likes of Mr.Latvala was starting to get sideways right in front of us. Panic stations. We were showered with MASSIVE rocks resulting in a cracked windscreen on a Disco...and 2 dents in my bonnet. I then (after the horse had bolted) put some borrowed tarpaulin on my car which may have saved me from more damage.

Our instructions were wrong in that qualifying went on until 14:30 (we were told 13:00) therefore we gave up the intention of attending the start celebrations in Conwy, and the marshals with us were rather concerned that they would not get to the evening stages of Penmachno and Clocaenog in time, especially as we had reports that the whole area around Cloc was snarled up and the car parks – being full – had been closed.

We headed for our next hotel at Carno.

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Bit of a lie-in today. Only had to be there 06:30 latest. Usual way in. No probs. Reached post 8 in the spectator area just before the “bowl area” at the first water splash, which is actually a quite deep “wheel-wash” for the trucks. We also had “hospitality” just behind us (toilets!) and Phil Rees and his merry band of Belgian marshals. What a multi-national junction we were! Didn’t miss the radio check. The WRC’s were incredibly fast down the hillside with a little sideways flick halfway down....at....oooh?....100 miles an hour? The top cars were also sideways through the water splash, over a BIG jump 30 metres on.....then gone. There was the world’s press and photographers there – all were well behaved/controlled. A few people from hospitality, probably non-rally fans, had to just be guided where it was best for them to stand to keep safe. This was one of the new “Rally-Fest “ stages with a massive screen, a display of Group B cars, catering etc. It seemed to be a success with all the speckies enjoying themselves. Dani Sordo fastest through. None of the usual problems of cars drowning out in the ford and no nonsense about hitting the gateposts as well. They seem to be learning. Only 2 helicopters this year. In the past we’ve had up to 5 or 6. Economic climate?

The “nationals” through then 2nd run of the WRC’s, which seemed BLINDINGLY fast after the nationals. Spoke to Nicky Grist who seemed to be looking after some V.I.P’s maybe from the Welsh assembly. He personally thanked us for our support of the event, which was nice. All through with no probs. Big queue to exit for us as 2 considerate car parkers had left their cars so close to each other, there wasn’t enough room. They got bounced around to alleviate this.

Back to hotel at Carno.

Up at 03:30 to get to Gartheiniog on time at 5AM latest. No prob finding stage. Missed the turning last year so adjusted our pace notes accordingly. Also signs up for marshals. Good one. Long run up to stage start and you don't see a sign for ages so there were thoughts that maybe we were on the wrong road. Maybe a couple more signs next time (suggestion?).

At post 6 by 05:30-ish. SO tired. Closed my eyes. Missed radio check. Called in ASAP but the damage was done. Then a bit glad to hear the radio controller calling others but getting no response. ZZZ.

When daylight arrived at around 07:10 realised it was the same junction I was on the previous year. Some friends from the Midlands joined us and the guys in the 2 rental vans from Kent who also accompanied us at qualifying, so we were a jolly bunch.

Cars on time into a fast uphill H/P left. WRC's completely sideways about 10 metres before the bend. Spectacular but no inci-

dents. Once more Robert Kubica rolled his Citroen further down the stage. Novikov copied him and we got reports that his car was 10 metres from the track but 20 metres down. That's the way to do it eh?

Here's a thing. Spectators and photographers were stood on the inside of this hairpin. All the marshals considered it to be safe and the FIA SAFETY car made no comment for the first run. For the 2nd run, nothing had changed but the FIA car stopped and moved everyone. Lack of consistency?....comments?

Some Polish lads arrive complete with massive Polish flag and we had to tell them that their hero Kubica was out. Crestfallen isn't the word. 2nd run of WRC's – all through safely. Out of stage at junction 9 about 14:30 ish. Met up at Brigands Inn for run to the heavily promoted marshals Bar-B-Que at the Service Park, Deeside.

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Wales Rally GB 2013

Continued from Page 38

Arrived there about 5. Surprised to be parked on a factory car park and bussed in. The service park absolutely BUZZING – cars being fettled, bands playing, merchandising stands mega-busy, people everywhere, fireworks and all that.....

Tried to follow instructions to marshals' barbecue but failed and had to enquire at marshals' office, where we were given our tickets. Now....the word "barbecue" was a little ambitious to say the least, and the food left a little to be desired, as also agreed by plenty other marshals in attendance. It was actually what I expected, considering it was free, other marshals we met were slightly more vociferous about it. Maybe a re-think for next year?

In the Ford camp Thierry Neuville's Fiesta needed a replacement driver's door. This was done with a minimum of fuss – the new door arriving fully painted, with sponsor details and event stickers attached, from the back room. Nice. Over at VW, Jari-Matti Latvala seemed to be explaining his mistakes, along with the usual "I'm holding the steering wheel" gestures to his team boss, who, to be honest, has probably heard it all before.

Caught bus back to cars. Still early start for Clocaenog tomorrow but another lie-in – only sign-on at 07:30. Back to hotel in Llangollen.

Day 5 – Clocaenog

Yeh!....a luxuriously late start today. Only sign on at 07:30. No real probs to find stage start but it was a hell of a way after we left the public road. And foggy. Saw signs pointing to "car wash" which we assumed was for the competitors.

More on this later.

Informed we were to do STOP line duties. Stage EXTREMELY muddy, claggy and wet. Struggled to get round some of the corners with 4WD coming in and out.

Reached stop line in about 15 or so minutes and joined Gemini 20 who was on A or B system. Usual procession of FIA cars and surprisingly, I did not fail to log them all.

Just before 1st car – internet rally radio interviewer arrived. First car in Ogier I think in the Polo and he arrived with us with a time of about 14"-18. Radio man dives in to cockpit for a quick word then he's gone. Then the Fords. These new R5 cars all "roar" at the same frequency on the stop line. Quite a bit of damage on a few of them, now.

They've had a hard weekend. Was quite chuffed I was able to provide all the info our control and also our finish and event officials asked of me. All cars out and dealt with efficiently by the finish and timing teams.

So that was that. Or so we thought.

We were informed that the forest has been hit by a Larch disease so EVERY car had to be jet washed on exit. NO problem but there were only 2 guys doing this so it took some time. And.....they kept running out of water.

In Wales?

STATS

Mileage – 485 miles,

Fuel - £100 – ish,

Food/sustenance - £70 – ish?

Accommodation - £120 each (x2 = £240)

Keith Lamb / Gemini 9



Plans for the 2014 Legend Fires North West Stages are gathering pace with news on two different fronts. Next year's Blackpool based event, which runs on 7th & 8th February, retains it's base at the Norbreck Castle Hotel but will have a brand new service park that's almost in the shadow of the seaside resort's iconic tower.

A deal has been struck with the local council to use the Promenade's Middle Walk that will bring the event to the edge of the town centre and provide a better viewing experience for spectators.

The move is a throwback to the sixties when the same area served as the Parc Ferme for RAC Rally of 1968. More recently the Middle Walk has been used as part of a stage on both the Lombard Revival Rally and the North West Stages.

The rally has also attracted an associate sponsor for 2014 in the shape of Lookers Citroen who will be providing the rally with staff cars and corporate hospitality facilities. Lookers' Local Business Manager **Matthew Kiziuk** said "We're delighted to be supporting such a fantastic event that brings rallying to the people in Blackpool, Fleetwood and Preston. Citroen has a strong rally pedigree, particularly with the current DS3, and this event dovetails perfectly with the Lookers dealership network in the region."

Regulations will be available from the beginning of December at www.nwstages.co.uk

Elfyn Evans secured a breakthrough victory in the WRC 2 support category at Wales Rally GB after dominating the four-day event in a Ford Fiesta R5.



The 24-year-old Welshman made the most of local knowledge after taking the lead on the second of the 22 speed tests on Thursday night. He was never again headed and after building a comfortable lead he measured his pace to win by 63.1sec. Evans, who won the WRC Academy title last season, stepped up to the major support series this season. He finished second on the asphalt rallies in Germany and France before sealing top spot in the mud-caked forests of north and mid-Wales.

"It feels great to win my home round. Today I concentrated on driving cleanly and not doing anything silly. It has been a great learning experience with the M-Sport team and I'm grateful to them for delivering such a fantastic car," said Evans.

Ketomaa, who took maximum points in Finland earlier in the season, led initially but was hampered by a misfire and fell to third behind Mark Higgins. With his Fiesta R5 restored to full health, he moved back ahead and headed the Isle of Man driver by 64.8sec.

"It's a pity we had problems with the car but in motorsport things don't always work as they should. We were very lucky to escape a huge fifth gear moment this morning and the misfire returned again in tight hairpins and uphill sections," said Ketomaa.

Higgins suffered similar misfire issues, but the 42-year-old triple British champion was happy with a podium on his first appearance at the rally for five years.

"We had a couple of little niggles but it was a great weekend. I didn't want to do anything silly today so I settled for what I had. There was a great atmosphere in the forests and the new venue for the rally was a great success," said Higgins.

Eyvind Brynildsen ended a troubled season in fourth, 2min 21.5sec ahead of Welsh youngster Tom Cave.

Cave, incurred a hefty time penalty after changing the gearbox in his Fiesta R5 on Thursday night. But he stormed back up the order with a string of stage wins on Friday and also survived a sticking throttle.



Sebastien Ogier rounded off a dominant debut WRC season at Volkswagen with victory on the final round of the championship, Wales Rally GB.

It was the ninth win of the year for the Frenchman, who drives a Polo R and who secured the FIA drivers' title at October's Rallye de France.

Ogier took the lead in Wales on Thursday's opening stage and controlled his pace perfectly, fending off a sustained attack from his team-mate Jari-Matti Latvala, a two-time winner here, on the slippery forest roads of mid and north-Wales.

After celebrating with co-driver Julien Ingrassia at the end of the decisive Great Orme stage, Ogier said he was delighted to have eclipsed his previous best in Wales of a lowly 11th in 2011.

Latvala finished as runner up, 21.8sec behind Ogier in Volkswagen's second Polo R. The Finn had an inconsistent rally that featured stage winning highs as well as frustrating lows when he couldn't find a confident feeling at the wheel.

A final day push for the lead started well, with Latvala narrowing the gap to Ogier to just 19.5sec after the two opening stages. But a stall at a junction on Clocaenog (SS19) cost him six seconds and ended the charge.

Belgium's Thierry Neuville was third, 1m 02.7s further back, to round off a remarkable season with the Qatar World Rally Team and, more importantly, secure second spot in the WRC drivers' championship.

Neuville bagged three bonus points by winning today's Power Stage in his Ford Fiesta RS.

Ford Fiesta RS driver Mads Ostberg was fourth, 27.7sec behind Neuville, after a tense duel with his fellow Norwegian Andreas Mikkelsen. Ostberg moved ahead when Mikkelsen spun on Sunday's opener, then got a lot more comfortable when Mikkelsen did the same again two stages later.

Finishing fifth, 15.2sec further back was Polo R driver Mikkelsen

Martin Prokop was sixth in a Fiesta RS, more than five minutes behind Mikkelsen, with Dani Sordo seventh, and the sole factory Citroen finisher, having dropped out of contention before the start with a five-minute penalty.

The lead trio in the WRC 2 category, Elfyn Evans, Jari Ketomaa and Mark Higgins rounded off the top ten.



Rallies Committee considers tracking

The MSA Rallies Committee is researching potential live vehicle tracking systems and suppliers for introduction on UK stage rallies.

Live tracking systems enable the locations, movements and critically any incidents to be alerted to the event HQ and the elegant emergency services in real time.

The systems used on stage rallies in other countries utilise the mobile phone networks that have been developed to cover the majority of the landmass. However it is more difficult in Britain, where mobile phone coverage is instead based on population centres; stage rallies are generally run in more remote rural areas where there can be little signal.

Rallies Committee has drawn up an initial schedule of minimum requirements, including – but not limited to – the need for real-time coverage of as many as 150 vehicles on up to four special stages at any one time. The Committee now wishes to discuss possible solutions with any potential suppliers.

Andrew Kellitt, MSA Rallies Committee chairman, said: "This is an important project as there isn't currently a suitable automated tracking system for stage rallies available in the UK, so domestically we rely on a labour-intensive manual system of radio relays. The FIA World Rally Championship (and therefore Wales Rally GB) runs a very expensive bespoke system that relies on a plane circling overhead to relay the signals, and there's a satellite-based system in Australia but we believe that's very expensive too.

"The question we're asking – not just of the motor sport community but also the communications industry – is, 'How can we reliably transmit data from the cars to Rally HQ in real time at an affordable cost?' It's certainly our intention to find a suitable solution that can be implemented on stage rallies in Britain."

Potential suppliers should contact Ian Davis, MSA Regional, Rallies & Cross Country Executive, via ian.davis@msauk.org by 20 November 2013.

BTRDA to run pilot autotest

The BTRDA, in conjunction with Whitchurch Motor Club and the Association of West Midlands Motor Clubs, is running a pilot intermediate autotest later this month to explore ways of making the discipline easier to organise and compete in.

The event, at Shrewsbury Auction Centre on 24 November, is not intended to be a competitive event. Entries are free to members of clubs from four regional associations: Association of North Western Car Clubs; Association of West Midlands Motor Clubs; Welsh Association of Motor Clubs; and Association of South Western Motor Clubs.

The event will experiment with a variety of different markings. Competitors will be timed and results produced, but the main objective will be to gather information and comments.

For further information, please visit www.btrda.com or contact Steve Layton via steve-allrounders@btrda.com

Rob Jones appointed Acting MSA CEO following Bunting departure

The MSA has confirmed that by mutual consent Nick Bunting has his position as MSA Chief Executive with immediate effect, and that General Secretary Rob Jones has been appointed Acting CEO.

Alan Gow, MSA Chairman, said: "Nick was recruited to undertake a specific transitional role to prepare the MSA for future transformation. He has undertaken an internal restructure of the staff and functional departments, implemented a new IT system, reviewed our business structures and begun the establishment of a customer-focused culture.

"Nick has also reviewed the strategic opportunities for the MSA's future in such areas as participant development, championship structures, regulations and marketing and communications. During his tenure he has successfully laid out the pathway for this transition and identified that a specific style of leadership is required to achieve this. Therefore, by mutual consent, he has decided not to take up the possibility of the continued role as MSA Chief Executive.

"On behalf of the Motor Sports Association, I am grateful to Nick for his work and commitment this year and wish him every success in his future career."

Bunting added: "I have very much enjoyed working with the MSA staff and all the dedicated volunteers and organisations within the sport. It has been an interesting challenge to understand the motor sport environment and I am grateful for the support that has been given to me from all quarters. I am delighted that we have been able to effect some changes that will enable the sport and the organisation to move forward and I wish the MSA and everyone connected with British motor sport every success in the future."

Final call for Renault/MSA awards

Young motor sport scribes and snappers have until 22 November to enter for the 2013 Renault MSA Young Journalists and Photographer of the Year Awards.

A panel of recognised experts from the sport and the media will consider the applications. Each winner will receive a trophy and a cheque for £1,000 at the MSA's Night of Champions ceremony at the Royal Automobile Club in January.

In addition the winning photographer's images will be framed and hung at both the Royal Automobile Club and Motor Sports House, and will appear in MSA magazine. The two winners will also receive a year's free associate membership of the Guild of Motoring Writers, the world's largest organisation of automotive editorial professionals. Candidates must have been aged 25 or under on 1 January 2013 and be able to demonstrate published work involving domestic UK motor sport. Application forms are available from media@msauk.org

TRAINING AND EDUCATION

The 2014 MSA Officials Seminars will be aimed primarily at unlicensed club and event officials, which include – but are not limited to – club stewards, secretaries of the meeting and unlicensed clerks of the course.

The seminars will seek to assist club development and encourage liaison with Go Motorsport's nationwide network of Regional Development Officers (RDOs). Each club may nominate up to five officials to take part. Clubs with national or regional centres are invited to nominate selected officials to each venue as appropriate.

Day/Date Location

Saturday 1 February Central Southern (Basingstoke area)

Sunday 2 February South East (Sevenoaks area)

Saturday 8 February South West (Exeter area)

Sunday 9 February South Wales (Cardiff area)

Sunday 23 February Midlands (Telford area)

Saturday 1 March North (York area)

Sunday 2 March East (Huntingdon area)

Sunday 9 March Scotland (Pitlochry area)

Saturday 15 March Isle of Man (Douglas)

Sunday 16 March North West (Runcorn area)

Sunday 23 March Northern Ireland (Armagh area)

Initiation letters will be sent to all Regional Associations and MSA-registered clubs requesting their nominations to attend. It is important that attendees do not arrive on the day without prior notification.

Additional copies of the invitation letter can be requested

Technical /Regulations

FIA confirms TUE changes

The World Motor Sport Council has approved a substantial modification to the Therapeutic Use Exemption (TUE) procedure for competitors required to take prohibited substances for medical reasons.

From 1 January 2014, any driver taking part in a competition registered on the FIA International Sporting Calendar must submit his or her request for a TUE to the FIA TUE Committee. Until now, the FIA TUE Committee dealt only with requests from drivers taking part in six specific FIA championships – all other requests were to be dealt with by the national anti-doping organisation concerned.

For further information, please visit: www.msauk.org/uploadedfiles/TUE_regulation_changes.pdf

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

Technical /Regulations

Withdrawn FIA Homologations for specified competition seats

The FIA has advised that the homologation of the following competition seats, manufactured from 1 December 2012 onwards, is withdrawn with immediate effect:

Manufacturer Model Homologation No Serial Numbers

GP-Race (ESP) TOP RALLY CS.159.06 From 166 to 570

GP-Race (ESP) TOP RALLY LIGHT CS.208.08 From 1027 to 1917

GP-Race (ESP) TOP CIRCUIT CS.207.08 From 565 to 1060

As these seats can no longer be considered to comply with the FIA 8855-1999 standard, their use is prohibited in all cases in which compliance with the above-mentioned standard is mandatory.

Please note that a complete and up-to-date list of competition seats homologated according to the FIA 8855-1999 standard may at any time be accessed on the FIA website.

Frontal Head Restraints

Competitors using a Frontal Head Restraint are reminded of regulation (K)10.4, which states: "It is permitted to incorporate the use of an FIA approved HR Device fitted in accordance with FIA Regulations".

Among the technical lists at www.fia.com is one detailing all HR devices homologated by the FIA. The MSA is aware of some non-FIA homologated devices in circulation; in some cases these devices have been submitted for homologation and failed.

General advice on Circuit Breakers

On vehicles such as single-seat racing cars there is normally only one operating point for the circuit breaker, but on many cars the breaker can be operated both from within the cockpit and by an exterior mounted device. Cars have been found with the correct cockpit operation but with the exterior switch not functioning. Always check both operating sites; the same principle applies to fire extinguishers.

Rally vehicle lighting

The requirements for road rally lighting are set out in (R) 18.5 but competitors should be aware that from 1 January 2014 (R)18.5.5 states: "Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted." This regulation also applies to Historic Road Rallies.

Other than complying with Construction & Use requirements, there are no restrictions on stage rally vehicles. For Historic Stage Rally vehicles note (R)49.6: "Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1,2, 3 and 4 Rally Cars."

Kenya Airways East African Safari Classic Rally

Day 1 - Mombasa to Taita Hills

A relatively straightforward and undramatic opening day for the Kick Energy Amigos Rally Team sees all three cars inside the top ten after over 200 kilometres of timed high speed rallying on the Kenya Airways East African Safari Classic Rally 2013.

Minor handling issues on car 7, the BTR-prepared historic specification Amigos Tequila-flavoured beer branded Datsun 260Z, were the only problems reported by Steve Perez at the end of day service in the Taita Hills, close to the Tanzanian border.

Chesterfield-based Perez had been apprehensive at the ceremonial flag off in Mombasa this morning. That was because he very nearly crashed into an elephant on section two a few years ago and section three was something of a bitter sweet stage for Steve as it was the scene of his first ever Safari Rally stage win back in 2009, but was also the same section where he lost over an hour in 2011 with a broken prop-shaft.

This year, thankfully, no such problems but Steve did admit to having his confidence dented keeping the wayward rear end of his powerful Datsun in check at speeds of almost 200kph.

The co-driver of car 7, John Millington was wide eyed at the end of day service commenting after three completely different sections: *"Absolutely incredible! The World Rally Championship would never allow this but its so much fun!"*

The opening 85 km section had been run parallel to the East coast of Africa and was very hot and humid. The second test was a 67 km blast through a wilderness reserve and it was here that Steve averaged 122.4kmh and regularly saw over 190kmh on the speedo, all the while keeping an eye out for wildlife.

The third stage of the day was run through the scenic Taita Hills. Steve was disappointed with eleventh fastest as he typically goes well on this section and at the end of day service the mechanics were busy changing the suspension back to the 2011 settings.

"I lost a lot of confidence today as the car was very wayward at the rear," said Steve. "We have reverted to our 2011 settings so hopefully that will cure the problem. The stages are in amazing condition but it is really, really fast out there! I am in the perfect position, just behind my two fellow G-WRC team-mates Geoff Bell and Andrew Siddall so I can keep an eye on their times,"

Day 2 - Taita Hills to Arusha

Following a relatively uneventful opening day, Day 2 of the 2013 East African Safari Classic Rally saw mixed fortunes for the Kick Energy Amigos Rally Team.

Andrew Siddall and Carl Williamson lost a vast amount of time in the opening section and dropped down the leaderboard to 22nd overall but triple British champion Steve Perez and co driver John Millington have improved their ranking to end the day directly just behind G-WRC rivals Geoff Bell and Tim Challen in eighth position.

The BTR-prepared historic specification Amigos Tequila-flavoured beer branded Datsun 260Z of Perez and Millington had a steady run through the opening test which was almost a reverse run of the final test yesterday. After adjusting the suspension at final service last night, Chesterfield-based Steve was much happier at the end of the opening section and the crew set off to the second section with renewed confidence.

At 116 kilometres, the run from Emali to the boundary of the Amboseli National Park had a combination of everything including fast sections, lots of rough stretches and even a two kilometre long dust bowl that reduced visibility to almost nothing.

The stage began well but then a hard impact over a blind jump damaged a ball joint which meant that Steve had to back off to conserve the car. This coupled with the slightest of navigational errors cost the pair a certain top ten time but their steady runs have still seen them climb the leaderboard and end the day in eighth position overall.

Steve commented: *"I'm glad to be in Arusha. The rally is now two days old and we are settling into a good rhythm. The car is handling much better since we made the changes last night, although there was confusion this morning when I mistakenly set my alarm for the wrong time and had to dash to get the car out of Parc Ferme just in time. I needed a second espresso after that!"*

The proposed third stage was cancelled and run non-competitively meaning Steve or any of the three Amigos couldn't improve their positions.



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Kenya Airways East African Safari Classic Rally

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Day 3 - Arusha to Arusha

Three further sections were completed on day three incorporating over 540 kilometres and the majority of that distance was with only minimal brakes on the Amigos Tequila-flavoured beer branded Datsun 260Z of Steve Perez and John Millington.

This was the story of their day and yet despite this drama costing the pairing a copious amount of time, they still continue to climb the leaderboard and end Day 3 of the 2013 East African Classic Safari Rally in sixth position overall just behind G-WRC rival and Kick Energy Amigos team-mate Geoff Bell. The day began with the longest section of the entire rally, the 154 kilometre run from Komolo Road to Jeshini. Not only was this stage twice as long as a BTRDA National Rally in the UK (whereby Steve won the 2010 title in an ex Marcus Gronholm Ford Focus WRC), but this was also the very same section where Steve suffered his nasty accident in 2007 which resulted in him breaking his neck. This year, thankfully, the biggest drama was a loss of brakes some 40 kilometres from the end of the stage which caused him to miss a blind crest and the impact also damaged an engine mounting. With limited time in service, the engine mounting was changed and the brakes were bled but within a few kilometres of the start of the next section, the brakes began to play up again. Co-driver Millington put his mechanical skills to good use and the brakes were bled again before the final test but with only front brakes, the pair began the daunting descent down the Mbulu Escarpment. With a thousand foot drops on either side and blind corners with trucks and buses coming the other way, the pair survived the stage and returned to Arusha to discover that they had moved up to sixth overall. Steve, from Chesterfield, commented: *"Today was long, tiring but ultimately rewarding day. I was relieved to reach the end of the opening 100 mile long section because this stage always reminds me of the dangers of rallying after my 2007 accident. And even today's run was not without drama but thanks to the great mechanics at BTR we managed to lose minimal time. However, racing down the incredibly scenic Mbulu Escarpment with virtually no brakes and huge drops were not for the faint hearted I can tell you but incredibly, we are up to sixth. Maybe this means that in another three days, we'll be leading the rally if we continue at this rate!"*

Day 4 - Arusha to Amboseli

The adventure continued for the entire Kick Energy Amigos Rally Team as the rally reached its half way point. Day 4 of the 2013 East African Classic Safari Rally saw the crews return to Kenya tackling almost 700 kilometres today between leaving Arusha and arriving in Amboseli but it wasn't plain sailing for any of the BTR-prepared Datsun 260Zs.

When fifth placed Geoff Bell broke a wishbone on the opening 117 kilometre long section, this along with a clean run for the Amigos Tequila-flavoured beer branded car of Steve Perez and John Millington elevated the pair to fourth position but their joy was short lived as a heavy landing on a rock at the flying finish of the next stage damaged the clutch.

This was only discovered en-route to Athi River for the spectator stage where temporary repairs were effected but Steve was forced to tackle the final section of the day, the 87 kilometres from Parane to Il Bessel with no clutch. The resultant time loss has dropped him back behind G-WRC rival and team-mate Geoff Bell but still climbed the leaderboard a place to fifth.

"We've had it all today," announced Steve at the end of day service. *"From flat out sections to hidden ditches, some light rain, a nasty rock in one section and then driving nearly 150 kilometres with no clutch. If we didn't appreciate it already, this rally really is a true test of both man and machine."*

Co-driver John Millington, who works for the M-Sport World Rally Team, was amazed at this, the fourth day of rallying commenting: *"Today, in one day, we did more distance than we do in an entire World Rally Championship event, its incredible!"*

As the crews and cars are rested in the shadows of Mount Kilimanjaro, the snow capped extinct volcano that is not only the tallest mountain in Africa but is also the highest free standing mountain in the world. Outside their bedrooms Steve and John will see elephants feeding in Amboseli National Park and will hear lions roaring during the night.

This bi-annual event really is a true safari.

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Kenya Airways East African Safari Classic Rally

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Day 5 - Amboseli to Naivasha Sopa

On a day dominated by the Kenyan locals, the Amigos Tequila-flavoured beer branded car of Steve Perez and John Millington has survived a brush with a tree, thick glutinous mud and a big jump that saw the BTR/Dansport-prepared Datsun 260Z fly more than 30 metres to end the fifth day of the 2013 East African Safari Classic Rally in fourth position overall.

After a day of rest yesterday where competitors had a well deserved break and the classic rally cars had some intensive work done to them, it was back to the task in hand today. First up was a gentle 109 kilometre section from the Amboseli National Park to the Bulls Eye shopping centre. Birthday boy John Millington was a bit apprehensive as a precautionary note from the organisers instructed crews not to leave their vehicles in case of a breakdown as lions roam the area! However wildlife was not the issue today, it was the weather which was the problem. Overnight rain made the going slippery and John was not too amused when they slid into a tree on his side of the car. A short while later Steve again stopped to give Kick Energy Amigos team-mate and G-WRC rival Geoff Bell some water for his overheating car.

The next two sections were more straightforward although Steve was alarmed when he attacked a jump which local expert Bell had informed him was flat and the triple British champion flew a considerable distance before landing, bouncing back into the air and landing again at top speed.

Thankfully the incident did no damage to car or crew and the biggest time loss was caused by lack of knowledge compared to the locals who regularly use these sections on Kenyan rallies.

Steve commented: "You can see how fast the locals are on these roads. We are currently the filling in a sandwich made up of professional rally drivers ahead and the locals hunting us down! It's been a tough day with mud right at the beginning and then THAT jump! That really startled us but at least we got away with it and wait till I see Geoff this evening!"

Day 6 - Naivasha Sopa to Naivasha Sopa

Competitive Day 6 saw car number 7, the Amigos Tequila-flavoured beer branded car of Steve Perez and John Millington, grimly hang onto their fourth position overall on the 2013 East African Classic Safari Rally.

The route for Day 6 was shortened to 116 kilometres of competitive mileage but that didn't mean that it was easy going. The crews faced everything from short sharp rain showers to thick clouds of fine dust, with the odd deep river crossing to add some variety.

The route saw the rally competing on private wildlife conservancies around the Lake Naivasha region of the Rift Valley. The opening blast through the Kedong Ranch might only have been 32 kilometres long but it featured long stretches of thick dust that Steve likened to driving in snow storms in Sweden, except slightly warmer.

The hampered visibility also meant that navigation was tricky but former road rallying champion John Millington was in his element and the pair did well to hold off the locals behind them. The longest section of the day was through the Soysambu Wildlife Conservancy where twice the BTR/Dansport-prepared Datsun 260Z was forced to slow for herds of zebra galloping across the plains in front of them and Steve even spied a giraffe watching from behind an Acacia tree!

The big talk of this second section was the series of river crossings, each deeper than the previous one. But lessons learned in 2011 meant that the rivers presented no problems and Steve and John ended the day with an increased gap between themselves and the Porsche of former African Rally champion David Horsey directly behind him.

Steve commented: "Today might have been short but that definitely did not make it easy. Wildlife, rivers, thick dust and tricky navigation were all on the agenda today. The car did well, the co-driver did brilliantly and the driver, possibly, deserves a pat on the back as well!"

Kick Energy Amigos team-mates Geoff Bell/Tim Challen and Andrew Siddall/Carl Williamson lie in eighth and 17th place respectively as the battle for G-WRC honours continues.



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Kenya Airways East African Safari Classic Rally

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Day 7 – Naivasha Sopa to Taita Hills

The eighth and penultimate day of the 2013 East African Safari Classic Rally, of which seven have been competitive in addition to Monday's rest day, has seen the leaderboard change back and forth all day long.

The one constant has been the dogged determination of the Amigos Tequila-flavoured beer branded car of Steve Perez and John Millington as they fought off the local attack over 513 kilometres of rough and treacherous African roads to hold fourth overall with just one day of this epic event remaining.

The three sections saw the crews transverse the central plateau of Kenya, departing from Naivasha in the Great Rift Valley at 06:00am local time and arriving at Taita Hills Safari Lodge at 17.00pm this afternoon. Along the way the BTR-prepared Datsun 260Z survived some of the roughest roads that Steve has ever seen, likening the day to more of a Baja event than roads fit for a pre-1978 classic rally car.

A leaking brake cylinder was the only major concern for the triple British champion from Chesterfield and his Dewsbury co-driver and this was replaced before they tackled the final section of the day which comprised a 32 kilometre stretch through the scenic Taita Hills. With huge cavernous drops of either side this was perhaps a very wise plan.

Steve commented: *"Today I have felt like an African gazelle being chased by two might Kenyan lions. Baldev Chager is the current Kenyan Rally champion and is pushing hard. David Horsey is a former African Rally champion and is certainly no slouch. It's fun for sure, but I'd prefer a more comfortable margin between myself and them. My friend and rival Geoff Bell broke a diff today, a timely reminder that anything can happen. Tomorrow he is kindly going to run as my chase vehicle, so we will remove all of my spares and tools and he will carry them. I guess I might have to buy him a few beers tomorrow night as a thank you if we get to the finish."*

Day 8 - Taita Hills to Mombasa

After nine gruelling days, eight of which were competitive, and over 3,700 kilometres of some of the roughest and most scenic roads in Africa, the Amigos Tequila-flavoured beer branded car of Chesterfield's Steve Perez and Yorkshire co-driver John Millington has reached the finish of the 2013 East African Safari Classic Rally in fourth position, having withstood the pressures of both a Kenyan and an African rally champion chasing them across Kenya and Tanzania.

Steve and John, in their BTR-prepared Datsun 260Z, overcame an altercation with a tree, deep river crossings, thick volcanic sand, buses and other traffic coming in the opposite direction and even wildlife on the road to finish the world famous rally behind three professional rally drivers.

The final day of the rally saw the cars travel from the beautiful Taita Hills down to the hot and humid coast of Kenya. The only drama of the day was a misfire in the very last section of the entire rally but Steve still managed to set second fastest time on this 85 kilometre section.

A jubilant Steve commented afterwards: "Sometimes the gazelle manages to outrun the lion! For four days I've had the Kenyan National Rally champion chasing us and we managed to keep him at bay. This is quite easily the toughest rally I have ever done. I know I said that about the 2011 event but this year was even harder. This year was a lot faster and a lot rougher, and the pace at the front was incredibly fast. I have to hand it to my team, they build a good, reliable, strong car and I also owe a big thank you to my 'novice' Safari co-driver John Millington, he never put a foot wrong all rally, and there was some really tricky navigation at times. I'm also top G-WRC driver so that's an added bonus!"

This well deserved result also means that Steve has finished fifth (2011), third (2009) and now fourth overall on this nine day marathon across East Africa. Ahead of the three times British and National rally champion at the finish were multiple Kenyan Rally champion, former Safari rally winner and ex Toyota works driver Ian Duncan who won the event. Behind him was 1984 World Rally champion Stig Blomqvist and third overall was former Lada works Dakar driver Gerard Marcy. Immediately behind Steve was Baldev Chager, the current Kenyan champion and in sixth position was David Horsey, the 1984 African Rally champion, such was the calibre of drivers on this year's event. With the demise of Kick Energy Amigos team-mates Geoff Bell/Tim Challen in the BTR (Ben Ashton) prepared Datsun 260Z yesterday, the Dansport (Dan Sutherland) prepared car of Andrew Siddall/Carl Williamson shot up the leaderboard with a string of good times to occupy 11th provisionally, subject to clarification, to end up runners-up to Perez and Millington in their self-proclaimed Gentlemen's World Rally Class (G-WRC)..

Provisional Results

1 Ian Duncan/Amaar Slatch	Ford Capri	16:54.46
2 Stig Blomqvist/Staffan Parmander	Porsche 911	16:58.00
3 Gerard Marcy/Stephan Prevot	Porsche 911	17:39.45
4 Steve Perez/John Millington	Datsun 260Z	17:50.49
5 Onkar Rai/Baldev Chager	Porsche 911	17:54.16



Inside the Industry

My Favourite Time Of Year

Not because of the fat chap in the red suit, and although I am partial to all those extra calories on offer in December that's not the reason either.

My enthusiasm is that manufacturers and dealers spend most of December trying to find ways to get somewhere near the ambitious sales targets they set this time last year. For dealers they have the added burden of hitting manufacturer targets which mean big financial rewards, so big these can in some cases make the difference between profit and loss for the year.

The result of this is that December is THE time to snap up a four-wheeled bargain, and this covers almost all sectors of the market. I'm supplying a new car at just over £100k just now, it should be arriving with the dealer about December 10th. The client said he would prefer it to be registered in January 2014 as he thought it would then be worth a bit more when he came to sell. It took a while to explain that he would lose a manufacturer registration bonus of £3000, plus about the same in reduced dealer discount, so it would cost him over £6000 to wait. All to help said manufacturer and dealer get one car nearer their 2013 targets.

Large dealerships like to reduce used car stocks before their year end as that makes the Balance Sheet look better, so there are bargains to be had, particularly in near-new and pre-registered vehicles, all of these will be a year older in just a few weeks so need to go now.

Hopefully we'll supply lots of bargains in the next few weeks, gift-wrapping extra!

Cosworth Powers Ahead

Celebrating it's 50th anniversary this year this legendary British engineering company has just announced that it's creating 280 highly skilled jobs in advanced manufacturing. Cosworth has very limited exposure to motorsport now (they will have retired from F1 at least for a while by the time you read this). Their focus is now on engineering engines and other components for limited production high performance vehicles. In particular Cosworth see an opportunity in the requirements of the new generation of hybrid supercars.

One of the recent projects Cosworth handled was the engine for the Aston Martin One-77 which sold for the bargain price of £1.2 Million + VAT. I've somehow got involved with the resale of one of these, quite fun, and a learning experience. Looks like it will sell for more than new price, but I'm absolutely not allowed to discuss.

Toyota Gets Richer

After a rough time dogged by product recalls and natural disasters in Japan Toyota are back on course and getting even richer. They have just raised their profit forecast for the year to next March 2014 to £10.5 BILLION. They expect to sell over 9 million cars and trucks to achieve that. Must make unpleasant reading to the senior suits in the European operations of Ford, GM, and Peugeot/Citroen who are used to LOSING Billions of Pounds and Euros.

UK Sales Battle Continues

October saw another steady rise in UK new car sales with the main interest in the German prestige manufacturer battle. Audi bounced back selling 2200 more cars than BMW and now 11000 ahead for the year. However I still wouldn't bet against BM, they have a habit of registering enough unsold cars in December to edge ahead. The real interest is Mercedes, last October they were 3400 cars behind BMW, this October only 150 cars lower. That's some rate of progress.

My regular reader will remember that about this time last year I'd been at a meeting with a senior Merc Corporate (Fleet to you and I) Sales guy. He made it clear that they had mistakenly allowed BMW and Audi to outsell them, and they would do whatever was required to correct that. Since then they have been as good as their word with a stream of new model launches and VERY sharp pricing driving this very rapid rise in volume.

Tokyo Show Goes All electric

The Tokyo Motor Show opened earlier this week with Nissan and Toyota going head to head. Nissan are committed to electric cars, but progress is slower than planned, a lot slower. Nissan had targeted selling 1.5 million electric cars a year by 2015. They now say that might not happen until 2020, which is not what you call a near miss. Toyota meanwhile think the future lies in hydrogen fuel cell power, and intend to launch such a car in 2015. However their ambitions are perhaps more realistic, they are expecting only a few thousand European sales a year to start with then "several thousand a month" by 2025.

How all this is to happen with no hydrogen refuelling infrastructure in Europe hasn't been explained yet. The development costs of all this with only a small number of sales to pay for it all must result in enormous losses, but (see above) Toyota at least can afford it.

Nissan and Toyota both announced that by the time of the 2020 Tokyo Olympic Games they would have "autonomous" cars capable of driving themselves in volume production. These cars have steering, braking, and acceleration controlled by on-board computers, cameras, and satellite links. Hopefully they won't make all this compulsory!

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Inside the Industry

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Sad Death Of The Cygnet

2 or 3 years ago Aston Martin announced they were to produce a new city car to be called the Cygnet. Aston owners, they reasoned, would like a small car which would be easy to park when they nipped to the shops or the pub, and which could safely be left in the less desirable parts of town. And of course (although they didn't shout about this bit) this car would dramatically cut Aston's average CO₂ emissions per car. Aston said they would sell 4000 Cygnets a year.

Sad to report this ugly duckling never got the chance to grow up. Rich Aston owners in most cases got rich by being pretty clever people, footballers excepted as usual. Perhaps they realised the Cygnet was actually not an Aston Martin but a Toyota IQ with something meant to resemble an Aston radiator grille nailed to the front end and a comprehensive leather job on the interior. Oh and a few Aston Martin badges scattered around. Then however much they had in the Swiss Bank Account they might not have missed that the most expensive IQ is £13000, the Cygnet is (or rather was) over £30k.

Perhaps Aston owners don't nip down to the shops, why bother when both Harrods and Fortnum & Mason have such good delivery services? Popping down the pub equally unlikely I think, and people who never go to the less desirable parts of town by definition are unlikely to park there.

The Cygnet failed to get anywhere near the projected 4000 sales a year. Try 150 units, and most of those registered by Aston and their dealers. You can now get a very low miles one for about half new price, but still more than a new IQ so few takers. When this industry gets it wrong it's normally not a small error!

Paul Gilligan

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GVC

Swift Wins 75th Anniversary BTRDA Rallycross Trophy Held at Croft



Darlington driver Paul Swift overcame not only the tricky conditions but also some of the best rallycross drivers in the country to sensationally take outright victory in the BTRDA 75th Anniversary Rallycross meeting at Croft Circuit near Darlington.

In only his second ever rallycross meeting in the Smith and Allan Oils-sponsored 2.4 litre Millington Ford Escort Mk2 with additional backing from PSI Global.co.uk, the seven times British Autotest champion set his stall out by setting fastest time in his qualifying heats at the Darlington and District Motor Club organised event.

That meant a pole position start as the ten fastest drivers lined up for the all-important 'A' Final over six laps of the three-quarter mile fast, half sealed, half loose North Yorkshire track.

Despite his lack of experience in the sport, Swift got a great start and trailed the Peugeot 206 Turbo of Stuart Emery in the opening laps whilst the Audi TT of Michael Boak was pressing Swift hard from behind.

After a concerted effort on lap two, Swift made his decisive move around the outside at Hawthorn on lap three, edging past Emery whereby he was never headed. With a rain shower making conditions treacherous just before, Swift drove a calculated race to emerge victorious ahead of Lance Foster (BL Mini) with fellow rally driver John Gaskin (Citroen Saxo) finishing third.

Paul commented: *"This is a fantastic result for me which ranks up there amongst my highest achievements in motorsport. Rallycross, the BTRDA and Croft are steeped in history so to win an event here against such class opposition is very special and I'm delighted to have taken victory. I was made to work hard for it as Stuart was driving brilliantly and Michael was letting me know he was there but everything worked out great in the end. I'd like to thank my team, the organisers and the marshals for all their hard work and I hope to be back to defend my crown next year."*



Red Bull's Sebastian Vettel set a new record for consecutive wins in a single season with victory in the United States Grand Prix.

Vettel has won eight races in a row, breaking the mark held by Michael Schumacher and Alberto Ascari.

Lotus's **Romain Grosjean** held off Red Bull's Mark Webber for second.

Mercedes' Lewis Hamilton was fourth, fending off Ferrari's Fernando Alonso and Sauber's Nico Hulkenberg.

The Spaniard's fifth place secured him second place in the World Championship behind Vettel, who tied up the title in India three races ago.

Vettel has been unbeatable since Formula 1 returned from its mid-summer break at the Belgian Grand Prix, winning all the races, and taking five pole positions and three second places on the grid.

His win in Texas, the 38th of his career, followed the manner of so many others.

From pole position, Vettel consolidated his lead at the start before the race was quickly neutralised by a safety-car period triggered by a crash by Force India's Adrian Sutil, who lost control on the back straight after colliding with Williams's Pastor Maldonado.

At the restart on lap five, Vettel built up a 1.9-second lead on the first racing lap and continued to edge away from there, leading from start to finish.

The degree to which Vettel was controlling his pace, measuring out tyre life, was demonstrated when he took the fastest lap by a considerable margin with two laps to go.

The battles were all behind him. Webber dropped back from second to fourth at the start, behind Grosjean and Hamilton.

The Australian pressured Hamilton until lap 13, when he passed him around the outside of Turn 12.

Webber was unable to get closer than five seconds to Grosjean before their only pit stops, which the Red Bull made on lap 28, one before the Frenchman.

That closed the gap to 2.2 seconds, which Webber had down to a second by lap 32. Unable to pass, Webber dropped back to save his tyres for a late assault, but despite the Red Bull closing to within a second, Grosjean held on to the end of the race.

Behind them, Hamilton held fourth place through the pit stops, from which he emerged a second and a half clear of Hulkenberg.

The Englishman held the Sauber at that margin for the next period of the race as Alonso closed a four-second deficit to nothing by the end of lap 42.

The double world champion immediately passed Hulkenberg at the start of the next lap, going wide into Turn One and cutting back to pass him on the inside on the exit as they headed into Turn Two.

Alonso had earlier pulled a carbon copy of the move on Hulkenberg's team-mate Esteban Gutierrez.

The Spaniard then set about closing the two-second gap on Hamilton. The Ferrari driver closed to a second but could not get any closer.

Alonso began to run out of grip in the closing laps and was attacked by Hulkenberg.

The German briefly passed the Ferrari into Turn One on the final lap, but was immediately re-passed on the exit and Alonso held on for the rest of the final lap.

McLaren's Sergio Perez, who led Alonso in sixth place in the early laps, finished seventh, with Valtteri Bottas scoring some much-needed points for Williams in eighth, the first of the Finn's F1 career at the end of an impressive weekend.

The final two points-scoring positions were taken by Mercedes' Nico Rosberg, unable to make up much ground from his 12th place on the grid, and McLaren's Jenson Button, who passed Toro Rosso's Daniel Ricciardo at the start of the penultimate lap.

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."



Into a Belfast pub comes Paddy Murphy, looking like he'd just been run over by a train. His arm is in a sling, his nose is broken, his face is cut, and bruised, and he's walking with a limp.

"What happened to you?" asks Sean, the bartender.

"Jamie O'Conner and me had a fight," says Paddy.

"That little O'Conner?" says Sean, "He couldn't do that to you, he must have had something in his hand."

"That he did," says Paddy, "a shovel is what he had, and a terrible lickin' he gave me with it."

"Well," says Sean, "you should have defended yourself. Didn't you have something in your hand?"

That I did," said Paddy, "Mrs. O'Conner's breast, and a thing of beauty it was; but useless in a fight."

I am only happy when I'm Trialing

With the racing season at a close, once again I was again looking for something to do except decorate at the weekends. My new role with Infront Motorcycles has been going great with a vast variety of tasks from fixing scooters to building track bikes from brand new Fireblades. The planned one-to-one instruction is gaining momentum and we already have our first customers booked for February next year. Alongside this I planned to get the word around that we are an Oset Electric Trials Bikes main dealer. As regular readers of this blog will know, my son Ted, who has just turned four, got an Oset from the guy with the red suit and white beard last year. He has taken to it really well and asks at least once a week if he can go 'jumpy biking'. As long as he keeps wanting to ride then I'm happy to encourage him - my plan to prevent Xbox world domination continues! He'd gotten to a stage where he really needed slowing down and showing what trials is really about.

Now I'm a huge fan of 2 stroke exhaust smoke and needlessly burning fossil fuel to ride around in circles but these electric bikes are the start of something big for motorcycling. It's great, with the bike being virtually silent, to be able to take Ted for a ride on the public field next to the house without any finger wagging from the locals. Unfortunately there really is only so much you can teach with 6 football cones and a virtually flat field so I made enquiries with the local Frodsham Trials club. My plan is to start up a conducted route, to run alongside their adult trials, for kids on bikes that wouldn't be capable of the main event. The idea, in principal, was received very well and it really is now down to me to get organised and set it up. With a following wind I'm hoping to get this started early in the new year.

So for the long term I may have got the ball rolling but we could do with something a bit sooner. Step in Dave Horne from Oset UK. With our enthusiasm to promote the bikes and my Norton connection, Infront Motorcycles were asked to assist with a fun trial at Norton's new headquarters. The trial would be non-competitive and a chance for the kids to get to grips with sections, waiting their turn and all of the basic disciplines that trials is about. Ted was keen on the idea and spent the week running up to the event asking to watch YouTube clips of Junior Kickstart on my phone. Now I'd forgotten what a great show Kickstart was, why is it not still on?! I hatched a plan to dig out my Beta Techno, for the first time since January, and carry on south after the Norton trial to ride in the Wycombe & District club trial (where it all started for me!) on the following day.

Ted bounced off the walls for most of the journey down to Donington Hall. Around 30 riders, and their families, turned up for the event with loads of others coming to have a test on the Oset demo bikes in the display area. When the trial got started, Jo looked like she was going to have kittens; Ted loved it straight away. He was a bit too keen, not realising that he was supposed to wait for the rider in front to finish the section before he went in, he followed the lad in front through the first section! That sorted, he got his way around the rest of the 8 sections, I walked around behind him but he rarely needed my help. Standing up on the pegs as much he could, he really has grasped the concept of trials. I reckon it was the Junior Kickstart brainwashing!! He even managed to clean section three, and immediately screamed out "Did you see my clean?!" to Jo and me; I think we may have created a monster! A good day was had by all and I got some great ideas for when I come to run a similar event.

Continued on Page 51



Only happy When

Continued from page 50

We set off in the van to stay overnight with my Aunt and Uncle near Bicester, for another early start to get to the Wycombe trial on Sunday morning. I'd even treated myself to a new set of trials boots, at the last event Jo had to gaffer tape my old ones onto my feet as the stitching had failed so badly! Looking back through pictures in my loft I reckoned they were about 18 years old so I'd had my value for money out of them to be honest.

It was great to see the old faces again at the Wycombe trial. I decided to enter as an expert, to ride the hard route, for some strange reason. As mentioned I'd not even sat on my trials bike since January and the nearest thing I'd done to off-road since then was cutting across the grass at Oulton Park's Knickerbrook chicane when things didn't exactly go to plan! The bike kicked into life, no electric start buttons here folks, on the third attempt. Everyone knows, in macho point terms, 'kickstarting an engine' is right up there with 'using power tools'! I rode over the same log three times and deciding that was enough practice, I headed to section one.

Walking the section I decided that I was going to have a tough day, the hard route was tricky for someone at my mediocre level! Surprised myself with a single dab on lap one, maybe I was a trials riding genius after all! Section two brought me back down to earth with an epic fail trying to get over the roots much to the observer, Chris Hurworth's, amusement. Section four had a tree trunk to get over which stood just above my waist height (I'm 7' 4" tall, dark and handsome by the way for those that I haven't met!) Shortly after this was a tight turn and slippery approach to a felled tree stump to get over. Another fail on my part, with Ted watching; he announced that I was "supposed to keep my feet up!" Thanks for the information son! I was hoping that the moment where you realise that your dad isn't the world champion at everything would be slightly further into the future, up to this point I reckon Ted thought I could take Mark Marquez, then stop for chips on the way to beating Dougie Lampkin followed by out lifting Geoff Capes!!

The rest of the trial was thoroughly enjoyable, I kept a smile on my face all day, managing to get myself out pretty much every section with the exception of Chris Hurworth's! Section nine proved difficult for me too, up a steep bank (the same bank that used to terrify me as a nine year old) and diagonally across some big tree roots at the top. Flying the bike over the roots was pretty much the only way to do it, but with a tight turn followed by another tree stump immediately at the bottom of the bank it wasn't ever going to go well for me! I checked out the rest of the section after the roots on a "by chance that I get this far" basis. Three out of four laps in and I still hadn't made it over the roots, as the trial wore on though I actually started to improve, by lap four a whole new persona had taken over and I flew the bike over the top of the bank. Swearing on the inside that I'd managed such a feat, I then needed to remember the rest of the section! I aced my way around another tight turn and bank, then promptly chucked it on the floor. Must try harder!!

The results came through the next morning, to reveal that I'd dropped 118 marks (of a potential 200) was sixth in class (out of erm.... 6) but I did beat a 'Youth A' (who was probably about 15!!!) I suppose I shouldn't be too hard on myself considering all of the previous excuses mentioned - and that I was bedding in new boots (there's another one for the book)!

I met up with Ted and Jo back near the car park. Ted laughed his head off all the way back to the van sitting on the fuel tank and holding onto the handlebars of my bike. I even did a wheelspin and a wheelie on request with him on-board, just because he asked me to obviously! What a great weekend, it was good to get back the wood where it all began for me. It was good to see Ted have a ride around a couple of little sections that Jo and I marked out at the end of the day too. Just one weekend of proper trials has brought his riding on hugely. The following morning Jo was driving Ted to nursery as normal, he asked where they were going. When told he was off to nursery for the day he burst into tears and said "I'm only happy when I'm trials-ing!" So it looks like we'll be attending a few more trials events this winter then!

Ian Mackman (Mackers)

Paddy took 2 stuffed dogs to the 'Antiques Roadshow'.

"Ooh!" said the presenter, "This is a very rare set, produced by the celebrated Johns Brothers taxidermists who operated in London at the turn of last century. Do you have any idea what they would fetch if they were in good condition?"

"...Sticks?" Paddy replied.

Brenda O'Malley is home making dinner, as usual, when Tim Finnegan arrives at her door.

"Brenda, may I come in?" he asks. "I've somethin' to tell ya".

"Of course you can come in, you're always welcome, Tim. But where's my husband?"

"That's what I'm here to be telling ya, Brenda. There was an accident down at the Guinness brewery"

"Oh, God no!" cries Brenda.

"Please don't tell me."

"I must, Brenda. Your husband Shamus is dead and gone. I'm sorry."

Finally, she looked up at Tim. "How did it happen, Tim?"

"It was terrible, Brenda. He fell into a vat of Guinness Stout, and drowned."

"Oh my dear Jesus! But you must tell me true, Tim, did he at least go quickly?"

"Well, Brenda, no. In fact, he got out three times to pee."



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Next Meeting

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www.anwcc.org

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**The Next SD34MSG Meeting
Is the AGM**

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8-00pm,**

Hartwood Hall Hotel, Chorley. PR6 7AX



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Jack Frost Stages Rally Regs Available



Darlington and District Motor Club have once again teamed up with fuel conversion specialists Autogas 2000 as well as specialist motorsport PR company, Cartersport, for the Jack Frost Stages Rally which will take place at Croft Circuit on Sunday 19th January 2014.

The event will again comprise up to eight stages totalling around 40 stage miles on the tarmac of the North East's only permanent racetrack and will be a qualifying round of the AS Performance North of England Tarmacadam Championship 2014, Fuchs Titan Race ANCC Stage Rally Championship 2014 and the SG Petch ANECCC Stage Rally Championship 2014.

With typically fast and flowing stages, the event usually attracts a capacity ninety-car entry, including some of the top drivers in the UK. Penrith MotoGP and BSB boss Paul Bird has won the event four times with event sponsor Chris Wise from Thirsk and Scotch Corner preparation expert Tony Bardy having three wins each.

The 2013 event was subject to heavy snowfall in the lead up to the rally and saw Bird unable to add to his winning streak of 2009 to 2012 in his Ford Focus WRC. Instead, Wise added to his victories in 2007 and 2008 in his iconic MG Metro 6R4 which he is expected to contest the event once more.

Scrutineering and documentation take place the same day as the event from 06:00 with the first car starting at 09.15. There are classes for cars up to 1400cc, up to 1600cc, up to 2000cc, over 2000cc and all four wheel-drive cars as well as pre-1981 classic rally cars. The entry fee is £215 and the final closing date is 8th January 2014, although competitors are advised to enter early to avoid disappointment. In a bid to help competitors financially, once again no cheques will be banked before 3rd January 2014 or can be post-dated for that date instead.

For further information, please contact Terry Wright on 01325 359895 (before 21.00), or via email at chair@darlington-motor-club.org.uk.

Regulations and entry forms are now available at www.darlington-motor-club.org.uk.

LE JOG

7th to 10th December



New for 2013 - following competitor demands - the entry fee has been increased but now includes all your meals and a cup of coffee at the scheduled coffee halts from the Saturday morning coffee halt until breakfast on Tuesday morning

Le Jog ranks high in the list of "must-do" events and year after year, crews from all over the world pit their skills against some of the toughest driving roads and weather as they compete against the clock to drive across Britain.

Every competitor dreams of collecting one of the elusive golds (only 1 earned in 2012), but crossing the finishing line is the main aim of many, particularly novices. The sense of achievement is immense and most crews pass under the finish banner with huge smiles on their faces.

As always, the aim of LE JOG is to allow crews to experience the heydays of British Rallying by day and night with long regularities and navigation sections, driving tests on private land, and the occasional section of smooth forest – with overnight halts on the Saturday and Sunday. You will cover approximately 1500 miles from the extreme south west of the UK to the north of Scotland using as many minor roads as possible.

The weather in early December is unpredictable and can range from glorious sunshine, to torrential rain and blizzards – all conditions experienced on most LE JOG over the past 18 years! The challenge is meant to be tough, but no specialist preparation is required, just a well prepared car. LE JOG has always attracted novices, and recognises their achievement with an award for the best performance by a beginner. The LE JOG training day covers various topics such as car and crew preparation, map reading, and dealing with regularities. Approximately two weeks before LE JOG, entrants are provided with information to enable them to plot the locations of main controls, rest halts and driving tests to plot the location of main controls, rest halts, driving tests and regularity starts/finishes. For competitors who may not have time to plot this information, a specially prepared map book is issued to all. Additional route information is issued at the start of each leg. Navigation is pretty straightforward and no trickery is involved.

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Matt Kiziuk



MSA British Rally Championship BRC Awards Ceremony Manchester - 9th November 2013

The 2013 MSA British Rally Championship Awards Ceremony, affectionately known as The BRC Bash, scored another resounding success in Manchester at the weekend, honouring winners from the BRC and its support series the NGK Spark Plugs BRC Challenge.

The black tie event was hosted once again by John Horton, familiar to followers of the BRC as the host at the start and finish ceremonies of most of the series' rallies. He shared the microphone with Championship Manager Mark Taylor, who took the opportunity to thank sponsors, events, marshals and of course competitors for making the 2013 season so successful.

Along with the hard fought overall BRC and NGK BRCC titles won by Finns Jukka Korhonen/Marko Salminen and Russ Thompson/Andy Murphy respectively, came a plethora of [class and discretionary awards](#) for the 200-strong audience to applaud.

The BRC's Rory Galligan Award for Outstanding Performance was presented to Welshman Osian Pryce for his stunning hat-trick of victories after a difficult start to the 2013 season. He and co-driver Dale Furniss were clearly stunned by the accolade, with Pryce giving an emotional thank-you speech dedicated to his family and team.

The BRC Rally of the Year award was first presented in 2003 with the Ulster Rally taking the honours in 2005, 2009, 2010 and 2012. This year the same Todds Leap Rally N.I. team had cause for double celebration on Saturday, Clerk of the Course Lewis Boyd accepting the award on behalf of the organisers and hundreds of volunteers for the fifth time on his 50th birthday.

The announcement of the BRC's 2014 charity, Wings for Life Spinal Cord Research Foundation (WFL), was accompanied by an inspirational talk by WFL ambassador Sean Rose and former BRC driver Ryan Champion, helping to raise nearly £1500 through a generously supported raffle.

Adding a new dimension for the 2013 Bash was singer-songwriter Alistair Griffin. Famed for his Sky Sports F1 title song, Just Drive, as well as closing credit sequence for Wimbledon and the British Open, his performance of three songs captivated the audience.

Several of the crews had an early night after the awards ceremony closed, heading off to Wales Rally GB as part of their Road to Wales prizes of free entries to this weekend's final round of the World Rally Championship – best of luck to all taking part.

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The calendar for the 2014 HRCR MOTOSCOPE Northern Historic Rally Championship is as follows:

- Round 1: Riponian Forest Stages**
Sun 9th February
- Round 2: Border Counties Rally**
Sat 22nd March
- Round 3: PIRELLI Richard Burns Rally**
Sat 3rd May
- Round 4: JIM CLARK Historic Rally**
Fri 30th & Sat 31st May
- Round 5: RSAC Scottish Historic Rally**
Sat 28th June
- Round 6: Greystoke Stages Rally**
Sun 13th July (Date to be confirmed)
- Round 7: TRACKROD Historic Cup**
Fri 26th & Sat 27th September
- Round 8: MEM Malton Forest Stages**
Sun 2nd Nov

The series will again be sponsored by MOTOSCOPE and run in association with the Historic Rally Car Register (HRCR) and run to National B status. Open to all historic rally cars complying with the MSA Category 1, 2 & 3 and also FIA specification vehicles. The FIA vehicles will run in a separate class and must run and comply with their FIA Technical Passports.

Registration for the championship will open when the regulations are published on 1st December 2013 (subject to MSA approval).

For more information on the 2014 series contact Championship Co-Ordinator Mark Casey on 07949 899 619 or email coordinator.nhrc@yahoo.com.



Rockingham Stages Saturday 7th / Sunday 8th December

and is a joint promotion between

[Thame Motorsport Club](#)

and

[Middlesex County Automobile Club](#)

2013 sees the tenth running of the Rockingham Stages and we are delighted to invite you all back to the magnificent facility of Rockingham Motor Speedway. Where else can your service crew and admirers watch virtually the whole stage from the comfort of a warm building with a pint in their hand and a hot meal on the table!

The entry fees represent good value for money and the on-line entry system and option to pay by bank transfer saves the hassle and inconvenience of using the postal service.

On Line Entries at

www.rallies.info/webentry/2013/rockingham/webentry.php



The Lincoln Green Stages Rally Sponsored by Copcutt Toyota Worksop Blyton Park Driving Centre Saturday 7th December 2013.

The Lincoln Green 2013 is a round of the ANEMMC, EMAMC and ANWCC single venue rally championships.

The Blyton Rally Challenge is a 3-event championship, promoted by Lindholme Motor Sports Club and Clitheroe & District Motor Club, under the aegis of the Association of Northern Car Clubs.

The rallies are the Jack Neal, Hall Trophy (CDMC) and the Lincoln Green (LMSC)

It's free to enter, and points will be awarded on the basis of Class results.

Visit <http://www.blytonrallychallenge.co.uk/>

for details and Challenge Regulations



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)

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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 January edition is Monday the 23rd December which is due out on

Tuesday 31st December

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 Preston Rally 7/8th December

The Preston is a mostly off-road rally, held in the area around Thetford, Suffolk.

Regs will be published on the web site
<http://chelmsfordmc.co.uk/Preston>



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