

November 2013

TUNNOCK'S
MULL RALLY



Motor Sport Group

Photos : Paul Whitelock
motorsportmugs.co.uk

www.sd34msg.org.uk

Chairmans Chat

With just two months but eleven events left for this season all the championships awards are still up for grabs. In the Interclub League two clubs have now topped the 1000 points level and there only 38 points separating them. Senior and junior members of the Johnson family are battling for the Individual Championship while in the Non Race/Rally Championship any one of seven competitors could win. Similarly in both the Road and Stage Rally Championships the winners are not yet determined.

In another championship the result was much more inevitable and in India Sebastian Vettel took his fourth F1 Drivers Championship and every credit to him but I have to say that unlike some of the commentators I don't put him in the same class of the likes of Fangio and Schumacher. I just hope that for 2014 the other teams can find their own 'Adrian Newey' to design them a competitive car and then let's see who the best driver is because I think he's one of their current drivers who just needs the tools to do the job.

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



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Lookers Citroen in Preston



CITROËN

**Supporting SD34MSG
and motor sport
in the**

North West.





SD34MSG - Member Clubs & contact details



Accrington MSC

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

Manx AS

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Bolton-le-Moors MC

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



Motorsport (NW) Ltd

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



Bury AC

Contact : Matthew Field
 Email : matthew@buryautoclub.co.uk
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Mull CC

Contact : Chris Woodcock
 Email : pdschris@aol.com
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 Website : www.mullcarclub.co.uk



CSMA (NW)

Contact : Steve Johnson
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Pendle & DMC

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 Email : raymond.duckworth@btinternet.com
 Tel. : 01282-812551
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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
 : 07973-816965
 Website : www.hmmc.co.uk



Wallasey MC

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 Email : tony_king@msn.com
 Tel. : 07989-616546
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Lancs & Cheshire CC

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 Tel. : 0161-2919065
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Warrington & DMC

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 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

ADVERTISING in the 'SPOTLIGHT'

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

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

Steve Johnson

07718 051 882 steve.johnson@csmclub.org

Les Fragle

01995-672230 les.fragle@gmail.com

Maurice Ellison

07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

CLITHEROE & DMC



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

Forthcoming Clubnights

Tuesday 5th November AGM

The second Tuesday of each month is
Committee night.

Tuesday 12th November

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

Tuesday 19th November Pre Hall Trophy Night

Tuesday 26th November SD34MSG Inter-Club Quiz 8-30

Tuesday 3rd December Car Prep with Rob Harris + Pre 12 Car night

Thursday 5th December 12Car Rally Map 102

Regs on Website : www.cdmconline.com

Tuesday 17th December Christmas Party

*Scrubs up well doesn't he !
Congratulations to Mr. & Mrs Matt Flynne
Saturday 5th October*



WALLASEY MC



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



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

Garstang & Preston MC

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



Lancashire & Cheshire CC



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

Bolton-le-Moors MC

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



WARRINGTON & DMC



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



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

Lookers Citroen in Preston

Supporting SD34MSG
and motor sport in the North West.



CITROËN



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

Matt Kiziuk

Inter Club Table Top Challenge Garstang & Preston MC Tuesday 29th October



Ian Farnworth was CoC for the 4th round of the SD34MSG Inter Club Table Top Challenge which was hosted by Garstang & Preston MC at their Clubnight.

The route was all contained on O/S map 97 but Ian had a few tricks up his sleeve to catch the unwary (and catch them he did). At the end of the night it all came down to who had the lowest number of Fails.

The 1st section was a list of grid lines followed by spot heights with questions at the end to ensure that the correct route had been followed. Section 2 started with a question about section 1 and this certainly caused some confusion (but that was the object) followed by Tulips & a Herringbone. And so it went on to the end. The last section really had most of the crews scratching their heads with departures over rivers as the clues.

In the end 1st O/A with 3 fails was Maurice Ellison/Matt Kiziuk/ 2nd 4 Fails was Steve Butler, 3rd 5 Fails Steve Butler, Tying on 6 fails for 4th place was Chris McIvor, Miles Gleave & Phil Martin, leaving last years Champion Table Topper - Terry Martin (partnered by Chris Woodcock in last place (7th) on 7 Fails

Nick Bunting has left his role as chief executive of the Motor Sports Association after little more than six months in the job.



The MSA said that Bunting, who switched from a similar role with the Rugby Football Union in May, had left by mutual consent. "I have very much enjoyed working with the MSA staff and all the dedicated volunteers and organisations within the sport," said Bunting. "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."

In Bunting's absence, MSA general secretary Rob Jones has been appointed as its acting CEO.

MSA chairman Alan Gow praised the job done by Bunting during his tenure as chief executive. "Nick was recruited to undertake a specific transitional role to prepare the MSA for future transformation," said Gow.

"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.

SD34MSG 2013 Calendar

07/08Nov	Stage Rally	Manx Auto Sport	Poker Stars Stages	Isle of Man
2-Nov	Road Rally	Hexham & District MC	John Robson Navigation Rally	Northumberland
23-Nov	Stage Rally	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
23-Nov	Stage Rally	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
30 Nov	Road Rally	Beverley & DMC	Beaver Rally	
7-Dec	PCA	Under 17 MC NW	Training event 4	Blackburn Services, M65 Jt 4
8-Dec	PCA	Accrington MSC	Winter PCA	Lymm Services
8-Dec	Autosolo	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
8-Dec	Autotest	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4



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2013 SD34MSG Championship Rounds at a Glance

SD34MSG Stage Rally Championship

Date	Event	Club
November		
8/9th	Poker Stars Stages	IOMAS
23rd	Neil Howard Memorial Stages	BLMCC
23rd	Hall Trophy Stages Rally	CDMC

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 2013 Calendar for Dates (Page 6)

SD34MSG Road Rally

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

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 Quiz
Tuesday November 26th
At Clitheroe & DMC
Waddington Sports & Social Club
Waddington, Nr Clitheroe
M/R 103 / 731 437
8-30pm

SD34MSG Inter-Club

Table Top Rally Challenge

Following Round 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
16	Jez Turner	7	CDMC
17	Derek Lewin	6	CDMC
18	Pete Whittaker	5	CDMC

Report on the last round of 2013 of the
Table Top Challenge on Page 6



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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	43	CDMC
2	Paul Buckel	41	CDMC
3	Pete Jagger	40	BLMCC
4	Simon Boardman	34	CDMC
5	Ian Bruce	33	BLMCC
= 6	Steve Mitchell	32	CDMC
= 6	Tony Harrison	32	CDMC
8	James Taylor	25	CDMC
9	Dave Whittaker	21	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	Steve Butler	41	CDMC
2	Neil Harrison	39	CDMC
3	Andrew Long	30	BAC
4	Paul Taylor	28	CDMC
5	Maurice Ellison	24	CDMC
6	Chris Williams	23	CDMC
7	Ian Mitchell	17	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 : 11th October

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Phil Jennings	Y	159	C	WaDMC
2	Steve Johnson	Y	133	A	U17MC
3	Phil Merrills	Y	106	C	S61MC
4	Hazel Johnson	Y	104	A	U17MC
5	Aaron Newby	Y	82	C	CDMC
6	Danny Brown	Y	54	A	U17MC
7	Keith Dowthwaite	Y	53	C	Wall
8	John Gorton	N	54	C	CDMC
=9	Jim McDowell	N	26	B	Mull
=9	Mark Booth	N	26	B	S61MC
=9	Michael Judson	N	26	C	CDMC

O/A	Co-Driver	Q	pts	Class	Club
1	George Jennings	Y	159	C	WaDMC
2	Steve Butler	Y	106	A	CDMC
3	David Barratt	Y	105	A	AMSC
4	Jason McTear	Y	80	C	AMSC
5	Tony King	Y	53	C	Wall
=6	Steve Coombes	N	54	C	GPMC
=6	Darren Riley	N	54	A	U17MC
=8	Gary Heslop	N	27	D	HMMC
=8	Mark Shepherd	N	27		GPMC
=10	Ian Rayner	N	26	B	CDMC
=10	Paul Blanchard	N	26	C	CDMC
=10	Mathew Faulkner	N	26	A	AMSC
=13	Alan Barnes	N	0	B	G&PMC
=13	Chris Melling	N	0	D	Lightning

Last Updated : 20th October

Non Race/Rally Championship

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

Last Updated : 18th September

Junior PCA Championship

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

Individual Championship

O/A	Competitor	Q	pts	Club
1.	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



2013 SD34MSG MARSHALS CHAMPIONSHIP



*Last Updated
27th Oct. 2013*

Accrington MSC

David Barratt 30

Bolton-le-Moors MC

Chris Fletcher	30	Peter Sharples	30
Steve Price	30	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	100	Heidi Woodcock	60
John Gorton	50	Matt Kiziuk	50
Maurice Ellison	30	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
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	John Hargreaves	10

CSMA (NW)

Eve Fisher	30	Graham Bray	30
Steve Johnson	30	Hazel Johnson	10

Garstang & Preston MC

Les Fragle	60	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	80
Steph Wilkinson	70	Sarah-Jane Dunhill	60
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

Darren Riley 10

Wallasey MC

Warrington & DMC

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

Wigan MC

Lance Rawlinson	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

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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



No words. Quite simply speechless! Everything we'd worked so hard for felt like it was slipping away in the morning, but it all came good in the end with a 2nd fastest time over the Orme and 3rd overall and 1st in Group N. Culminating in BTRDA Production Cup Champion; Welsh National Group N Champion; ANWCC Forest Rally Champion to go with the ANWCC and Welsh Junior titles! Over the moon! Dreams do come true! All the hard work has paid dividends! There's a long long list of thank you's that have made this year possible. Firstly, Alex Allingham for some simply incredible performances. It's been an absolute privilege. This guy really doesn't get the credit he deserves! Understated but puts an outdated car in positions that it shouldn't. The car all self prepared... No prep companies, race trucks, banners or catering tents. Just proper clubman rallying at its best and with a 100% finishing record... Some people need to take note! My mum and dad... They've put up with a lot but their enthusiasm and support knows no bounds! Richard Allingham for some sublime driving of the chase car and looking after us in service. Peter Thomas, Paul Davies, Richard Williams, Jack Didcock for helping on the spanners at varying times during the year! James Ward for some incredible photos throughout the year. Toni Carannante... I wouldn't have won the BTRDA Production Cup without your offer and drive on the Dukeries. All of our sponsors... Jules Wilkinson of RPS, Mark Hamnett of Kumho Tyres (puncture free all year... None of this Pirelli rubbish!), Juice Motor Sport, Higgins Rally School, DMD Motorsport, North West Rallying. And FINALLY... A huge huge thank you to ANYONE who sent us messages of support and well wishes, it really does help! This winning feeling is just awesome! Left Llandudno victorious on the Cambrian and 31 hours later after 3 hours sleep finally made it to Veracruz! Grabbed breakfast and quickly glanced at the 'Mexican style' notes we'll be using over the next 10 days. Spent the rest of the morning testing the car on the stages whilst checking the notes... Safe to say they're a little different from the Pattersons we've come accustomed to, not to mention backwards!! Still the car is performing perfectly and handling brilliant. Spent the rest of the day driving the rest of the stages and now at our Day 1 overnight halt. Some incredible scenery, incredible roads and stages all with their own characteristics. Steep back to back hairpins to flat out stretches. Food and then bed. — at Quinta Real Oaxaca

More when I return

Chris Williams
Clitheroe & DMC



Class Victory For Perez On Cambrian Rally



Triple British champion Steve Perez got back to his winning ways when he contested the Cambrian Rally at the weekend and en route to a superb 14th place overall, he took a brilliant class victory in the difficult conditions.

Driving the Amigos Tequila-flavoured beer branded Lancia Stratos he was sharing with Welshman Paul Spooner in which they will contest next month's Roger Albert Clark Rally, the pair got off to a good start in the opening loop of the forests of North Wales and held 21st overall as they battled for class honours.

Up to 20th after the second set of stages on the event which comprised the final round of the REIS Get Connected BTRDA Rally Championship, the 2003 British Historic, 2004 National ANCRO and 2010 BTRDA champion upped the pace as the event reached the final stage of the famous Great Orme headland near Llandudno.

There, Perez set an amazing ninth fastest time out of the entire field, stopping the clocks just seven seconds slower than the fastest of the four-wheel drive cars and in doing so elevated himself to an impressive 14th place overall. The result also netted him third in the hotly contested Historic class and he took the win in Class H3 by a comfortable one and a half minutes.

The result sets Steve in good stead for a very busy end of the year where he is not only competing in the gruelling three-day Roger Albert Clark Rally for a tenth successive year, but he then heads off to Africa for the Kenya Airways East African Safari Classic Rally where he will contest the week long event between 21st and 29th November 2013 in his Amigos Tequila-flavoured beer branded Datsun 260Z for a fourth time, whereby Steve has seconded legendary co-driver John Millington into action.

"I really enjoyed the event and it was good to get a clean run, the only problem we had was when the door catch broke and my door was flapping around for a stage which wasn't ideal but it's a common problem on these cars. The highlight for me was when we set ninth fastest time on the Great Orme whereby we beat two World Rally Cars including the new champion! Now I'm looking forward to the RAC and Safari rallies and hopefully we can get a good result."

Hayhursts' Clitheronian Road Rally

28/29 September 2013.

A full to bursting entry of 45 cars made the start of this years Hayhursts Clitheronian Road Rally. This year saw the first time the club had run the event under a road rally permit, which allowed for a change of style and direction for the planning and route delivery for the crews.

The rally was based in and around Darwen Motorway Services on Junction 4 of the M65 Motorway, here crews were given their first instructions and awaited the full route some while later. The sense of anticipation was palpable, several top crews were out, and some notable names from past Motoring News events were interspersed across the entry. However, the up and coming young guns were also out in force with some beautifully prepared machinery being presented for scrutineering. This year the event was running as full pre-plot for the first time and with the fell sides and moorlands available to the organisers in this area, the winner was going to have to be pretty nimble.

First car away was last year's winner John Leckie, he was partnered by Rick Bestwick but was under the cosh straight away from the charging Clio of Neil Weaver and Sam Collis, snapping at their heels were Jonty and Nick Bloxham in their Peugeot 106. Other crews that were equally committed were Myles Gleave/Jason Crook and Clitheroe Club members Tony Harrison and Paul Taylor.

The route started out from the services, a transport section saw the field start the event at Longridge Fell and head North via Bashall Town to end the first competitive section, from here the Rally went North East skirting through Cow Ark and by passing Slaidburn to the first real "meat" of the event through Gisburn Forest and on up to Keasden Crossroads. It was here that Weaver displayed his class and was flying, Jonty Bloxham pushed hard but couldn't keep pace with the Ludlow based driver. The old guard weren't letting the young 'uns have it all their own way, with stylish and committed driving, Steve King battled with Steve Retchless, echoes of the late 80's flooding back. One crew who were at a disadvantage tonight from the flowing roads were Pete Tyson and Neil Harrison as they flung their Mini through the night, "Tyco" admitted that he could not match the pace of the more powerful machinery. Lurking in the background were Myles Gleave and Bentham based Tony Harrison waiting to see if the wheels would fall off anyone's wagon. One of the drives of the night was happening further down the field, setting off at car 22, Wayne Lander and Rob Lloyd were on a flier, with only 5.05 dropped up to petrol, they were a dark horse in the middle of a quality field. After Keasden, crews headed back south and re-entered Lancashire from their brief spat in the White Rose County, here saw classic moorland roads, Lythe Fell with its open peak dropping into steep valleys towards the end give way to another stern test in the form of the Trough of Bowland. Starting from just outside Dunsop Bridge, crews took in the infamous not as map Trough, it opens from a steep gorge and gives way to fast open roads that throw in some surprises for the unwary in the form of Abbeystead Hairpin, a drop back into the twisty and narrow lanes this area is famous for via Street, a slot left at Pennington and Redmonds Wood saw the rally take in Petrol at Forton Services. Amongst the classes, Tyson/Harrison were in the top ten and leading the historics comfortably, local semi-expert crew Jeremy Dale and James Chaplin were superb in their distinctive Alfa Romeo 145 and heading for a quality top ten finish. Clitheroe member Paul Flynn had Garstang and Preston MC's Ian Farnworth sat with him, Flynny pushing hard for his Novice class win, all the more admirable as Ian can suffer from Mal de Nav, a sterling effort from both members of the crew.

After petrol, the route saw a mix of open moorland and twisty wooded roads to test the crews, straight off the mark, The Bloxham's were at John Leckie, passing him on the run up to Harrisend Fell and streaking away, it was on this fell that the rally was won, and in Neil Weaver's case lost. Pulling out of a Not as Map control, Weaver's Clio span a wheel coming off loose onto tarmac and broke a driveshaft, this ended a stunning drive, but with a repetition of what happened recently on The "Rali Mon" in Anglesey. From here it was headed back via the tight and nadgery Brock Mill, the infamous "Jack Anderton Bridge" just before not for the faint hearted with it's steep drop and climb on entry and exit to it, from here, skirting Parlick Hill and on through Blacksticks to the last competitive control at Lockhurst Farm, the event wound its way through more open and classic Lancastrian lanes. Lander, dropped some time on this section and almost lost his place to John Bossen/Max Freeman.

The crews made their way back to the finish at Darwen, an oversight by the hotel's management saw crews having to patiently wait to be allowed in for a well deserved cuppa and breakfast! It was here that the results unfolded and the news that Team Bloxham had won the event by 47 seconds from Gleave/Crook. In third were Retchless/Tullie, a further minute and a second back. Steve King/John Hawkins and Tony Harrison/Paul Taylor made up the top five on the night.

Clitheroe and District Motor Club put on a very well received and well presented route, after speaking with many crews it was clear that this event is going from strength to strength and has justified how quickly it filled it's entry up.

Photos : Neil Johnson



Pete Tyson and Neil Harrison



Retchless/Tullie,

Clitheronian Recollections

After the success of completing the Memorial with Jem Dale I received a very generous offer, from one part of the Glasson Dock Rover massiive, Matt Kiziuk , to occupy the LH seat in the Rover BRM for this event.

Even after a couple of familiarization nights out in the local lanes Matt still seemed keen, so it was on a pleasant evening that I duly arrived at the M65 start venue to await the arrival of the Glasson crews. Suffice to say that Matt arrived followed sometime later by Ste "le" Brock who, without his navigator I might add, had wrong slotted on the motorway.....not a good omen for this, his first event !

The time waiting for the route instructions passed slowly but was broken up a bit by meeting a local lad from years ago who was pretty rapid in his day, a certain Don King who was usually partnered with Steve Frost in various escorts. Having not seen him for circa 20 years, it was heartening that we just about recognized each other!

The Glasson Dock Rovers looked well in the car park, complete with flat caps for the drivers, and it was two nervous crews that made their way out to the start of the rally proper north of Ribchester. Matt started slowly, getting used to some borrowed Toyo's, with myself feeling a bit more organized in the car than the previous event (famous last words.....).

All was going well until the first map change, after Gisburn, at which point I mistakenly picked up the wrong road on 98 and started reading out Lythe Fell instead of Clapham Common.....much confusion and head scratching and lost time wondering just what was wrong ! A basic error on my part but I will mark the map changes up more clearly on the next event!! Matt took it all in his stride however, and started to press on, and with things like the timing all starting to make more sense to me, second event in, confidence was growing but a missed CB before the Trough quickly deflated the crew again. However the route was now getting onto Matts familiar territory and we went very well over the ToB itself and rolled into Petrol with confidence creeping back up a little.

The car was a slight worry, in that on the longer sections the car was steaming a bit at the finish control, but we decided that the system had enough water in to continue, without attempting to remove the rad cap and dodge the near certain boiling water and steam jet blast ! We learnt that Le Brock had sadly retired with car trouble, but with no damage, so it was down to one Glasson Rover now.

The second half of the event felt very different in nature, with more of the lanes and slots and the route passed in a blur and Peddars Wood was a real treat as I just sat back and held on tight.....what a good section that is ! The junctions flowed and the navigator loved the competitive run to the finish I must admit, with all CB's collected and no wrong slots. A lengthy wait for breakfast ensued at which it became apparent that there was some debate amongst the top crews re manned codeboards and signatures but my view was that the vast majority of crews hadn't had any issues, so couldn't really understand the problem.

The navigating career is now two rallies in and I must admit that I have learnt something on both events and certainly the second half went as well as I could have hoped for – indeed post event results showed a that we were 11th quickest in the second half so if I can cut out the basic errors there is plenty of hope for the future!

Overall thoughts on the event were, that Paul and Steve from CDMC had put on a first class event, which was well marshalled, and was enjoyable for both sides of the car. Particular fun was had, following Mr Bruce who wrong slotted right in front of us, being overtaken by a Flying Flynn Proton and being amazed at just how quick Tickers Civic was in a straight line.....if only he had some brakes ! On a personal level I have recognized that the feelings in the car can ebb and flow through the night but one needs to forget what has just gone and concentrate on the next CB, slot etc and get organized in advance for map changes and controls.

Roll on the Lummies next month.....and I was again cream crackered on the Monday.

**HAYHURSTS**
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Clitheronian Road Rally



Tony Vart : Clitheroe & DMC

Victory on the UTS Cheviot Keith Knox Stages Rally, the final round of the REIS – Get Connected MSA Asphalt Rally Championship, was enough to clinch a fourth consecutive title for Damian Cole. At the end of what has been the most competitive Championship for years, Cole arrived in Otterburn as one of four drivers still in with a chance of lifting the trophy.



UTS Cheviot Keith Knox Rally



The day dawned misty and damp but it was quite obvious that the pace would be electric right from the off. Thirteen stages, totalling 92 miles, were on the menu and Cole was immediately 'on it', setting FTD on each of the first five. Initially, his main opposition came from late-entry Peter Taylor, but his challenge came to an abrupt end on SS4 when the Carlisle driver's Focus WRC left the road at high speed.



The Impreza WRC of fellow Championship aspirants Steve Simpson/Patrick Walsh moved up to 2nd, but any hopes of lifting the title soon disappeared after a large quantity of oil was found to be leaking from a crack in the gearbox casing. Game over!



Simon Mauger/Brian Cammack then took up the cudgel in their MkII Escort – Cammack was the only person in a position to challenge Walsh for the Co-drivers' title, but he would have to take a maximum score to squeeze the season-long leader into second place and, even then, it would only be by a single point! Clutch trouble hampered the Escort's progress as the day wore on, allowing John Stone's Skoda Fabia WRC to close in. By the time the pair reached the finish, they were on identical penalties, with Stone getting the nod for 2nd with a quicker time on the opening stage.



Nevertheless, neither Cole nor Stone's co-drivers were Championship-registered, giving third-placed Brian Cammack top points – and the title! Whilst we congratulate him on his success, especially in a two-wheel drive car, at the same time please spare a thought for Patrick Walsh. Having been at the top of the BTRDA Silver Star Championship points throughout the season, he was to miss out on that honour by the narrowest of margins

on the Saturday and then, less than twenty-four hours later, his hopes of succeeding James Morgan to the Asphalt crown also went up in smoke – literally! The other two drivers hoping to return home from the north-east of England as MSA Asphalt Champion were Paul Bird and John Indri. Bird's day began badly when his Focus WRC's power steering pump failed just prior to the start. Now anyone will tell you that Otterburn is not the place to be without power steering – so, 6th in such exalted company after the first couple of stages is no mean feat!

Fastest times on four stages followed but then it all went wrong on the last one when the Focus slid off into a ditch. It eventually regained the road but Bird took a maximum for his troubles, losing six minutes to the leaders. Ninth place overall gave him 2nd overall in the Asphalt Championship, but that wasn't what he was there for!...

Meanwhile, having won the 2012 Cheviot, John Indri started the rally with No.1 on the doors of his Darrian T90 GTR. With Josh Davison along for the ride on this occasion, Indri was up to 5th with two stages to go when the car was withdrawn in service due to transmission problems – his first retirement from seven starts and a disappointing end to an otherwise excellent season.

MILLINGTON REAR WHEEL DRIVE CHALLENGE

The Millington Rear-Wheel Drive Challenge has added an extra dimension to the Asphalt Championship this year – 30 drivers have scored points and, in the end, it came down to a straight fight between Simon Mauger and John Indri who was leading prior to the Cheviot. Mauger finished the final round, Indri didn't – second-place points went to the BMW M3 of outgoing champions Richard Felgate/Mark Mason, with the Escort of the Doroszczuks, Paul & Julian, taking third. At the start of the season, Alex Laffey/Jack Morton appeared in their new Fiesta S2000 and, to begin with, 'Caution' was the watchword. Speed, in conjunction with familiarity, has increased considerably in the intervening months, culminating with 6th overall and first in class on Otterburn. Morton's points tally has risen to such an extent that, at just 18 years old, he ends the season as 3rd overall in the Co-drivers' Championship.

AB MOTORSPORT PEUGEOT 205 CHALLENGE

Tim Daltry was already confirmed as BTRDA FWD Champion and winner of both the AB Motorsport Peugeot 205 Challenge & Class B11 prior to the start of the Cheviot. So, when his particular 205 ground to a halt with engine failure, it didn't matter quite as much as it might have done!

FUCHS TITAN RACE BEST IMPROVEMENT ON SEEDING

The other two similar cars in the entry did get round Craig Jose/Nigel Hewett took top points in Class B10, while Andrew & Reg Irving were 2nd in B9, behind the flying Nova of Ian Barnard/Andy Bull starting at No.62 and finishing thirty higher, in 28th, Andrew Irving earned himself the final Fuchs Titan Race Award for 'Best Improvement on Seeding' of the year.

Although the perennially popular Class B13 had already been settled, 2nd & 3rd still had to be fought over with the Imprezas of Chris Daykin/Dan Megannity & Neal Arden/ Giles Corbett the contest.

On the day, both were upstaged by the Lancer of Jim Sharp/Craig Wallace but, as far as the other two were concerned, Daykin finished the rally and Arden finished in a ditch! However, having missed a round earlier in the season, Megannity couldn't get ahead of Corbett but, nevertheless, managed to close the gap considerably!

JOHN HORTON MOTORSPORT MANAGEMENT 'STAR PERFORMER'

Julian Barnett (Subaru Impreza) used the Cheviot to take an even tighter grip on Class N4 –he was leading before the start but, on paper, could have been caught. It was a measured drive in far-from-easy conditions and, for this and also maintaining a 100% finishing record throughout the season, Julian was awarded the John Horton Motorsport Management 'Star Drive' trophy.

It was a great weekend on the Isle of Mull with Rally cars travelling from all over the UK to attend the 44th Mull Rally. Mini Sport had 3 MINIs competing and Martin Page, driver of No. 55 MINI of the Mini Sport fleet has written this report for you:

Three cars from the Mini Sport Rally Team journeyed to Mull for the annual October "trip round the island."

Once across the water, the cars had final preparations completed and set up honed and pace notes were checked by the crews. By the afternoon of the Friday, there was nothing left to do but ponder the weather ...dry or wet this year? The weather was bone dry with blue skies and not a cloud in sight and a touch of ice on the night stages through the end of the Calgary and Penmore stages to keep things "interesting". One thing about rallying on Mull, it pays to be an all rounder!

Car 55 of Martin and Heidi dispatched Stage 1 through the dark of Friday night, which included the superb Mishnish Lochs stage to Tobermory. No incidents to report however Stage 2 was cancelled due to a car off the road.

There were 6 stages to get through on the Friday night, taking the Mini Sport team down the west side of the island and right down to the south west for the two runs through the Ardtun stage.

The Ardtun stage is only 2.6 miles long but it's a tight, bumpy, jumpy, skittery, gravelly, slippery little ribbon of tarmac which has the mid stage Ardtun jump just after a dip following a long straight and very fast right hander. You can lose somewhere between "almost everything" and "definitely everything" here! Martin and Heidi were hurled skyward over the jump, to land partly in the ditch on the right hand side so a fair bit of flat out "lawn mowing" was undertaken until grip was re-established by the two wheels still on the tarmac. The second run through was to be taken slightly less vigorously over the jump.... it didn't feel that way but there was no need for the "lawn mowing" this time! The final two stages of the night went well and the crew returned to Tobermory for the following mornings day time stages.

Saturdays weather continued to be bone dry and sunny. The MINI had been re-fettled overnight by the hard working service team and the rear suspension of the MINI was softened to improve handling.

Stage 7, Penmore took the crews down past Calgary Bay and back to Dervaig, an 11 mile stage to blow the previous nights cobwebs away and then on to Stage 8, Scridain.

Scridain, at just 4 miles, is a blast right along the rocky beaches on the west of the island and can be a little slippery in wet weather. No such problems for Martin and Heidi this time as the weather was literally melting the tarmac. About two miles in, the number 10 Mini Sport MINI of John and Martin Cressey was seen unfortunately upside down at the side of the road. Both crew were ok and waving as Martin and Heidi went by.

Stage 9, Griburn was cancelled due to a crashed rally car and the crew was directed straight to Tobermory for main service. Twenty minutes later service and re-fuelling was complete and they were sent out to Stage 10, Mishnish Lochs. A favourite stage over the 6 mile road between Tobermory and Dervaig.

The stage starts with a very fast section past the Lochs and combines hairpin bends up and down the hill into Dervaig. MINI 55 was generating some serious heat by now and the floor pan was so hot it melted the plastic seat belt cutter and filled the car with smoke!

Again, unfortunately they passed the Mini Sport MINI number 6 of Daniel Harper and Chris Campbell parked up mid stage with broken suspension. They had been going extremely well on the revised suspension set up and had been as high as third place overall.

Immediately after the Mishnish Lochs stage was the very short road section to Stage 11, The Hill Road. The surface is similar to the Ardtun Stage but twice as long. The road takes the cars up over a very steep hill, across a very bumpy plateau where the road is very broken and then plunges down the other side to Torloisk and then on to Balnagown.



Continued on Page 17

MULL - Continued from page 16

The mid section had Martin and Heidi broadside down the road for a while when the bumps threw the back end of the MINI out of line. The car came to rest across the road and stalled but only 15 seconds was lost.

The rest of the days stages were dispatched well with just a change of front tyres before the final two stages. Again the MINI was given a thorough service for the final leg of the rally which took the crews around the island in the dark again. The first stage took crews up the lengthy Glen Aros and over Mishnish Lochs, a good 14 mile stage and then back down the west of the island for stages 17 and 18 and back to Craignure for final main service.

The last stage of the rally is "The Long One". At 22.5miles it takes crews from Killiechranan along the coasts beaches and cliff roads and over to Calgary Bay and on to the finish in Dervaig.

The spot lamps on MINI 55 had been failing during the night stages which cost some time and on one of the road sections they lost all the MINI's lights! Martin and Heidi gave the Long One some stick and brought the MINI home to Dervaig in 27th place, achieving their aim of getting into the 20's this year. They were also rewarded with the Clitheroe and District Motor Cub "Best Crew" award.

Much thanks goes to all the Mini Sport Team and in particular to Mini Sport rally technician Michael Anderson for his mastery of rebuilding engines and to Daniel Harper for the set up advice and everything else.

It was a shame that we didn't get all three Mini Sport cars home, but believe me...they were going some! Martin would also like to mention his hard working service and management team of Ian Pennington, Davy Stuart, Sandra Pennington and Claire Page and two daughters Ems and wee Martha who worked so hard polishing up the rally car!

Thanks also to those MINI fans who were doing the star jumps on the Griburn and Mishnish Locks ...it helps! And finally a big thank you to Heidi for keeping me on the "straight and narrow!"



Heidi Woodcock
Martin Page
Car55
Clitheroe & DMC



TUNNOCK'S MULL RALLY 2013
FINAL OFFICIAL CLASSIFICATION
OVERALL

POS	NO.	DRIVER CO-DRIVER	CLASS	VEHICLE	TOTAL STAGE TIME	PEN	TOTAL TIME	DIFF LEADER PREV
1	2	JOHN MACCRONE STUART LOUDON	D	FORD FIESTA	2:21:43		2:21:43	**:**
2	15	PETER TAYLOR ANDREW ROUGHHEAD	D	FORD FOCUS WRC	2:25:40		2:25:40	+3:57
3	7	EDDIE O'DONNELL JNR MATT RATCLIFFE	D	FORD ESCORT RS	2:29:30		2:29:30	+7:47
4	3	TONY BARDY NEIL COLMAN	D	NISSAN SUNNY GTI-R	2:29:37		2:29:37	+3:50
5	8	TRISTAN PYE ANDREW FALCONER	D	SUBARU IMPREZA	2:30:11		2:30:11	+7:54
6	9	JONATHAN MOUNSEY RICHARD WARDLE	D	NISSAN SUNNY GTI-R	2:33:24		2:33:24	+0:02
7	21	ALAN GARDINER ROBIN NICOLSON	D	SUBARU IMPREZA	2:32:27	1:30	2:33:57	+8:28
8	30	RICHARD COOK EDWIN COOK	D	FORD ESCORT MK1	2:34:35		2:34:35	+0:34
9	33	PETER GIBSON DREW GIBSON	D	NISSAN SUNNY GTI-R	2:35:10		2:35:10	+11:41
10	24	CHRIS (CURLY) HAIGH SALLY PEACOCK	C	FORD ESCORT MK1	2:36:04		2:36:04	+3:13



MacCRONE DOMINATES TUNNOCK MULL RALLY

Dervaig's John MacCrone realised a boyhood dream when he powered his MSport-prepared Ford Fiesta S2400 to a dominant win in the 44th running of the Tunnock's Mull Rally.

The 24-year-old delivered a controlled, professional drive through the final four stages before powering through the final flying finish in his home village of Dervaig.

"It doesn't get any better than this," MacCrone, co-driven by Uddingston's Stuart Loudon, beamed.

"But that was tough, really tough."

MacCrone's biggest challenge was that he started the final four stages leading the Ford Focus WRC of Carlisle 22-year-old by 1min 14secs.

The dilemma he faced was whether to keep attacking, and risk going off or breaking something on the car: or back off and pace the car to the finish.

In the end, he resorted to type: "I always like to drive flat-out."

In the end, his victory was essentially clinched on the closing loops opening stage, the 14.79-miles at Glen Aros/Mishnish Lochs.

While MacCrone powered flawlessly through the stage, clocking 12mins 33secs, Taylor hit trouble, twice spinning off as he pushed in an effort to apply pressure on the Scot.

Instead, Taylor exited the stage with his Focus WRC looking battered and bruised, with no front bumper, and the whole inter-cooler visible.

"We were off twice in there and dropped good amount of time," a downhearted Taylor admitted. "I was pushing hard trying to close the gap on John, but I just made mistakes."

The excursions cost the youngster 1min 11secs. Unaware Taylor had suffered damage and dropped time, MacCrone kept the pressure on my powering through the next three stages. In the end he won comfortably by 3mins 57secs ahead of Taylor.

The Englishman, bidding to be the first non-islander to win on Mull since Daniel Harper in 2002, ended up nursing his car to the finish line.

With no suspension spares, he had to cope with a car which had a broken shock absorber, which was then compounded by brakes problems in the final stage.

Salen's Eddie O'Donnell held off Richmond's Tony Bardy to clinch the final podium spot, with both drivers clocking exactly the same time over the final 22-mile stage. Only seven seconds separated them at the end.

With Tristan Pye conquering the slipping clutch problems he endured all rally on his Subaru, sealing fifth, the top 10 was rounded off by Jonathan Mounsey (Mitsubishi), Alan Gardiner (Escort MkI), Richard Cook (Subaru), Peter Gibson (Mitsubishi) and Chris (Curly) Haigh in his MkI Escort).

But there was heartbreak on the final stage for a number of crews. Bungay's David Mann finished with his Subaru on its roof on the beach. Both he and co-driver Chris Hamill were ok. Then Billy Bird's Vauxhall Chevette went off: he and co-driver Plug Pulleyn had been on-course for a top 10 finish. And Ian Chadwick's Skoda Fabia gave up the ghost just three miles into the final stage.

And finally the Subaru Impreza of Mull Car Club chairman, Allan Cameron, stopped with mechanical problems at Calgary Bay. This year's event marked the 40th anniversary of his first Mull Rally.

But at the end of 30 hours of gruelling, high speed action, the big winners were John MacCrone and the Tunnock's Mull Rally: both celebrating a winning performance.





I kicked off the McRae Stages looking to perform from the start. Stage 1, a 6 mile run through Sophia Wood saw me 4th fastest and sitting in a good position from the off. A host of drivers were sitting within seconds of each other and with the short 4 mile Stage 2 before service, it was looking like a close battle for top 5 honours. A good run through Stage 2, although it was very slippery and I was untidy in places saw me 3rd equal quickest along with Dave Weston and Mike Faulkner however, John Burn in the Subaru WRC had recorded a great time which saw him move ahead of me in the overall standings. Back at service, all was good with the car and so I set off for the afternoon loop of 3 stages, starting with the 13 mile run through Errochty. The Stage started well and I was pushing on. The corners were flying in and Mark did an excellent job of keeping up on the notes! However, the stage was extremely rough in places with large boulders lining the corners and some which I had to pick lines around, pushing me onto the loose stuff and losing me time.

Approximately 1/2 way through the stage, the car began behaving strangely. Under braking, it seemed to leap forward with a loud bang and the brakes were screeching. Not knowing what was wrong, I battled on as fast as possible whilst constantly checking the brakes were still working! Further on through the stage, the power steering failed, the noises got worse and the car was extremely hard to control however, with the adrenalin flowing, I kept going until the end of the stage. Unfortunately, even though I was 4th quickest through the stage and had cemented a good lead ahead of the chasing pack, the car had suffered serious damage and I would be unable to continue. The Track Control Arms on both sides of the car had been completely sheared from the chassis leaving the wheels rocking back and fore. Furthermore, the aux belt tensioner had seized causing the belt to snap. A bitter disappointment and huge dent to my championship points however, the positive thing to take from the event is that we were performing well alongside experienced crews in top spec cars.

Thanks to Mark Fisher on the notes and Tim, Warren and Steve Hudson for service and management. A great team, just a pity I couldn't reward them with a top place finish

Chris Collie (via Steve Hudson)

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

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





Bird Takes It To The Final Round...

Langwathby driver Paul Bird saw his hopes of winning the REIS Get Connected MSA Asphalt Rally Championship remain intact when he claimed a battling runner-up spot on the Patriot Stages Rally.

The former ANCRO National Champion was making his debut on the event and after winning two rounds of the Championship this season by taking victories on the Manx National Rally and ALMC Stages, he was looking for another good result in the MinxFlix.com, Fuchs Titan, Rapid Solicitors and Kick Energy-backed, Pirellishod FBP Ford Focus WRC07 he was sharing with Welsh co-driver Aled Davies.

Despite his unfamiliarity of the Caerwent MOD Training Area which hosted the event, Bird took it to the locals despite a pair of time consuming spins on the opening two stages. However, after four stages, the MotoGP and British Superbike Championship team boss was just three seconds behind Peter Lloyd's Subaru such was his pace.

Bird attacked again on SS5 and once again on the final stage but after clipping a kerb, he lost time and ended up just 14 seconds behind Lloyd to take the championship to the final round of the season with the Cheviot Rally on October 20th. There, on the Otterburn ranges in Northumberland, Bird needs a victory to be guaranteed the crown.

Paul Bird: *"I'm disappointed to lose out on the victory as we had some time consuming moments which didn't help but to come so close to Peter who has so much experience round here is encouraging and sets us up nicely for the final round. I hear Damian Cole goes well up on Otterburn so he'd best be on top of his game at the final round as I'll be giving it my all to beat him because if I'm to be champion, that's what I have got to do."*



LLOYD BANKS ANOTHER WIN!

Peter Lloyd (Subaru Impreza WRC) scored his second REIS – Get Connected MSA Asphalt Rally Championship victory of the season when he won the Patriot Stages Rally, the penultimate round of this year's series. With Kath Curzon co-driving, he managed to stay ahead of the Focus WRC of a hard-charging Paul Bird who was on his first visit to the Caerwent Training Area.

MILLINGTON REAR WHEEL DRIVE CHALLENGE

John Indri (Darrian T90 GTR) took 3rd Championship and top Millington Rear-Wheel Drive Challenge points and the scene is now set for a grandstand finish to the season on the Otterburn Ranges on 20th October. The battle for the overall 2013 title is now between Bird, Indri, Damian Cole and Steve Simpson and the permutations as to 'who must do what to win' are endless!...

Lloyd and Bird were in a class of their own at Caerwent – the Impreza set FTD on four of the six stages, while the Focus came out best on the other two. By the finish, the pair were just 14 seconds apart and 2½ minutes ahead of the chasing pack!

John Stone (Skoda Fabia WRC) finished the event two seconds behind Indri, having taken seven out of the Darrian on the final stage, while Gary Le Coadou/Paul Hollingham rounded off the Top Six in their Toyota Corolla WRC.

Having taken their Mk1 Escort to 5th on the Mewla at the end of August, Ian Kenvin/Ian Meakin up with another excellent run to 7 Patriot. In addition to runner-up spot in the Millington Challenge, Mr Kenvin's efforts were also rewarded with the John Horton Motorsport Management 'Star Performer' trophy.

Pete Rayner's Escort was in the Top Ten, while Fowden (Subaru Impreza) was one place in front of a delighted Rob Tout whose Group N Lancer EVO9 took a class win and recorded its first finish on a Championship round since the Tour of Epynt back in March. Chances of retaining his Production Cup title are gone, but the result must be a huge confidence booster.

On the subject of Group N, originally on the reserve list, Julian Barnett received a last-minute call the space left vacant by Simon Mauger consequently, ran with No.2 on the doors of his Impreza. With Mat Evans elevated to the role of co driver for the day, they did enough to maintain Barnett's Class N4 Championship lead, but are now faced with a dilemma as should Chris Rice who registered a DNF at Caerwent, take his similar Impreza to the final round and score maximum points, he would equal Barnett's tally and take the class on count-back!...

Alex Laffey/Jack Morton were also class winners in South Wales – their Fiesta S2000 was just a second in front of the MG ZR of Matt Beebe/Paula Swinscoe the end of the day, with Adge Spencer/Mark Hewitt next up in their Impreza. Chris Daykin/Dan Megannity (Impreza) and Chris Marshall/Simon Hunter EVO5) finished on identical penalties, with the former crew getting the nod by dint of a faster time on the opening stage.

Allingham Defies the Odds on Trackrod

Stalybridge rally ace Alex Allingham and Cumbrian co-driver Chris Williams defied all odds to come out on top in an epic scrap for Group N honours on last Saturdays Trackrod Forest Stages. Allingham and Williams crewed their Riverside Property Services backed Subaru Impreza N10 to 7th overall and kept their hopes of claiming the REIS Get Connected BTRDA Production Cup alive. Allingham and Williams knew that nothing but a victory in the Group N category would do on the Pickering based event but entered the event very much as underdogs in their class. Given the high speed characteristics of the Yorkshire stages and their older Impreza meant on paper they wouldn't stand much chance of beating the more powerful Mitsubishi Lancer Evo 9's in their category, however the Kumho Tyres supported crew were able to set the fastest Group N time on the opening 6 mile Staindale stage by a mere second. An untidy performance in the second test, the infamous Dalby Forest stage, that included two overshoots meant that the Richard Allingham Cars backed pairing would drop around 11 seconds to their rivals and they returned to the morning service lying 2nd in the Group N battle.

At morning service, Allingham commented, 'We've had an up and down morning, we had a really good feeling in the first stage, but we were really untidy in the second one. Dalby is really fast with lots of narrow and tight junctions so picking your braking points is difficult at the best of times but the grip levels were really inconsistent so it's making it even harder. Sometimes you have grip and other times you don't, we've had a couple of minor overshoots and hit a bank with the back about 4 miles in. I think it's knocked the geometry of the car out as it was really unsettled on some of the high speed stuff for the rest of the stage. It's nothing the lads can't fix here though, we're still in the battle and we'll go as hard as we can for the rest of the day.'

The next loop of two stages took crews to the forests of Cropton and Gale Rigg and it would be Cropton where Allingham and Williams regained the lead of Group N, passing ex leaders Jamie Anderson/Ella Flynn stranded by the side of the road with propshaft failure. The Juice Motorsport crew's lead heading into the Gale Rigg stage was only a slender one of just over 4 seconds and then Allingham and Williams' Higgins Rally School backed Impreza survived a big airborne moment in Gale Rigg giving the crew and almighty scare and they returned to the final service halt with just a 0.3 second Group N lead.

The battle for Group N honours was all to be decided on the last and longest stage of the rally, the 15 mile super fast Langdale test. On so many occasions this season Allingham and Williams have been the bridesmaid in battles as close as this and knew that they had to push as hard as they had done all season if they were to win this time. The battle was however to end prematurely as 2 miles from the end of the stage Allingham and Williams passed their closest rivals, Luke Francis' Evo 9 parked at the side of the stage and the DMD Motorsport Engineering sponsored crew were able to cruise to the finish to claim an unexpected but hard earned Group N victory and with it, 7th overall.

At the finish a jubilant Williams commented, 'we came here knowing we had to win and that's exactly what we've done. We never expected to though, we thought the Evo 9's would leave us behind. They have a big power advantage and greater straight line speed than us and on this event especially that's a big advantage. So many times in recent years on this event even the N11 has struggled to keep pace with Evo 9's so to win Group N in the older N10 is a great feeling. Williams continued, 'We survived two big moments, one in Cropton and one Gale Rigg this afternoon. I'm still not sure how we stayed on the road after the Gale Rigg one. I think we'd both be lying if we said we weren't nervous before the last stage, we've been on the wrong end of these close battles too many times this year so we just wanted to get over the line! We pushed to the limit in Langdale, we had a couple of moments and we hit a big pothole to which caused a big vibration in the car for the last 4 miles. We made a plan before the event that Staindale and Cropton would be our two best opportunities to take time out of the Evo 9's and we had hoped to have a decent lead by that point. We knew that Langdale really wouldn't suit us, so to only have 0.3 seconds in hand wasn't ideal. Finally, I'd just like to say a massive thank you to those who put their faith in us and made this event possible. Without Juice Motorsport, DMD Motorsport and North West Rallying we wouldn't have been here today. Today's win was for them and everyone else who has shown their support throughout this season. We just have to finish the job on the Cambrian now.'

The result means that Williams has now wrapped up his second title of the season becoming the Association of North Western Car Clubs Junior Co-Driver Champion to go with the Welsh Junior Championship he sealed up earlier this season. Allingham and Williams' Group N victory also ensures that, providing results go his way, Williams can still claim the BTRDA Production Cup Co-Drivers crown which will be decided on this months final round, the Llandudno based Cambrian Rally.

The Cambrian will not only play host to the final round of the BTRDA but it will also decide the outcome of the MSA Welsh Championship which Allingham and Williams are hot favourites for, currently leading the standings by 8 points and are hoping to wrap up the title come October 19th.

Allingham said, 'There's a lot riding on the Cambrian. We know what we have to do, we have all the points outcomes worked out and we're prepared to play tactics if necessary. The car will go through a full overhaul over the coming weeks to ensure that it's 110% right. Our past championship victories have put us in good stead to know what to do to win come the Cambrian weekend. We'll be doing everything within our power to ensure we come away with the silverware from North Wales and no one else.'

Chris Williams Clitheroe & DMC

Photo Courtesy : James Ward : Chicane Media



Photo Courtesy : Dave Johnson



Osian Pryce and Dale Furniss

MSA British Rally Championship Rally Yorkshire - 27/28 September 2013 Pryce keeps his head for win number two

Rally Yorkshire's swansong in the **MSA British Rally Championship** saw young Welshman Osian Pryce and co-driver Dale Furniss take a well deserved second straight victory on this, their second full season in Britain's premier rally series.

Pickering's penultimate round of the 2013 BRC season was a real nail biter from start to finish, emulating last year's event with tenths of seconds splitting the drivers until all but the final group of stages.

The lead changed three times, but it was series leaders Jukka Korhonen and Marko Salminen who opened their account with a fastest time in the darkness of Friday night's Staindale stage.

Pryce had other ideas though; beaten on last year's event by a tenth of a second on a tie breaker, he was determined to win at all costs, taking the lead in Dalby ahead of the overnight halt.

But the gap was a mere 0.9 of a second to the Finns, Pryce having demoted Alastair Fisher and Gordon Noble to third en route to the top from his initial third place; hardly a comfortable margin, particularly given the illustrious and hungry opposition.

With the crews suitably rested, Saturday dawned bright and breezy and with stage three, Tom Cave and Ieuan Thomas showed their hand with their first fastest time. But in true Rally Yorkshire tradition it wasn't that clear cut, as they shared the time with Fisher. Meanwhile, Pryce had eked a lead of 2.7 seconds over Korhonen, but the Finns were having none of it, retaking the overall lead on the very next stage, despite being beaten by Fisher and Cave.

After gloves-off battles in the stages, the relative tranquillity of the service area beckoned with time for crews to muster for the longest stage of the rally. At fifteen miles, most considered Langdale could effectively decide the event and sure enough Korhonen had a big push.

Five seconds was the biggest margin between the leading duo so far, but Pryce's pre-event determination was evident as they headed back out for the final pair of stages. Making his mark, he banged in a storming time given the length of the stage, quicker than both Fisher and Korhonen by five and six seconds respectively.

Thus it was Pryce who led ahead of the final test and the relentless pressure finally got to Korhonen. He stalled the car on the start line, which, under other circumstances might not have been so important, but with such close margins, ten seconds must have seemed a lifetime as they fought to restart the Citroën.

Unaware of his rival's slip-up, Pryce assumed that he still needed to push hard. And push hard he did, besting Fisher by nearly six seconds to end the event with a winning margin of nearly ten seconds, Fisher closing to within three of Korhonen, but having to settle for third.

The 20 year old from Machynlleth in North Wales was understandably delighted at the finish in Pickering:

"The competition has been fantastic but I'm glad it's over. We knew we just had to go for it after being so close last year. I'm not sure how we did it though, because he (Korhonen) has been trying really hard too. It has been a great experience."

While Pryce cannot now take the title, the top three in the standings, Korhonen, Fisher and Cave, fourth in Yorkshire, all still have a mathematical chance of victory in the 2013 series. Realistically however, it is the Finn's to lose, as he just needs a finish in the top dozen or so to secure the overall and Citroën Racing Trophy titles in Poole next month.

Reigning **Pirelli Star Driver** Mark Donnelly took a respectable fifth, but he and Dai Roberts were slightly disappointed not to pop the DGM Sport DS3 on the podium again, having been buoyed by third in Ulster.

Citroën UK put the **MSA British Manufacturers Rally Championship** beyond the reach of any late-comers with a clean sweep of the podium. The Citroën DS3 R3T has already proved itself as a fast and reliable car, but continues to impress at the hands of some of the best drivers, once again unstoppable in Yorkshire.

The **MSA British Junior Rally Championship** and **Twingo Renaultsport R1 Trophy** are inseparable this season. Ben & Jason McKay led after four events and rivals Harry Threlfall/Andy Bull were determined to take victory. They set about it in fine style, putting nearly a minute between the crews in the dark when McKay was disadvantaged by a lack of lamp-pod after a technical challenge from their rivals left them on normal lights. It was technical failure that *eventually decided the result though, Threlfall's driveshaft crying enough on the start line of the final stage.*

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The **BRC Teams Cup** features the DS3 exclusively, Alastair Fisher posting maximum points for DGM Sport ahead of Tom Cave's Morris Lubricants DMS-run car. But John MacCrone and Phil Pugh's impressive return after their massive Ulster shunt was made possible by sterling work by their Culina Palletforce Racing team, their sixth place just enough to keep second place within their grasp on the final round.

Daniel McKenna and Arthur Kierans may have taken their fourth straight **BRC RallyTwo** victory in Yorkshire, but the win was almost as hard fought as that for overall honours. The 2012 Billy Coleman Award-winning Irishman hit the ground running, beating BRC returnee Timmy Cathcart & Martin Brady by over six seconds. But the darkness claimed the fellow Fiesta crew on stage two, the pair forced to re-start using Super rally rules which carries a hefty time penalty.

Four stages down and it seemed that McKenna had the gap pegged at around fourteen seconds to Ulster Pirelli Star Driver nominee Jon Armstrong and new co-driver Karl Atkinson. But they and main title rivals Steve Røklund & James Aldridge clearly had other ideas.

Closing the gap stage-by-stage, Røklund overhauled Armstrong to lie just a tenth adrift of the lead by stage five of seven. But McKenna literally rallied, stretching the gap to twelve seconds by the finish, while Armstrong pulled a blinder in the very last stage, sneaking 0.1 seconds ahead of Røklund to take a last-gasp second place.

In the **Fiesta SportTrophy** McKenna has the advantage over Norwegian Røklund too. His nine point margin also puts the one-make series title beyond the reach of Alex Parpottas, but a top three finish in such a competitive series must be a feather in his cap.

The Fiestas have been a rich source of **Pirelli Star Driver** nominations this year and Yorkshire was no different. Ably guided by Jamie Edwards, Parpottas was the fifth Ford pilot to go forward to the end of season shootout, impressing the judges with a mature drive to fourth **RallyTwo** behind the frenetic battle for the lead.

Jon Armstrong extended his lead in the **RAVENOL Oils Newcomers Trophy** with top points in Yorkshire. He now leads Ben McKay by 12 points, third-placed David Carney failing to finish the event when a driveshaft broke on his Citroën C2.

In recognition of the efforts of John MacCrone's team, the Scot took the **Mantis Performance Car Care** award and cheque for £250, for what was undeniably the tidiest (a newly built DS3) car on the event.



Thompson and Murphy showed the way in the Yorkshire forests

NGK Spark Plugs BRC Challenge round six Trackrod Challenge Rally 27/28 September 2013 Thompson triumphs as 'Challenge decider goes 4th

Russ Thompson and Andy Murphy delivered another high quality performance on gravel to take their third **NGK Spark Plugs BRC Challenge** win of the season. The Trackrod Challenge Rally definitely delivered on its pre-rally promise to play a pivotal role in deciding the outcome of this year's titles.

Delivering fastest stage times on all but one of the five stages, the pair won the rally with a 52 second lead and head to the end of season championship decider, placed at the top of the standings ten points ahead of their nearest rivals once dropped scores are applied.

Strong results from the crews immediately behind them in the championship standings however, means that the title will have a four way scrap to decide its outcome when the field descends on Rallye Sunseeker in three weeks' time.

Starting from Pickering Market Square under gathering Friday evening dusk, the NGK BRCC crews headed into the North Yorkshire forests, with the field universally looking forward to the test of the Staindale and Dalby stages long after sundown.

Here, Thompson and Murphy's fine vein of gravel form was displayed again as the series leaders delivered a consistent, impressively fast performance across the two stages to assume a 24.6 second lead over their nearest challengers, the rapid Luke Pinder and Martyn Taylor, going to the overnight halt.

Other impressive performances through the night included Meirion Evans and Paul Wakely, who marked their first 'Challenge event since May's Scottish Rally, with a highly creditable seventh place overall on what was the driver's first experience of night stages away from single venue rallies. Meanwhile fellow Fiesta crew Tim Rodgers and Stefan Arndt, took fourth overall and had themselves well placed to battle for second place on the resumption of action the following day.

Restarting from Pickering showground under gloriously sunny skies, the 'Challenge crew's first test of the morning took the form of Cropton, an eight and three quarter mile test to the North West of the town.

First on the road, Thompson & Murphy flew out of the blocks and set about trying to wrap up the event, delivering a time 6.2 seconds faster than their winning one on the same stage last year. That time was, however, immediately bettered by Pinder and Taylor to the tune of 3.7 seconds as they looked to hunt down the rally leaders and stake a real claim to the event win.

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BRC Challenge :Trackrod Rally *continued from pg 23*

The return of natural light saw a number of other changes of position, including Richard Sykes and Emma Morrison surging from fifth to third, while Ross Hunter and Gary Wright jumped from eighth to sixth. The retirement of Steven Smith and Josh Davison from fourth with a mechanical failure, saw Aaron McClure and Tom Woodburn in their Fiesta move up to eighth with Matt Griffin and Chris Spilsted one place further back in ninth.

With gaps elongating between the positions, stage four and five were setting up to be where the rally would be decided, however, an accident on the Historic Rally saw stage four, Gale Rigg ran non-competitively, leaving only the 15 miles of Langdale as an opportunity for the crews to make up positions.

In the end, while positions were made up, this came as a result of an accident for Pinder and Taylor who rolled while trying to maintain his second position, rather than barnstorming drives throughout the field. Thompson and Murphy, did however, produce a top-drawer performance to cement their win and provide the payback they felt they owed their support crew, after crashing out of the second Ulster Challenge Rally in August.

Over the course of a stage all the drivers delivered superlatives to describe, the leaders completed the test 16.3 seconds faster than second placed Sykes and Morrison who in turn extend their lead over third place man and fellow RC5 competitors Gareth White and Jack Morton from eight seconds to 16.3.

The scores earned from these podium positions ensure that the two crews are well within range of securing the overall title as well as seeing their class championship also go down to a last event shootout.

In fourth on their final intended outing of the year, Rodgers and Arndt narrowly missed out on claiming a podium spot to make up for the one they lost in their last stage crash on the Scottish Rally in May.

In fifth position, Ross Hunter's haul of 20 points sees him round out the four drivers heading to Sunseeker aiming for the overall title, while also locking himself firmly in the RC4 class battle along with Thompson and McClure.

In **Class RC3**, Irish driver John Byrnes has wrapped up the class title by half a point after a steady run, but Stars of the Future champion elect Chris Wheeler could still help Yan Griffiths to the RC3 co-drivers title. In the **Fiesta SportChallenge**, McClure and Woodburn have secured that title with a round to spare.

The young crew have endured a trying campaign after a dream start in April, but their dedication to the task and mature approach to some difficult situations has paid off to earn them the title, which will be covered in further detail in the coming days. Elsewhere, series returnee Meirion Evans built on his impressive night's work on the opening stages to finish sixth overall and be the leading scoring entry for this round, while Tony Simpson declared himself satisfied with his and co-driver Jonathan Jackson's rally as a shakedown of his rebuilt Fiesta, ahead of contesting Wales Rally GB.

In the **Clio 172 Cup**, Griffin and Spilsted's seventh place sees him close the gap to current leaders Mike Threlfall and Rob Harrison to two points.

As the final running of the Trackrod Challenge Rally for the immediate future, the event provided action aplenty and stages the drivers have enjoyed. It has signed off in style and sends the NGK Spark Plugs BRC Challenge to the South coast with the overall title and three class titles still to be decided by an epic, final event decider.

Stobart **Rail**

Pendragon Stages



TERRY Martin's Cumbrian jinx struck again after crashing out of contention at the Pendragon Stages.

The Clitheroe and District Motor Club man had teamed up with former RAC rally driver Darren Wilcox – and the pair were motoring in the Subaru Impreza until disaster struck on stage five at the Warcop Army Ranges near Penrith.

"It was going okay, but then the car developed a misfire on stages three and four, which was traced to a broken wire shorting out, and that cost us about three minutes per stage," said Martin. "We kept on going, though, and when we got to stage five we caught and passed two cars, and came down to a hairpin.

"Darren pulled the handbrake on to control the back end of the vehicle – and nothing happened. We knew we were in a bit of trouble then, and 300 metres further on we hit the chicane, catching another car, and suddenly the brakes had gone. "We hit the hay bales at the edge of the track at 100mph, and went flying into a field.

"Unfortunately, it also took out some fencing and the car ended up hitting a brick wall. "The car, of course, was very badly damaged and that was the end of the rally."

I've never finished a rally at the Pendragon Stages, and it was the second time I've crashed there, so I'm due a bit of a change in fortune," he said.

Neil Johnson : Lancashire Telegraph

Darren Atkinson / Phil Sandham



Rallye Sunseeker.

Pryce's hat-trick, Korhonen's title

Jukka Korhonen and Marko Salminen broke the 12 year Finnish drought at the top of the **MSA British Rally Championship** this weekend, finishing the final stage of **Rallye Sunseeker International** in third place, securing the British overall and class titles in their Citroën DS3 amid jubilant scenes. Korhonen appeared relieved but delighted at the finish of the event saying; "I really don't know what to say right now! It's been one of the longest days ever, but it is just an amazing feeling! I am so proud to add my name to the trophy that has the likes of Hannu Mikkola and Ari Vatanen on it.

"The competition has been so close; it has been a very good year. Marko has done a fantastic job this year and I must thank the Autosport Technology team too, the car has been perfect."

Rallye Sunseeker was a nail-biter from start to finish, three drivers in with a shout at the BRC title. But the Finns had the upper hand ahead of the Poole-based rally, needing only to finish third to guarantee this world-renowned rallying accolade. Mercifully dry during Saturday's action, the weather had threatened to turn throughout Friday, but rain stayed away just long enough for a packed ceremonial start on Poole Quay. Overnight the heavens opened, leaving the stages wet and slippery, ready to catch out the unwary.

Keenly aware of the conditions, Welshmen Osian Pryce and Dale Furniss dominated from the start of the 60 mile event to take their third straight victory in the Ringwood forests, their hat-trick helping to secure second in the championship. After beating Tom Cave/Ieuan Thomas on the stages, both ended a tense season on 92 points. In a reversal of the pair's 2012 Rally Yorkshire tie break, this time it went in favour of Pryce, based on his higher number of maximum scores this season.

After the first loop of stages Cave had been fifth in his Morris Lubricants DMS machine, but with a total of less than eight seconds covering the top five, it was still all to play for. A fastest time on the longest stage catapulted him to third, managing to ease past Korhonen for second by the half way point.

It was down to Alastair Fisher/Gordon Noble and Cave/Thomas to attempt to wrest the title from Korhonen, both crews needing to win to have any chance of series victory. But from the very first stage it was clear that Pryce had other ideas, making his mark on the opening test with a time 1.9 seconds clear of last year's winner and number one seeds, Mark Donnelley and Dai Roberts.

DGM Sport driver Donnelly looked like he had the measure of his **Pirelli Star Drive** prize DS3 at last, but the pace at the front was so hot that he and Roberts were quickly swallowed up by an onslaught of Citroëns. Their eventual fifth place belied the fierceness of the competition though, the margin between him and fellow Northern Irish crew Fisher/Noble never more than two seconds until near the end of the ten-stage rally.

In a season where tenths have replaced seconds on some events, Donnelly's DGM Sport team-mate Fisher missed a podium place by just 0.2 seconds, unable to make a significant dent in Korhonen's stages times on a surface that sapped power from the front-runners' Citroën DS3s.

Despite being just 25, Jonny Greer could be considered a BRC veteran and he was reasonably pleased with sixth after climbing from eighth early on. The Ulsterman and Scottish co-driver Kirsty Riddick managing to keep Culina Palletforce Racing crew John MacCrone and Phil Pugh at bay after overhauling them on stage three.

Callum Black and James Morgan ended the day in eighth place, the 22 year-old Brackley man surprised and delighted to take the **Mantis Performance Car Care** award and cheque for £250 at a darkening Poole Quay finish. County Monaghan's Daniel McKenna and Arthur Kierans held their nerve in the **BRC RallyTwo** and **BRC Class 6** title fight, a controlled run allowing rivals Steve Røklund and James Aldridge the event win, but second place enough to seal the series for the Irish pairing. They also secure the **Fiesta Sport Trophy**, following in the footsteps of drivers who have gone on to success on the world rally stage. Victory also means a free entry on Wales Rally GB, part of the joint BRC and **WRGB Road to Wales** campaign.

Røklund was fastest of the RallyTwo runners throughout the day, managing ninth overall and the **International Rally Drivers' Club Newcomers Award** on the rally, with an untroubled run in the Fiesta R2. The quietly spoken 21 year-old has, however, shouted about his performance in his home Norway, adding his name to the **Prodrive-supported BRCLIVE Media Trophy** finalists through great media exposure in 2013.



Rally Sunseeker Continued from Pg 25

Rally Yorkshire's Pirelli Star Driver nomination Alex Parpottas had a new co-driver, Alexander Kihurani, helping the 20-year old to third place in the ultra-competitive category. Another good drive demonstrated a growing maturity from the Hertfordshire Fiesta pilot.

Twingo Renaultsport R2 Trophy winners Chris Ingram and John Connor were fourth, making a welcome sight in the forests in the fantastic sounding Renault Twingo R2 Evo. They bettered fifth placed David Carney and Ray Fitzpatrick during the first half of the day's stages, managing to keep them at bay, despite Carney's faster times after lunch – times that gave them maximum points in the **RAVENOL Oils Newcomers Trophy**.

The battle for the **BRC Teams Cup** went to DGM Sport, courtesy of great performances throughout the season by Fisher and Donnelly. Only the highest placed driver scores for this trophy, so enabling Cave's Morris Lubricants DMS single car entry to stay in touch right to the finish, finishing just three points adrift. With all scores counting towards the trophy, MacCrone's retirement in Ulster cost Culina Palletforce Racing a chance at the title, but the team worked hard to secure third.

As the top of the championship has been dominated by the awesome Citroën DS3 R3T, it is no surprise that **Citroën UK** retains the **MSA British Manufacturers Rally Championship**. No surprise, but no less impressive, as the car of choice for the majority of front-runners, the front wheel drive 210 horsepower machines have been fast, reliable and brilliant to watch.

In addition to providing the car that dominated the series, Citroën's support of its eponymous Racing Trophy means that Pryce takes a massive €5000 in parts vouchers, a share of the €63,000 made available at the start of the season.

As overall **Citroën Racing Trophy** champion, Korhonen also takes a free entry to Wales Rally GB, the final round of the World Rally Championship, plus €8000 start money and 20 Pirelli tyres. Pryce grabs an additional €5000 start money and 12 Pirelli tyres with third placed Cave rewarded with €3000 start money and eight Pirellis for the November event.

Rallye *Sunseeker International* also saw the conclusion of the season-long battle for the **MSA British Junior Rally Championship** and **Twingo Renaultsport R1 Trophy UK**. Harry Threlfall and Andy Bull had a mountain to climb to beat their rivals to the titles, reliant on Ben and Jason McKay's retirement to clinch the series. But the situation did leave them free to push harder, knowing that McKay would be in safe mode. Book-ending the season with wins, the ebullient man from Taunton was as pleased as ever on the Poole podium.

But it was team McKay that groaned under the awards in Dorset. Having missed the pre-rally recce, they admitted to pottering round for a finish – not fast, but exactly the required approach in the circumstances. Another recipient of a free entry on Wales Rally GB for the Junior title, the Twingo prize also awaits in the south of France – an arrive-and-drive run in a Twingo R2 on Rallye du Var, the final round of the French Rally Championship.

Having secured the **BRC Class 9**, Junior and Twingo titles at the finish, the 21 year-old was preparing to head back to Oswestry when he had the surprise of the day. As reward for his mature first season en-route to the British Junior title, the **Pirelli Star Driver** judges awarded him the final place in the coveted shootout, a fantastic opportunity to be part of the selection process taking place this week.

But the awards didn't stop there. Third in the **RAVENOL Oils Newcomers Trophy** on Rallye Sunseeker was enough to give McKay the title ahead of David Carney, both passing season-long leader Jon Armstrong who retired his Fiesta on stage three.

Armstrong's retirement was one of just four on the rally. Tim Cathcart, Kit Leigh and Ruary MacLeod's Fiestas were all sidelined – a mix of mechanical and driver error contributing to the losses.

As the 55th **MSA British Rally Championship** season draws to a close, there is plenty of action and entertainment to occupy autumn and winter. With the Pirelli Star Driver shootout, end of season BRC Awards Ceremony, Wales Rally GB and Rallye du Var still to come, there is no need to put away the race suits and waterproofs just yet.





Irishman Daniel McKenna wins Pirelli Star Driver shootout

Daniel McKenna is this year's coveted MSA British Rally Championship Pirelli UK Star Driver shootout after wowing a panel of five judges during a two-day competition, based at the iconic motorsport complex of Sweet Lamb in Wales.

McKenna and regular co-driver Arthur Kierans were also crowned the new BRC RallyTwo champions at the weekend and beat off stiff competition from five other finalists to win a full British Rally Championship campaign courtesy of tyre supplier Pirelli. McKenna, who hails from County Monaghan, will compete on all seven rounds of next year's BRC at the wheel of a Citroën DS3 R3T supplied by DGM Motorsport.

Now in its seventh year, the Pirelli Star Driver programme has helped a number of promising drivers in their quest to become an international rally star. Previous winners include the recently-crowned British Rally Champion Jukka Korhonen and WRC Academy Champion Elfyn Evans, perfect examples of drivers who have used the support and guidance from Pirelli to progress their careers.

Focusing on the lower categories and providing a leg up the ladder, Pirelli Star Driver selections this year came exclusively from the new BRC RallyTwo and Junior Rally Championships. This year's finalists included Jon Armstrong, Ruary MacLeod, Steve Røklund, Daniel McKenna, Alex Parpottas and recently-crowned British Junior Rally Champion, Ben McKay.

The six finalists were assessed on their abilities to drive their championship car on a two-mile stage at Sweet Lamb: the same complex that is used as a rally stage in the FIA World Rally Championship in November. The drivers were also tested on their skills behind the wheel, media awareness, technical nous and future potential. A panel of five judges including BRC Managing Director Mark Taylor, motoring journalist Evan Rothman, Finland's Risto Laine, Citroën Racing's Jean-Francois Lienere and former Subaru World Rally Team member John McLean assessed the finalists and agreed that McKenna was the most worthy prize winner.

26-year-old McKenna said: "At the start of the year, I could never have imagined that we would have won both the BRC RallyTwo category and also the Pirelli Star Driver shootout. The conditions were tough as it was slippery on



Barry and Michael Lindsay are the 2013 AS Performance North of England Tarmacadam Rally Champions.

Driving their Peugeot 106, the boys endured a battle that would last most of the day with the Ford Fiesta crew of Chris Anderson and Chris Thirling. The Peugeot took the initiative from the off but as the weather improved the Fiesta started to take time back before edging ahead after stage 8. It only lasted 2 stages before they left the road shortly after the start of SS11.

the stage but we knew that we'd done the best we could. I was a finalist at the Pirelli shootout in 2010 and I was really disappointed when I lost out but it just means that I appreciate this win more than ever.

"I'd like to thank Pirelli, Citroën and DGM Motorsport for this fantastic opportunity and I can't wait to get stuck into next year's championship now. I'm determined to make the most of every moment."

Pirelli UK Motorsport Operations Manager Matthew Corby added: "I know we say this every year but the level of competition is the highest we have ever witnessed. Despite the tough conditions, everyone performed extremely well on the driving element which made it even harder to reach a decision. After we announced the winner, we gave each runner-up a thorough debrief in order to help them progress in their careers.

"Daniel was speechless for 20 minutes – he has put in a lot of effort this year and really deserves this opportunity. He was a candidate at our shootout in 2010 and took on board the advice we gave him - it's been excellent to see Daniel back again this year and stronger than ever. I'd like to take this opportunity to thank our other finalists for all their hard work: they can leave Wales with their heads held high but unfortunately there can only be one winner."

The Adgespeed Stages 2013.

The Adgespeed Stages was a round of seven different championships, The ANWCC Stage Rally Championship 2013, The ANWCC All-rounders Championship 2013, The ANWCC Ladies Stage Rally Championship 2013, The Threshfield garage, Ravenoil ANCC Stage Rally Multi Use Venue 2013, The SD34MSG Stage Rally Championship 2013, The SD34MSG Interclub League 2013 both supported by Gazzard Accounts and the final round of The 6R4.com Three Sisters Rally Challenge 2013, the rally received an oversubscribed entry of sixty cars plus reserves.

Eleven out of the twenty SD34MSG clubs were represented as follows, Accrington MSC, Clitheroe & DMC Garstang & Preston MC, High Moor MC, Lancashire & Cheshire CC, Pendle & DMC, Stockport 061 MC, Wallasey MC, Warrington & DMC and Wigan & DMC all competing for points in the SD34MSG Stage Rally Championship & The SD34MSG Interclub league.

The weather was forecast to be cloudy with a few showers during the day, becoming brighter later in the day, a forecast which turned out to be accurate. Scrutineering started on time at 07:15 and was completed at 09:30 with all cars passing with no problems. A drivers and co-drivers briefing took place outside the scrutineering bay at 09:30 to explain the format of the rally and the various do's and don't's appertaining to the venue.

First car away in the damp conditions at 10:00 were Wigan & DMC club members and last year's winners, Dr. Ian Rowland & Lynn Rowland in their MG Metro 6R4, followed by Martyn Tinker & Jacqueline Jones in the Lotus Exige. The stages were to be run consecutively, i.e. stage one then immediately onto stage two, then into service for approximately fifty minutes, before lining up to start stage three a format which the majority of crews seemed to favour.

The first incident occurred on stage one going into the merge with car thirteen, unlucky for some, suffering brake problems and colliding into the side of car twelve, Brian Whiting and Tim Whiting in their Ford Fiesta, this resulted in Brian and Tim having to retire from the rally.

After the first pair of stages it was the Metro 6R4 of Ian Rowland leading by just three seconds from Martyn Tinker in the Lotus Exige, a further seven seconds behind in third place was the car of Alan Oldfield & Steve McNulty in the Darrian T90 GTR. Stages three and four saw the leader board change in that the gap became a little wider four seconds being the difference in times on stages three and four between the Metro and the Lotus with the Darrian a further five seconds down on the Lotus.

Stages five and six was fiercely fought out with the Lotus beating the Metro by one second on stage five but losing out to the Metro on stage six by a second. The Darrian meanwhile, posted the same times as the Metro on stage five and stage six, so at the half way stage it was the MG Metro 6R4 of Ian Rowland/Lynn Rowland leading the Lotus Exige of Martyn Tinker/ Jacqueline Jones by seven seconds, with Martyn ahead of the Darrian of Alan Oldfield/Steve McNulty by ten seconds. The big changeover then took place with the remaining six stages being run in the opposite direction to the previous six stages.

The class leaders at halfway in class A up to 1000cc was car number 26, Daniel Dunbabin/ Tom Woodburn in their Nissan Micra, they were in 36th. position overall. In class B 1001cc to 1400cc was car number 11, Alistair Oram/ David Oram in their rapid Vauxhall Nova, they were in an incredible 7th. position overall. In class C 1401cc to 1600cc was car number 9 Mathew Roberts/Sarah Hughes in their Citroen Saxo, they were in 10th. position overall. Class D 1601cc to 2000cc it was car number 2 Martyn Tinker/Jacqueline Jones in the Lotus Exige and in class E it was the MG Metro of Ian Rowland/Lynn Rowland, in second and third respectively.

The cloudy weather persisted with a shower every now and then but towards the end of the rally a dry line appeared on the track with some very quick times being posted.

Stuart Gilks/ Peredurwin Davies in their Sunbeam suffered a dramatic drop from fourth overall on the stage nine to fifty first position after getting a maximum on stage ten.

The overall positions of the top three remained the same to the end of the rally with the Metro 6R4 of Dr. Ian Rowland and Lynn Rowland in 1st. place with a total time of 28 mins. 52 secs, Martyn Tinker and Jacqueline Jones in the Lotus Exige in 2nd. Place with a total time of 29 mins. 7 secs. and Alan Oldfield and Steve McNulty in the Darrian T90 GTR in 3rd. place on 29 mins. 16 secs.

Class winners were as follows:-

Class A Car 26 Daniel Dunbabin & Tom Woodburn, Nissan Micra, 33min. 20 sec. 35th. O/A.

Class B Car 11 Alistair Oram & David Oram, Vauxhall Nova, 30min. 47 sec. 9th. O/A.

Class C Car 9 Mathew Roberts & Sarah Hughes, Citroen Saxo, 30 mins 32 sec. 7th. O/A.

Class D Car 8 Mike English & Dayle Traynor, Ford Escort MK11, 30 min. 26 sec. 5th. O/A.

Class E Car 28 James Sharrock & Stuart Faulds, Ford Escort, 29 mins. 58 sec. 4th. O/A.

The last car finished at approximately 17:40 with a total of fifty five cars finishing out of the sixty starters.

The results were declared provisional at 17:50 and final at 18:20.

The awards for The Adgespeed Stages were presented in the Three Sisters club house by Adrian Spencer of Adgespeed.

Martyn Tinker & Jacqueline Jones won the 6R4.com Three Sisters Rally Challenge 2013 in their Lotus Exige, winning the Roskirk stages, coming second in both the Cetus stages and the final round coming second again on the Adgespeed stages. They received their awards and cash prizes by Ian Rowland of 6R4.com

All cash awards due to the qualified class winners of the 6R4.com Three sisters Rally Challenge 2013 will be posted out shortly.

ADGESPEED STAGES RALLY



Adgspeed Stages Rally

A BIT OF WET & DRY

After our runs out on the Enville Stages & the Promenade Stages rallies we were wondering if we should dip our toes into our bogey venue, Three Sisters Circuit. Being 3 miles away it should be a no brainer for us but as we never have any luck here, me especially (Rolled a Sunbeam) so it's always a quandry for us. Anyway, the ANWCC championship points appealed and since we have a slender lead we thought, go for it. But I bet the weather will be rubbish!

Not much was needed on the BMW with it maintaining it's reliability through the year and despite it being underpowered in the class the finishing record was excellent. There was a hint of a problem on the Prom with a few missed gears not down to the driver. BMW's achilles heal appears to be 3rd gear. Anyway, after a lovely week Sunday turned out to be grey and wet. Just nasty conditions for three sisters with all that lovely 2 stroke oil adorning the track surface. We set up camp next to the Coulson Bros in there lovely turned out 3.0 BMW. A total of 6 BMW's were out with 4 being compacts. All of them being 6 pot motors. This really made me think about our 2.8 lump waiting in the shed.

We decided on Track day tyres on the front with wets on the rear which, whilst it had stopped raining seemed a sensible option. Phil had a reasonable start over the first 2 stages run consecutively with a long gap between. The track was drying all the time so we were glad to see that. Soft moulded slicks were applied to the front which worked well on ss3 but then the rain came once again and it all went down hill with the times then. We had a big slide around the bottom hairpin behind the pits which was a sea of rainbow colours. No control was to be had on that section. On good thing was we were holding off a rookie tarmac crew in a wide track M3 compact. The rain continued on and off through into the early afternoon and we left the same set up on the car running softer tyre pressures but the times just didn't come to us. Phil was feeling under the weather as well which didn't help. Slides were a plenty though and we were holding off the M3 Compact around the stages with formation sliding which would have looked good in a drift competition. As it dried toward the end of the day we decided to leave the wets on the rear to destroy them as the nature of the track had took it's toll on them during the day. This proved to be non productive as by the last stage you could feel the tyres going out of shape on the long straight before lunar. We finally let the M3 compact by on the straight which he then beat up by 5 seconds overall. The other major issue by the end of the day was that 3rd gear was slowly giving up in the gearbox. The final result of 38th and 13th in class was nothing to write home about but the car held up for yet another rally.

Anyway, a gearbox change beckons so I think it's time to say goodbye to 1.8, 4 pot power and join the rest of the 6 pot mob. Hopefully we will be ready for the Neil Howard Memorial Stages in November.

BMW Compact – Car 33 George Jennings Warrington & DMC

ADGESPEED STAGES RALLY





Well it's been a while since I wrote an article. Basically I have only been out twice since I last put the last piece together. These were the Hamsterly Stages and the Greystoke stages. On both occasions I covered the Flying finish and basically I had nothing to write about, but I'll put that right this month.

The end of September saw the Pendragon Stages run on the Warcop army ranges near Penrith. The Organising clubs of Kirkby Lonsdale, Eden Valley and Northallerton had 87 starters from over 100 entries at one point. This shows testament to what competitors think about this event. My duties for the day were Spectator area / split near the Start / Finish area.

The days entertainment started, with many spectators taking in the good open viewing of the stages. Unfortunately stages 1 and 2 (run together) had to be cancelled when an incident unfolded in front of us. A car clipped the bale at the head of the split punting it out of the way. With cars coming at 15 sec intervals, little time is available to Marshals to put stage furniture back, even to get to a point to warn other competitors. Around 3 cars later the Escort Cosworth of Guy Gladwin and Gavin Heseltine hit the head of the sleeper dividing the split head on, rendering the car stranded blocking the stage. Both were competitors were OK although the car will need a bit of work.

The rest of the day ran really smoothly, but the attrition rate was high with 9 lost on stages 1 & 2 despite well over half the field not even attempting stages 1 & 2. There were only 51 finishers, eventual winners being Peter Taylor and Andrew Roughead in the Focus WRC. If you fancy it next year make sure you get your entry in early!

The Beginning of October saw the pilgrimage to the Isle of Mull. The Mull weather was the best you could ever expect with clear skies and beaming sunshine throughout the week. Much talk surrounded the Duffy / MacCrone battle that lay ahead. Callum Duffy having not driven since last years event and having moved off the island due to work commitments. Young John MacCrone had a hired 2.4 S2000 Fiesta from M Sport, believed to be the same one that provided course car duties on the Malcolm Wilson Rally back in March.

My duties for the Friday night were the assistance of the running of the Ardtun stage (stage 3 and 4) at the south of the island. This is a 2.5 Mile stage run twice at 30 second intervals. We went down to set the stage up at 5pm. It took us just over 2 hours for Miles Whitelock and Myself to tape all the gates up, put in the stage furniture and talk to the residents as we passed through.

There were issues unfolding on Stages 1 & 2 with a reported incident and oil on the stage. Course cars duties were being provided by a (replica) Audi Quattro S1 and a fire breathing Ford Anglia. This was reported to be a Honda / Escort Hybrid it certainly sounded and went well, taking time out of the Quattro. Our first competitor arrived; top seed and last years winner Callum Duffy. He set off about 5 mins behind his due time. It wasn't long before he was reported as stopped in stage. News soon came of him going through a fence and getting bogged down in a field. The in car footage is available on Youtube. He eventually got himself out but took a maximum and dropped into the super rally for Saturday.

The rest of the evening ran fairly well with only a couple of short breaks to solve issues with the timing equipment and those created on previous stages. We had all the stage tidied up and we left for home at about 3.30am.

Saturday saw me taking up a super sub role. The Chief Marshal chose to keep me in reserve, in case things went wrong with other Marshal duties as they had the previous year. He rang me at about 10:30 saying all was well. I would go to Griburn rock to assist with Marshalling there where there are generally a lot of spectators. About 30 minutes later this changed when an arrival marshal was reported as unwell. I was redeployed to the start of the Locks stage 10 /13. We got ready to run the arrival when a partially injured Marshal arrived and took his duties off us having been discharged from the quacks as OK. Never mind, we went to the end of the Locks stage to watch the field come down the hairpins into Dervaig.

Saturday Evening saw us watching at Griburn before going to the start of the last stage, the long one. We were on the first corner into the stage with about 5 or so other spectators. The stage was delayed in starting by about 20 minutes, due to the Audi Quattro leaving the stage and knocking its front suspension off. When the stage did start we were forced into action when the Peugeot 306 of Matt Tarbut/Joff Haigh, landed after the crest with a broken bottom arm. The car spun and split its driveshaft CV joint. We pushed it off the track into a driveway so the stage could continue.

Unfortunately on some stages there were problems with people driving on the closed roads whilst the stage was still live, which being dangerous and stupid this lead to the cancellation of some stages. Hopefully this won't put a stop to the event which is reported to be "the best rally in the world". We all hope to be back next year with an increased entry and weather of the same order.

Its going to be a busy few weeks with the Roger Albert Clark Rally round the corner, followed by Wales Rally GB, (nearer to England!). I have also landed Chief Marshal Duties with Dave Brodie for the Grizedale stages at the end of November, so if you fancy coming out to join the Marshalling team please get in touch with me preferably by registering on the Grizedale stages website at <http://www.grizedalestages.co.uk> and clicking the Marshals tab or directly via Email at gd.adams@tiscali.co.uk or on 07811233687. (See Page 44)

Bye for now.

Gareth

To Mull and Back !

Well October has been and gone, and what a month it was! Firstly the much anticipated Clitheronian rally at the end of September. In my last report I was telling you all about the issues prior to the rally setting up the suspension and changing tyres on the day of the event. Well what a good do we had! We finished 29th overall and 8th in the semi expert class, not bad for our second rally. I was particularly impressed with the fact that in the 2nd half of the rally we were 11th quickest overall.

The route was slick, a great mixture of classic roads and tight slotty lanes. The route took in Longridge Fell, Gizburn Forest, Keersden, Lythe Fell and the Trough of Bowland all before petrol! Then after a quick splash and dash at Forton Services we were back out again starting with Pedders Wood then on to Harris end Fell and Oakenclough then slotting up and down the lanes back towards Longridge.

I know I'm a Clitheroe member and probably slightly biased but the Clitheronian gets my vote for rally of the year up here. Smooth organisation, everything where it should be, amazing route and above all great craic! I know there was some discussion in Clitheroe regarding the event in it's new format as pre plot and concerns as to if it was the right choice, well Paul and his team have once again pulled it off and I think they've certainly shown the clubs round here how to run an event once again. After the fun of the Clitheronian, October saw Team Blacksheep heading to Mull. We arrived at Fishnish on the first ferry Thursday morning and immediately went for a tour of the island. If you've never been, the easiest way I can describe the island's roads to you is that pretty much everything is single track with passing places. There's a great mix of moorland roads with epic views of woods and lochs then there are coastal roads with massive drops and cliffs. All the roads are extremely uneven, with loads of blind crests everywhere, pretty much the entire island is just the best tarmac rally circuit you could ever imagine!

Thursday saw us turf up at our digs for the weekend, kindly provided by Chris and Heidi Woodcock, then we headed up to Tobermory to immerse ourselves in the pre rally atmosphere, and to sample some whiskeys and some local grub. As we were heading up to the Mishnish arms we bumped in to Dave "Ticker" Whittaker and his pals who were also on the island for the rally, so we decided it would be rude if we didn't all go and sample a few drinks in the Mish then head down to the rally forum. So a couple of Whiskeys later, we headed down to the Aros hall in Tobermory to watch the forum where some of the drivers come on stage and talk to you about their expectations and preparations for the weekend. This was a great experience, the hall was packed with like minded individuals, all there to see the drivers and talk about the upcoming weekend. What a great night !

Friday morning we headed down to sign on as marshals for the weekend..... Thanks Chris ! Then we headed back into Tobermory to watch the scrutineering. I think it was while I was stood in the courtyard of the distillery, surrounded by rally cars and the heady smell of whiskey barrels that I decided this was an event I definitely need to aspire towards doing in the next couple of years! So with lungs full of a mixture of petrol and whiskey, we headed to the bar for a spot of lunch and the obligatory whiskey before heading back to the digs to get prepared for the evening.

At this point I feel it's only right to tell you about going to sign on as a marshal. We headed into the theatre where we met the Chief Marshal, a rum Scotch man called Lock. Upon meeting us he advised us we were going to be on "Crowd Intimidation" at Dervaig junction. This seemed a bit weird to me at the time until we got to Dervaig and to be honest, this was the worst part of the rally for me. Basically there were quite a few younger people in the village who had clearly been enjoying a few drinks that evening and now as the rally was starting, they were becoming a bit awkward. We spend the evening ensuring that no one crossed over a bridge and that people stopped off the road. Honestly not my favourite thing but it needed doing and as I say, this was a bit of a low light of the event for me.

Saturday daytime saw us marshalling just outside Dervaig keeping a prohibited area on a hairpin clear of spectators. This was a great spot, we saw loads of action including Calum Duffy doing a donut, for those of you with a computer I've posted the video on youtube! It was lovely and warm, loads of sunshine, amazing views. If you've not guessed by now, I've fallen in love with Mull! Saturday evening saw us back on "crowd intimidation" at Dervaig junction, we were here until the finish at about 4.00am Sunday morning. Watching John MacCrone win the event and getting showered in champagne was great and really crowned off what was an amazing weekend

So back from Mull and back to reality, as I sit here writing this piece I'm planning for another few Team Blacksheep outings in the coming weeks. Firstly, we're off down to the Cilwendeg rally in Wales on the 26th October, I'm marshalling for Steve Hudson and Jason Crook. After that there's a trip to the GB Rally as guests of Citroen UK and then Blyton for the Hall Trophy where somehow I've been conned into being chief marshal!

So what are you all doing over the next couple of months? If you're sat there with nothing planned why don't you get down to Blyton and help out marshalling also in December, the Grumpy Old Git and myself are running a 12 car in December. Regs are on the CDMC website. Why not get an entry in and have a go ! **Matt Kiziuk**

Beaver Tales



Thank You for All the Birthday Messages

Not that I really wanted reminding that I have gained yet another year.

Having said that - Its far better than the alternative.

Whilst on the subject of mortality - No sooner do I get one driver out of Hospital (yep, Paul Brereton has been released - Doing fine but very weak - doubt he will be out on events this year) than I find another one admitted. Andy Ritchie collapsed after the Clitheronian. Andy was taken into Lancaster Infirmary for tests. One possibility was that he had had a stroke so he underwent a brain scan.

All OK as far as a stroke was concerned he had not had one of those. I did warn him that it is a well known fact that Drivers have their brains removed. If the Doctors found any sign of a brain then he might qualify as a navigator but he wasn't allowed more than a half of one (R.13.2.2)

I wouldn't be surprised if Andy was just exhausted. On the morning of the Clitheronian he was up at 4am and didn't get home until 4pm (working). He didn't get the odd hour kip that he needed and came straight to the start at Darwen Services. We then go out and do the event. I go home to grab some shuteye but Andy goes round to Simon Harri-sons house and does not get home till late evening. Andy probably overdosed on ProPlus and Red Bull

I recount the sorry tale of my sickly drivers to my ride on the Rally of the Tests and he then reveals that he has just come out of hospital too. What am I doing to my drivers? Quick phone round and you will be pleased to hear that all the others are fine, Not as much of a jinx as I first thought



If you were out marshalling on the Rally of the Tests, the photo above is of Paul Crosby competing on the Throckmorton Challenge. Paul is my Chauffeur for the RoTT. Any Photos - please send to sd34news@gmail.com

Regs for the 12 Car Rally (Primrose Trophy) that Matt Kiziuk and I are running on the 5th of December went on the CDMC Website on Tuesday the 22nd of October. The idea behind the event is put Novices in with Experts and give the Novice (either Novice Driver or Novice Navigator) some valuable advice, expertise and an opportunity to pick up some tips.

By Wednesday the 23rd (24hrs) we had Entries from 3 Expert Drivers, 5 Novice Drivers, 2 Novice Navigators and 6 Expert Navs (need to sort out who is exactly going to sit in with who yet but a few have already been decided) Filling up Fast Now need to get the PR work done and find a few Marshals to make it all work

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



Clitheronian Road Rally

Photo : Neil Johnson



What can I say - Fantastic, Brilliant.

I (*tho' I am not sure Andy would agree*) really enjoyed the night (*well, nearly all of it*) other than when we caught Pete Jagger just over the bridge after Thimble Hall (map 97 GS 63 66).

Pete pulled over to let us pass. However, the place he chose to pull over obscured the entrance to Birks farm and we therefor missed seeing this junction (*my marker for the next slot right*).

This then caused us to then not to take the J Right 100 yards further up the road (*I had called 'miss slot right, 100yds turn right between buildings*) and so we then went up the Cul de Sac to Lower Houses Farm and turned right into the farmyard!

Should have been obvious because there is a sign at the start of this road saying 'Cul de Sac, No Through Road' but we chose to ignore the warning and it is a lot more than 100 yds. (*could have been a hint*)

Seven unnecessary minutes dropped (*although it felt like a lot more*) and it took us all the way to the NAM at the end of Lythe Fell to catch Pete again At first I couldn't twig how we had gone wrong and it was only as we went over White Moss that I worked out what had happened and got back into the swing of things.

Whilst the first half was darn good - it was the second half that really had me earning my crust with every SGW (well almost every SGW) having a Code Board to note down - it certainly made sure you stopped and it took another few seconds off you (Brilliant).

No sooner had I called a NAM, SGW, TC or a PC than we were onto another and then another and on it went, I was having to work really hard to get the code boards, shout which way at junctions and get the NAMs and record the code boards and still call the bends. Tough & demanding Thanks for a cracking, if exhausting, night

Round Seven

Pembrey

29 September 2013.

The weather forecast for the weekend was pretty good, being dry and sunny, so the drive down was great, arriving at the circuit at about 3pm, having got the Lucas Oil encampment sorted out the boys gave Craig Lomax a hand to put a new head gasket on his car.

Sunday morning dawned with good weather and a great confidence within the team that we could achieve a good result from the weekend, and, there would be a chance to put the championship out of anyone else's reach.

For the first heat I was starting on the inside of the front row, with Chris Mullen in his Super 1600 next to me, David Bell on the outside. As the lights went I managed a reasonable start, knowing that Chris would get ahead, simply because the Super 1600's are a faster class, as I turned for the tight right hander at the end of the start straight I found David trying to get the advantage and we unfortunately touched wheels. Whilst this

would normally not be an issue for us, this time, perhaps by coincidence my engine management cut in and the car virtually died on the spot. David was away. I selected first thinking I could limp off the circuit but found that everything was back to normal. I gave chase, but having got about a 60 yard lead he was going to be hard to catch. After 3 laps of chasing hard, maybe too hard as the in-car footage showed that I was overdriving the car, I was still about 50 yards behind him, so the car did have the pace.

Heat two was to be a bit of a disappointment, I was starting on the second row, behind David and Steve Gaunt, David's start was superb and he got away ahead of Chris Mullen, I managed to get past Steve before the first turn and get up behind David as we entered the freshly watered loose section. No matter what I tried David had me covered. It just goes to show how close the cars are.

For heat three I was on the outside of the front row, my start was great keeping Chris at bay until we got on the long tarmac sweeping left towards the first loose section, I was having to give it my all as David was in very close attendance. As we came to the end of the start finish David made a lunge for the inside line under braking, just as I was turning in, contact was made and David came out on top, being on the inside. As we charged towards the loose section I made the move to get ahead again, which I thought I had made stick. As I took the racing line past the tyre bales David gave me a tap on the rear quarter and I was instantly in a half spin. As I tried to collect it all up David had eased off the throttle as he simply had no idea where I was going. The recovery was successful and David was still behind me, but putting me under a lot of pressure. As we came to the second loose section he made another lunge for the inside line as I was taking the racing line, this time I could not hold it and spun out. Steve Gaunt came past and I was now fourth. The last lap saw me past Steve and back into second in class. The damage was done, David had scored the two points for FTD.

Having finished second in all heats I had qualified second for the final, this put me on the outside of the front row, not the best place to be as you enter the first corner. David made another great start and I was pushed out wide on the first corner. I recovered quickly to get on the tail of David, but he drove great lines, not giving me a chance or even a half chance to challenge him, I would have to wait for a mistake.

On lap four my chance came, as we came off the first loose section David ran out wide, I, happily was close enough to make a challenge stick. I was in front, and there was no way I was going to give the lead up. As we crossed the line David was very close, but, Victory was mine.

So by my calculations I had put another point between David and I, so after dropped scores I am now two points ahead.

The reality is that Croft on the 19th October will be the decider for the BMW MINI Championship. However, I have now had three wins in seven rounds and if I had been able to sort the car out before the season start, rather than on the first two or three rounds, who knows how the championship would look.

Tony Lynch : Team Geriatric : Wigan & DMC



LYNCH CROWNED BRITISH CHAMPION AT CROFT

Wigan racer Tony Lynch has been crowned champion after wrapping up the BMW Mini class title during the final round of the Monster Energy MSA British Rallycross Championship at Croft.

Westhoughton-based Tony made the trip to the North East sitting on top of the class standings following two successive victories at Lydden Hill and Pembrey.

With dropped scores taken into account, the Lucas Oil Team Geriatric driver held a slender advantage over closest rival David Bell, with Tony aware that anything other than victory would give Bell the chance to beat him to the crown.

The opening heat of the weekend saw Tony finish in second place despite his steering rack being damaged in contact at turn one, with the team working to replace the part ahead of heat two.

Further contact at the opening complex then led to damage to the power steering pump, but Tony was able to battle to the finish and again took second place. Repeating the result in heat three, Tony secured his place on the front row of the grid for the all important championship finale.

A three-way fight into turn one ended with Tony coming out second behind main rival Bell, a position he held through to the third lap when Bell ran slightly wide at the hairpin.

Seeing his chance to pounce, Tony slotted his car up the inside to take a lead he would maintain through to the finish to secure maximum points; giving him the title by six points.

"I'm absolutely made up to be crowned champion," Tony said.

"Even though I led the standings coming into the weekend, we knew it would be a challenge to wrap up the title and that was exactly how things panned out.

"The three heats proved to be a challenge, and the boys did a great job to replace the steering rack after the contact in heat one. We had to continue with the broken power steering pump after heat two because we didn't have time to change it, but I still secured a place on the front row for the final.

"The heats had shown that three-into-one wouldn't work at turn one but we managed to come through it in second behind David. I kept pace with him and when he understeered at the hairpin, I yanked the handbrake and got up the inside to take the lead. When I crossed the line to win, it was a fantastic feeling to know that all the hard work this year had paid off.

"I'm the person behind the wheel and the person who has his name next to the title, but we've won the crown as a team, and the boys who work on the car have done a great job this season. We've been learning about the Mini as we've been racing throughout the year, and the fact we have wrapped up the title shows how well we've performed.

"It's great way to end the year and the ideal way to repay the sponsors who have supported us this season. We couldn't have won the title without them."

Tony Lynch : Wigan & DMC



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

After 18 rounds, We now have Joint leaders, they are **Tony Jones and Peter Langtree:**

Coming up is the WRGB rally with four days of the event and two days of RECCI each day offering 5 points giving a chance to get 30 points on this event.

Following the last 18th round on this years championship, here are the top leaders, you can view the rest on our web page..

Peter Langtree	G 48	52 Pts
Tony Jones	G 56	52 Pts
Ian Davies	G 23	47 Pts
Adrian Lloyd	G 14	37 Pts
Stuart Dickenson	G 13	35 Pts
Eve / Graham	G 18	35 Pts
Chris Woodcock	G 25	35 Pts
Mark Wilkinson	G 11	32 Pts
Keith Lamb	G 9	32 Pts
Chris Jarvis	G 12	31 Pts
Alan Shaw	G 39	25 Pts
John Ellis	G 33	29 Pts
Dave Crosby	G 6	22 Pts
Les Fragle	G 3	22 Pts
Paul Henry	G 24	20 Pts
Lee Skilling	G 37	20 Pts
Ian Winterburn	G 4	20 Pts
Tony & Avril Lee	G 7	19 Pts
Duncan Stock	G 31	19 Pts
Simon Daly	G 47	18 Pts

The rest can be viewed on the Gemini web page

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.

Lastly **The WRGB Rally** is now almost full with radio crews, if you want a slot you must act fast and let me know - also please note that there will be 30 points on offer for radio work on the 2 recce days and the 4 event days e.g. 5 points per day.

See Top of Next Column

OUT & ABOUT With Gemini

WALES RALLY GB HOWS THE STAGE STAFFING COMING ALONG FOR RADIOS AND MARSHALS

Most Stages are full but If you are now available,
I still have room for **Safety Radio Crews** on the below stages:

All the **RECCI Stages** on the Tuesday and Wednesday.

Day 2 Friday

SS 4 / 7 Hafren - 3 crews req.
SS 6 / 9 Myherin - 6 crews req.

Day 3 Saturday

SS 14 Dyfnant - 3 crews

Day 4 Sunday

SS 17 Dyfnant - 3 crews
SS 18 Penllyn - 2 crews
SS 22 Great Orme - 2 radio crews
willing to work away from their cars on their Hand Held Radios.

Marshals still required for the following stages:

Day 2 Friday

SS 5 / 8 Sweetlamb - 33 required

Day 3 Saturday

SS 14 Dyfnant - 57 required

Day 4 Sunday

SS 17 Dyfnant - 33 required
SS 18 Penllyn - 24 required
SS 20 / 21 Kinmel Park - 11 required
SS 22 Great Orme - 21 required

'The 58th Cambrian Rally 2013'

Hi AllTo all Safety Radio Crew

... thanks for all your efforts on the Cambrian - good job, well done by all!

... I can't mention everyone, but I would like to thank MSA Radio Controller Chris Woodcock who came to help us with only a couple of hours notice and run the Penmachno Safety Radio Control after our normal controller Dave Crosby feel ill literally at the eleventh hour. ...Our next event in the area will be the WRGB rally, although we are well covered with radios crews I can fit in a few more on selected stages, what we are very short of is Marshals on Sweetlamb, Dyfnant, Penllyn, Kinmel Park and the Great Orme stages. Let me know if you can or know any clubs that can help please.

Cheers,

Bill Wilmer:

2013 Events Dates RADIO CREWS REQUIRED

**For the following Events
Contact : Bill Wilmer
Gemini Communications**

C&AMC

**Pentraeth KIA Glyn
Memorial Trophy Stages.
2nd / 3rd November
ANGLESEY
See page 44**

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

**Clitheroe & DMC
Hall Trophy Stages
Blyton
23rd November**



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Bill Wilmer 07973-830705

w.wilmer@btinternet.com

Wales Rally GB

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

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

For further news and press releases please visit

www.walesrallygb.com

TV Coverage

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

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

National Rally

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

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

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

Marshal Registration

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

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

Radio Crews

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

These are;

Thursday : Llandegla, Gwydyr, Penmachno, Clocaenog

Saturday : Gartheiniog, Chirk Castle

Sunday : Penllyn, Clocaenog, Kinmel Park

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



Thursday 14th - Morning

Qualifying and Shakedown - Llandegla 07:00

Service Park - Deeside 11:37

Thursday 14th - Evening

Holding Area - Llandudno 17:00

Start - Conwy Quay 18:30

SS 1 - Gwydyr 19:07

SS 2 - Penmachno 19:40

SS 3 - Clocaenog 1 20:46

Service Park - Deeside 22:03

Friday 15th

Service Park - Deeside 06:30

SS 4 - Hafren 1 09:43

SS 5 - Sweet Lamb 1 10:28

SS 6 - Myherin 1 10:46

Regroup & Remote Service - Newtown 12:12

SS 7 - Hafren 2 13:54

SS 8 - Sweet Lamb 2 14:39

SS 9 - Myherin 2 14:57

Service Park - Deeside 18:25

Saturday 16th

Service Park - Deeside 06:00

SS 10 - Gartheiniog 1 08:29

SS 11 - Dyfi 1 08:56

Regroup - Machynlleth 09:37

SS 12 - Gartheiniog 2 10:28

SS 13 - Dyfi 2 10:55

SS 14 - Dyfnant 1 12:40

SS 15 - Chirk Castle 1 14:21

SS 16 - Chirk Castle 2 14:34

Service Park - Deeside 15:34

Sunday 17th

Service Park - Deeside 06:30

SS 17 - Dyfnant 2 08:59

SS 18 - Penllyn 10:01

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

SS 20 - Kinmel Park 1 12:09

SS 21 - Kinmel Park 2 12:17

SS 22 - Great Orme 13:08

Podium - Llandudno 13:30

Parc Fermé - Deeside 15:00

Stockport 061 are jointly running Clocaenog on

Wales Rally GB - we are running stages on Thursday

14 November and Sunday 17 November - if you're

available to help, please email

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

on www.rallystageteam.co.uk



WRC gears up for season-closing Wales Rally GB

The world's best rally drivers will head for the UK in under one month's time to share some of Wales' finest stages with home-grown amateur crews on Wales Rally GB, the final round of the 2013 FIA World Rally Championship (WRC).

The four-day schedule comprises 22 special stages, including re-introduced classics such as Gwydyr, Penmachno and Clocaenog, plus the legendary Great Orme. Sweet Lamb on Friday, Chirk Castle on Saturday and Kinmel Park on Sunday have been designated RallyFest Stages, featuring big screens with live coverage and commentary, catering villages, displays, competitions and live music.

The rally itself will be based around a new service park at the Toyota Engine Plant in Deeside, thanks to a joint £250,000 investment by International Motorsports (IMS), the MSA's commercial arm and the event's organiser and promoter, and the Welsh Government, principal funding partner.

"The move to north Wales has not only allowed us to refresh the entire event but also to make the sport far more accessible to a totally new audience – these family-friendly

RallyFest stages are designed to do just that," said Andrew Coe, IMS Chief Executive.

IMS has also announced that teams of volunteer Rally Makers will be on hand to help fans and visitors make the most of their Wales Rally GB experience. The Rally Makers have been recruited locally from Flintshire Local Voluntary Council, Rhyl College (Coleg Llandrillo Rhyl) and the Welsh Association of Motor Clubs. They will be wearing distinctive Welsh Dragon-red clothing, and each team will include English, Welsh, and other European language speakers.

The rally is expected to generate around £5 million for the Welsh economy, while also shining a spotlight on the principality's automotive manufacturing industry, which employs 15,000 people and generates a £3 billion annual turnover.

Edwina Hart, Minister for the Economy, Science and Transport, said: "Our support for Wales Rally GB acts as a key driver in delivering the Welsh Government's key commitment of strengthening the conditions that create jobs, wealth and sustainable growth. The Welsh economy receives an immediate benefit during Wales Rally GB with teams, marshals, businesses and spectators spending considerable amounts on accommodation, food and drink, hospitality – before, during and after the event."

Single stage spectator tickets start at £15 (reduced from £20 in 2012), rising to £25 for the RallyFest stages. Event-long World Rally Passes cost £99 (down from £130) including access to all spectator car parks and all stages, including shakedown/qualifying on Thursday and the Deeside Service Park.

Meanwhile all 100 entries for Wales Rally GB National, which runs alongside the international event, have sold out. Some discounted international entries for all-British crews are still available. www.worldrallypics.com

For further news, updates and information, follow @walesrallygb on Twitter, join the conversation at www.facebook.com/walesrallygb, or visit www.walesrallygb.com

General advice regarding lifing of stage rally seats and harnesses

Following the MSA's recent confirmation of regulations governing the 'lifing' of seats and harnesses in stage rally cars, a number of competitors have contacted the governing body to seek further advice.

As such, the MSA advises the following:

- The 'life' of a stage rally seat or harness begins on the date of manufacture, not the date of purchase or first use
- Competitors should always check the homologation label on a seat or harness before purchasing. Current homologation labels display the date of manufacture, but newly manufactured components will now show the expiry date instead
- Competitors undertaking a vehicle preparation project should consider the most appropriate time to purchase any homologated equipment at the last possible moment so as to get maximum use from the life of the item.

For further information, please contact the MSA Technical Department via technical@msauk.org or 01753 765000.



MSA to sanction FIA F4 in Britain

The MSA will sanction a new single-seater championship in 2015 in line with the FIA's new Formula 4 regulations.

The governing body has launched a tender process that will result in the selection of a company to work with the MSA to organise and promote the Championship, which will be certified by the FIA for a period of three years from 1 January 2015.

"There has been much speculation in recent months about the FIA's new Formula 4 concept and whether it would come to the UK," said Nick Bunting, MSA Chief Executive. "We have looked closely at the proposed framework and believe that it is in the best interests of both British motor sport and young British drivers to embrace the opportunity provided by a tightly controlled entry level championship endorsed by the governing body and in line with similar championships in other countries."

The tender document is available via the following link and tenders must be received by 12.00 noon on Friday 6 December 2013: www.msauk.org/uploadedfiles/tenders/F4_Tender.zip

Technical /Regulations

Road legal vehicles

Competitors are reminded that when regulations require a vehicle to compete in road-legal condition, all statutory requirements regarding registration, tax and MOT must be adhered to. However, the requirement for tax is relaxed for stage rally events taking place wholly on private property (R46.1.1).

ROPS issues

These two images (below) show the two ends of the roof height connection between front and main hoops on a stage rally car, as presented for scrutineering.

The bolted connections appear to comply with Drawing K24.

However, (K)1.3.7 states: "*Demountable joints must not be used as part of the main, front or lateral rollbar because they act as hinges in the principle structure and allow deformation. Their use is solely for attaching members to the rollbars and attaching a lateral rollbar to a main rollbar (see drawing K2) in this last case, hinged joints in drawings K21 to K30 must not be used*".



Technical /Regulations



Fuel pump mountings

The image shows a fuel pump mounted within the cockpit of a rally car.

(J)5.13.1 answers the question of whether this is acceptable : "Have any fuel lines passing through the driver/passenger compartment protected and if non-metallic, to be internally or externally metal braided hydraulic pressure hose or fuel lines complying with FIA specifications". And J5.13.2 "They may only be joined by screwed sealing joints or vehicle manufacturers approved joint."

The system pictured does not appear to be hydraulic hose and certainly does not use screwed joints, so does not comply.

Notice of counterfeit SFI Labels

The MSA Technical Department has been advised that a number of counterfeit labels have been identified on overalls and gloves sold by Shayan International/Fast-N-Cross (FNX).

SFI Foundation, which endorses some products in UK motor sport, obtained samples with counterfeit labels and put them through the appropriate performance tests, which they failed in all cases. Details can be found at www.sfifoundation.com

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

Competition seats

This image shows the seat of a car presented for scrutineering with a mounting bolt missing; it should not pass scrutineering.

Remember that the seat manufacturer provides inbuilt inserts to accept the mounting bolts; drilling the seat shell and pushing a bolt through is not acceptable and if an FIA homologated seat will void the homologation.



Fire extinguishers

Competitors are advised not to attempt to modify fire extinguishers to make them fit into their competition cars.

The image shows the operating lever of a fire extinguisher that is kinked; it appears that the extinguisher was a tight fit between the door sill and the transmission tunnel, so the owner bent the lever. As a result the extinguisher may well fail to operate, as the end of the lever could contact the fixed part before the extinguisher valve is fully opened.

Competitors should be aware that with mechanical systems, tight bends or kinks can easily lead to the Bowden cable binding, which could result in the extinguisher requiring unrealistically high effort to operate.



The Anglesey Grand - Ty Croes - With Ian Mackman

Being a Husband and Father, I now spend a fair amount of time watching rubbish TV shows, X-Factor being one of them. Now I really shouldn't be allowed to sit in front of this stuff as it only winds me up and usually finishes with me shouting at the TV. I'm sure that they wouldn't allow a machine gun nest controlled by my red button either. My biggest gripe is collapsing/crying; yes I understand that your dreams are shattered and your dog/cat/hamster always wanted to hear you sing on TV but please, please, please keep your dignity people, it is just a competition after all! What ever happened to the British stiff upper lip? Keep calm and carry on? Rant over.

The Anglesey Grand sits as one of the main races of the season for me having won the event in 2008, 2010 and 2011. I missed the 2009 Grand as I was having a rest in Bangor hospital, I also missed last year's event as it clashed with the final round of the Thundersport GB Championship for which I had campaigned all of that season. This year was a bit different, I'd only raced in four short circuit meetings all season, plus the TT, so the Grand was firmly on my radar. Having won the event 3 times, no one has ever won it 4. (Hate to spoil it but they still haven't!) Preparation for the meeting was a little bit disjointed, I swapped around between 3 different bikes during fortnight running up the event. The Fireblade which I have ridden for Shaun Boyle/Barry Ikin was still waiting for the engine to come back from having the gearbox repaired. It looked like it might show up in time but then didn't. A hasty plan had to be hatched. My old GSXR was sitting in the showroom of Infront Motorcycles, Chester (who handily, also employ me) ready for me to use as a one-to-one track instruction machine. James, one day said what I was already thinking: "Why don't you just use your old bike?". I had sold the bike two years ago, Adam Robinson rode it in Thundersport for a season and now James has bought it back.

I still had all my data sheets from the three seasons that I rode it for, it needed a good check through etc but essentially was ready to roll. The decision had been made then, two nights before the Grand, James took a race Fireblade in to sell and this was thrown into the mix. We both agreed that the GSXR was probably the best plan still as riding a Fireblade that I'd never sat on was probably going to make a harder job of things than riding the GSXR which, although I'd not sat on for two years, was more of a known entity. Thursday night before leaving on the Friday and I'm still at work at 10pm working on the bike. My text message to Jo saying "Got a few bits to sort on the bike so might be late" now seemed a bit of an understatement. New clutch, chain/sprockets, oil/filter, tyres, battery, settings put back to my last outing on the bike and we were ready to roll.

Turning up at the circuit late on Friday afternoon, I spotted some new flags up at the entrance to the circuit, to later be told that a picture of me was on one of them. How cool is that? I now appear to be nearly as famous as I think I am! We got everything set up, except for the awning. Page one of my Anglesey circuit guide includes "Don't put up your awning until you really need it as it will probably get blown away/destroyed by the weather during the night!" Jack, one of my old work mates from Bill Smith's, arrived to spanner for the weekend. He didn't seem to find my good news/bad news gag overly funny - the good news being that my caravan has gas heating, the bad news that the back of my van (where he was sleeping) hasn't and we had no electric hook up.

Saturday dawned dry but windy, the entry list had the best quality that I've ever seen at the Grand. Gavin Hunt, Jonny Blackshaw, Leon Jaecock, Jay Harris had all come across from the BSB Paddock to compete, this wasn't going to be easy! I was grateful for the support but every time someone patted me on the back with a "Got my money on you Mackers" or "You're gonna get the record Mackers!" I'm pretty sure a little bit of wee came out! I was pretty nervous about the job in hand to tell the truth. Preparation hadn't been the best really had it?! I've probably done more miles on my pushbike than I have on the short circuit this season, and I was jumping on a bike that I'd not ridden since my son was in nappies!

Timed qualifying for the club races on Saturday settled me down a bit, riding the bike again was like coming home. It just did everything I wanted it to do, I'd spent 2012 wrestling with a ZX10 and this season riding pretty much anything that anyone would lend me, but the GSXR and I just made sense once again. I qualified on pole 1m 28.9s which was only 0.4s from my personal best, set at my last Grand in 2011, I was happy with this considering the windy conditions. The brakes were pretty poor and the pad behind my seat was on the spare fairing (at the unit in Chester) so my arms were wearing out a bit too quickly. James gave me a set of Bendix carbon pads to try (I promise I'll pay him for them soon). Jo and Jack got to work creating a much neater seat back pad than I would've gone to the trouble to sort out!

Race One got underway; I got a great start, had a good race with Jonny Blackshaw and eventually took the win and improved my personal best time to 1m 28.3s. Jonny lapped faster than me, catching me up towards the end of the race. Gavin Hunt missed the start of the race so had to start from the back of the grid, so wasn't really able to show what he was capable of. I reckoned I was going to have some trouble with this pair!

I'd noted that I was losing some time through the twisty, top section, of the circuit and wasn't using as much travel in the front fork as I used to. I decided to check that the fork springs and oil level were ok in the forks between heats. Jack and I got the left leg apart and checked it through, all was good. On undoing the cap on the right leg the whole fork cartridge assembly came out in my hand. Basically the cartridge had come free from the lower stanchion, if the other side had done the same then the front wheel would've fallen out when it lifted off the road! Remember kids, always get your suspension serviced! A quick call to Richard from Maxton; he said to bring it over and he would meet me that evening and tighten the assembly back down if I needed him to. It was great that he would help me out to this degree, the only other option was to somehow tighten this ourselves. Special tools were required for the job as the castle shaped head of the cylinder was deep down inside the leg.

Continued on Page 41

The Anglesey Grand - Ty Croes - With Ian Mackman - Continued from page 40

With that Caskey, the circuit handyman, appeared to see how we were getting on and was immediately roped into operation 'Make Something to Tighten That Up'. I eyed up the storm bars of my awning and after a quick recce we all reckoned that it'd do the job. We hammered a socket down the centre of the box section to splay it out enough to clear the damper rod then, with my trusty angle grinder and some squinting, I cut out four sections of the bar to make the rough shape of the top of the cartridge piece. We offered it up to the fork leg, it fitted first time with no mods, a stroke of genius or luck (you decide), mole grips were used to nip it up and we rebuilt both legs, pretty pleased with our ingenuity. That quick job had taken a bit longer than we had expected so the next race loomed.

I got another good start but dropped to third in the early stages behind Gavin and Jonny. To be honest I was happy to follow them around. I wasn't campaigning this championship and there was more to learn from staying put than diving through trying to win the race. We all set virtually identical times, but I had found my spot of the circuit. Quite ironically it started from the corner where I really badly injured myself four years ago; I could get great drive out of Church into the virtually flat-in-sixth right hander and this put me in a passing position on the brakes into Rocket. I didn't have much else over these pesky kids so it was still going to be a close race on Sunday.

That evening Jack and I removed, and Jo flushed, the radiator as the bike had been running at 90 degrees on track all day, which given the conditions seemed a bit high. Jack refitted the rad, while I was chatting, a few checks and the bike was ready for Sunday.

Sunday was warmer and the wind calmer than the previous day. I pushed hard in qualifying, on yesterday's tyres, setting another personal best which still only got me third on the grid. All four of us were within 0.4 of a second so there was no telling which way the first leg was going to go.

I fitted a new set of Dunlops for the race and got a good start behind Leon Jaecock from pole. He started to pull a gap in the early stages, Gavin Hunt and I started to battle on-track which gave him a bit more time. Just as I was beginning to panic that Leon was getting away, he lost the front into the left hander of the Corkscrew. I now sat in second place behind Gav and my plan modified; I reckoned sitting behind and holding pace for a few laps would do me better than trying to pass and make a break for it. I passed my pitboard with four laps to go and decided that the time was now, I got the good run out of Church to set up a pass into Rocket. Getting though I stuck my head down and got a small gap during the next 2 laps. I covered the line on the final lap which meant my final lap time wasn't the best. This was probably a mistake as Gav had a really good lap and closed up the gap to see me win by just 0.2 of a second. The Grand is run over two legs with an aggregate result deciding the overall champion. I was going to have to win or be sniffing Gav's aftershave over the line in the second leg to win this!

Jack fitted a new set of tyres for the second leg - tyre warmers, over socks and blankets from the caravan were used to heat them up as quickly as possible as there was only around an hour between the two races.

I got off the line ok in the second leg, Gav got a flier taking the lead and breaking away by about 2 seconds in the early stages. I dropped to fourth at the second turn on the first lap, and was starting to panic a bit seeing Gav pulling away. A couple of failed overtaking attempts later and I was screaming obscenities at the two in front of me. I began to make mistakes nearly losing the front a couple of times and running wide. I shouted at myself to calm down, got it back together, and passed Jonny into Rocket then Leon into the hairpin on the same lap. With 7 laps to go I was about 2.5 seconds down. I did everything I could but Gav was running a really good pace at the front. I made bits and pieces of time but ultimately the gap stayed reasonably static. I did manage to break Alistair Seeley's outright lap record in my effort to catch back up though. Eventually I crossed the line 2 seconds down to take second in the race and the event.

In all honesty I am gutted not to have won the Grand but am happy with how I rode. If I was typing this now and saying that I'd not performed at my best then I'd have something to be annoyed about. I did all that I could and it really just came down to the circumstances of the race than anything else. Gavin Hunt rode a great race, with the pace he was running, by making the break at the start he had pretty much sealed the deal by lap three. I can take some consolation from the fact that I now hold the fastest ever two wheeled lap of the full Anglesey circuit. I also didn't cry or collapse, shook the hand of the winner and accepted that I had been beaten on the day, an example to X-Factor contestants present and future?

The winter is upon us once more, I have a few trials planned as normal. I'm also hoping to organise a guided route youth trial at my local club's event aside from the full adult trial. I've discussed this with the club and they seem keen on the idea so really it's down to me to get it arranged. Oset are running a trial at Donington Hall on November 16th and have asked me to shadow the organiser so that I can get a feel of how the day should be run, to then put that into place locally.

Aside from this, I'm also provisionally planning a solo charity cycle ride/challenge for next year. This will all be in aid of a local friend of a friend cancer patient. Things are very much in the early stages of planning, ie. I've had an idea of what I'd like to do! My provisional thought is to attempt 6 laps of the TT course in a day. Please folks if anyone has any other ideas I'd be glad to hear them and I'll give more information once I know what the plan is myself!

Ian Mackman

Inside the Industry with Paul Gilligan

Super September Sales

The surge in new car sales in the UK continued in September. Overall sales for the month were over 12% up, with sales to retail (not fleet) customers over 17% up. Research is showing that people are buying new cars mainly as a means of saving money. Cheap finance deals, greatly improved fuel consumption, zero road tax, long warranties all make a new small car a sound economic choice for many.

The BMW/Audi battle continues, in September BMW won by 1500 units but Audi are still 9000 ahead for the year. I don't think this will be over until about 5pm on New Year's Eve, BMW have in the past few years registered enough unsold cars in December to remain ahead. In addition Audi are running short of cars, I've just been quoted 12 months wait for a TT Auto Roadster! Meanwhile Mercedes are keeping their promise to catch up. This time last year they were 24000 sales behind BMW at this point, this year the gap is 19000. Merc continue to offer some really low lease rates, currently E Class is below Audi A4. Only E Class competes with Audi A6?

Fiat have come back from a very poor 2012, now 20% up on last year. Skoda continue to make steady progress, again 20% up on last year.

Jag F Type Stalls

Whilst Jaguar have been announcing lots of good news about forthcoming investments and new products, the much-praised F Type after a brief honeymoon period has almost stopped selling. Every road test says a superb car, and certainly a beautiful one. There is one major and one minor problem. The minor one (but it will take some fixing) is the boot is tiny, under 200 litres. That's not much more than a Mazda MX5. All rivals have much more capacity one way or another. If you own a car like an F Type it stands to reason you'll want to use it and that means going away in it which means luggage.

The BIG problem is the price. Jaguar have been "ambitious". F Type is priced at very close to Porsche 911 levels. Yet most observers think it competes with Porsche Boxster, which is about £20000 cheaper. Britain's leading motor magazine recently tested the two cars and chose the Boxster as the better (if not better looking) car, and far better value.

Every Jag dealer I know has now got F Types in stock for immediate delivery and pressure from the factory to order more before the Coupe arrives around April time. It will be very interesting to see how that model is priced. Of course this might not matter very much in the big picture. How the F Type sells in North America and China is much more important than the UK.

Improved Sales In Europe To Stop UK Bargains?

Whilst new car sales in France and Southern Europe remain well down they are now starting to recover with progress in Spain especially good in September. There are signs that the German market in particular is beginning to turn upwards. If the European manufacturers can sell more in Germany and elsewhere in Europe, there will be less surplus production to be diverted to the booming UK market. The likely effect is a reduction in the discounts being offered to UK customers. This won't happen overnight, but it seems there will be a gradual change as manufacturers seek to make some money, or at least reduce losses.

Kia Short of Cars

One manufacturer with a different problem is Kia. They simply can't get enough cars from their Korean factories to satisfy demand, not only in UK but all over Europe. Even in Greece Kia dealers are screaming for more supply. This year Kia will sell around 72000 cars in the UK, they feel they can easily increase that to 100,000. Unlike many manufacturer forecasts this seems sensible to me. Their value for money pricing and long warranty, together with increasingly good cars, are hitting the spot. Looks like they don't need to persuade the customer, but rather the production bosses.

Chinese Investment For Peugeot/Citroen

Peugeot/Citroen (PSA) is probably Europe's most troubled manufacturer. They now have a possible lifeline in the shape of a 1.5 Billion Euro investment from Dongfeng, the Chinese state-owned manufacturer. This would give PSA the funds to develop new models and increase their access to the Chinese market, therefore reducing their reliance on a still weak European market. However France, and French unions in particular aren't entirely happy about an iconic French business falling into Chinese hands. The French Government are considering putting in another 1.5 Billion Euros themselves so the Chinese only have a minority stake.

One financial journalist has suggested the result would be a car with 3 drivers, the French Government, the Chinese, and the Peugeot family who would still control 15% of the equity.

What's More Important, Frankfurt or China?

The Frankfurt Motor Show recently took place, as ever one of the two (with Geneva) big shows in Europe. It seems just about everybody who's anybody in the industry was there. With one notable exception. McLaren didn't even have a stand. Big boss Ron Dennis wasn't present either. He was otherwise engaged, in China opening one of the EIGHT dealerships they intend to have in China by the middle of next year. All a question of priorities I think?

Trouble In The Boardroom At Morgan

The man who many regard as "Mr. Morgan" in every sense of the words, Charles Morgan, has left the Board of the company his grandfather founded. It appears clear that departing was not his idea, and he is going to appeal the decision. Most enthusiasts will be disappointed at this news. Whilst TVR and many other small British sports car manufacturers have fallen by the wayside, others like Lotus have declined, Morgan has prospered and quietly doubled volumes under Charles Morgan's leadership.

Why he has been removed is unclear currently, but it appears that Morgan staff and dealers are in the main deeply unhappy about this situation. There is even talk of a strike by the workforce, something that has never happened at Morgan before.

Paul Gilligan

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Next Meeting

Monday November 4th

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

www.anwcc.org

NB Date change

**The Next SD34MSG Meeting
Wednesday 20th November
(3rd Wednesday of every other month)**

8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX

Just off M61 at J8 : 109 / 583 181



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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.

Coppermines Grizedale Stages Rally 2013

will take place on Saturday 30th November 2013 and be based in Coniston with the support of Coppermines and Lakes Cottages. Some details are still being worked on, such as some venues, but what we can tell you is that the format will be as follows:

The rally will follow a very similar format to the 2012 event. This means it will be possible for those on a tight budget, to arrive, scrutineer, rally and return home, in the one day. However we would encourage you to enjoy the legendary "Lakeland welcome" and to this end we have put together all-inclusive packages including accommodation and ferries for our Irish & Isle Of Man contingent. The route will comprise approximately 40 stage miles and 40 road miles. 1st car away will be at the leisurely time of 10:00hrs.

We will continue to run 1400's first on the road, followed by the "big boys" with a 10 minute gap. The class structure will be simplified from previous years and follow our regional championships.

There will be two 9+mile stages in Grizedale West followed by the two short (2.5 mile) stages in Dunnerdale (aka Broughton Moor) dove-tailed together. There will be "emergency service" allowed between Grizedale and Dunnerdale.

After Dunnerdale there will be a 30-minute service halt at the excellent Skelwith Fold preceded by re-group. The sting in the tail will be a monster 16+mile stage through Grizedale West. The last car is expected back at the finish around 15:45hrs.

Enter early to avoid disappointment!

MARSHALS WANTED

Grizedale Stages Rally

Saturday 30th November

Please register via the website [http://](http://www.grizedalestages.co.uk)

www.grizedalestages.co.uk

and clicking the Marshals tab.

McKenna wins BRC LIVE Media Trophy

Jon Armstrong, James Ford, Harry Threlfall, Daniel McKenna, Ben McKay, Steve Røkland and Garry Pearson

all started the day in the impressive Prodrive museum, surrounded by cars and images from some of the greatest names in motorsport. Most started the day by sitting in cars like Colin McRae and Richard Burns' Subaru or the Dani Sordo's Mini JCW WRC.

After a tour of the facilities, all finalists met the judges and were involved in an open question and answer session with Prodrive's Business Development Director, Richard Taylor and Head of Engineering David Lapworth. They, along with the judges;

Prodrive's Ben Sayer, The Sun's Paul Evans, Stagetime Rally Group's Neil Cloughley and VIPR Media's Rebecca Prosser were able to give the finalists an insight into just

what it takes to be a career rally driver, with some invaluable advice for their 2014 campaign plans.

Each finalist then began one-to-one interviews with the judges and each faced questions about their media and marketing activities for this year and their plans for next year. They all did a superb job, making the judges' choice extremely difficult, but there was only one driver able to win the test-session drive in a Prodrive Mini JCW S2000.

Daniel McKenna topped an incredible year by scooping the final trophy of the 2013 season by a fraction from his co-finalists. The Irishman set a superb standard in all aspects of his 2013 rally programme, the 2012 Billy Coleman Award winner further proving his credentials.



An engineer dies and reports to the Pearly Gates. Saint Peter checks his dossier and, not seeing his name there, accidentally sends him to hell. It doesn't take long before the engineer becomes rather dissatisfied with the level of comfort in hell. He soon begins to design and build improvements. Shortly, hell has air conditioning, flush toilets and escalators. Needless to say, the engineer is a pretty popular guy. One day, God calls Satan and says: "So, how are things in hell?" Satan replies: "Hey, things are going great. We've got air conditioning, flush toilets, and escalators. And there's no telling what this engineer is going to come up with next." "What!" God exclaims: "You've got an engineer? That's a mistake - he should never have been sent to hell. Send him to me." "Not a chance," Satan replies: "I like having an engineer on the staff, and I'm keeping him!" God insists: "Send him back or I'll sue." Satan laughs uproariously and answers: "Yeah, right. And where are you going to get a lawyer?"

David Ward Resignation A Statement from the FIA Foundation

David Ward, who has served for the last twelve years as the FIA Foundation's Director General, has resigned. His Deputy, Saul Billingsley, has been appointed Acting Director General pending recruitment of a permanent successor.

David Ward has issued the following explanatory statement:

"After much careful thought I have decided to stand as a candidate in the 2013 FIA Presidential election. The election period begins in September and it will be necessary for me to approach FIA members to secure nominations. In these circumstances I think that the correct course of action is to resign. Election processes inevitably involve robust and lively debate, and whilst the Foundation is independent and there is no legal requirement for me to resign, I believe that it is in the best interests of the charity that I stand down now.

It has been a great privilege and words cannot express my gratitude to the trustees and staff for the support and loyalty I have been given since the Foundation was established in 2001. The Foundation has given me an extraordinary opportunity for professional fulfilment, building up the charity, creating a dedicated team, developing innovative activities that have reshaped the international agenda's approach to road safety and the environment.

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Inter-Association Road Event

Early Winter Navigational Rally Scottish Borders

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

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

Event regulations and opening of entries are expected to go live in mid-August.

Please keep an eye on <http://www.borderecosse.com> and <http://www.scottishcarclubs.com> for full details.

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

Mini Cooper Register Northumberland Borders Rally 23rd November

100 mile route P&B Navigation.

Mainly OS map 81

Regs & further information from
nialltcook@tiscali.co.uk



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MEM Malton Forest Rally Sun. 3rd November

This year's MEM Malton Forest Rally will once again be based at Adderstone Field within Dalby Forest and offers competitors 40 miles over 6 different stages.

Central service will be visited 3 times and auxiliary support vehicles are also permitted.

The £460 entry fee includes Service Pass and Rallitrak set, auxiliary support passes are just £20 each.

Regs : www.maltonmc.co.uk

Rhyl & DMC Rali Gogledd

30th Nov/1st December

This year's event is the last round of the ANWCC road rally championship and promises to be a classic. We would like to thank our sponsor OSG Motorsport for their continued support.

The route consists of a total 160 miles all on map 116 with 120 miles being competitive, which is why we have included two fuel halts for the competitor with tanks of short range. We anticipate that most of the route will decide the winner, making it an even greater challenge for both driver and navigator. Plenty of time will be given to plot the route, with the added assistance from experienced navigators to Novice crews who may need a little support.

Regulations available for download at www.rhyldmc.co.uk

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

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

Illuminations Road Rally 23/24 November

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

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

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

Maps Required 97, 90 & 91

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

For regs please email John at morecambecar-club1950@gmail.com

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 on the 5th October.

Entries open on Monday the 7th October.

<http://chelmsfordmc.co.uk/Preston>

Friday 8th & Saturday 9th Nov

Poker Stars

Rally
8th & 9th November 2013



Photo courtesy of Martyn's Motor's

Clitheroe & D.M.C.
The Hall Trophy Stages Rally
Saturday 23rd November

A qualifying Round of
SD34MSG Stage Rally Championship
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Rockingham Stages
Saturday 7th / Sunday 8th December
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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

Lincoln Green Stages Rally
Sponsored by
Copcutt Toyota Workshop 7th December 2013

The Lincoln Green Stages Rally
Sponsored by Copcutt Toyota Workshop
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



The Peak Revs Road Rally **23rd & 24th November 2013**

Final round of AWMCC & WBCC Championships

Once again we are very pleased to be the final round of both the West Midland and Welsh Border CC championships. Although this year's event has a new Clerk of the Course we still aim to continue the success of previous years. Each year every effort is made to improve the event and this year is no exception!

The route includes some classic Peak Revs lanes from the past; some fantastic roads never used before and smooth farm tracks.

The event will again start in Leominster and finish in the Ludlow area and cover a route of approximately 80 miles on maps 137, 138 & 149 with a maximum entry of 75 cars.

Regs : www.ludlowcastlemotorclub.com/events/peak-revs

Matlock Motor Club **Dansport Road Rally** **16th / 17th November**

The event will cover approx **130 miles** of classic lanes on maps **118 and 119**. Thanks to Dan Sutherland and Dansport for once again sponsoring the event now in it's third year. The event is the penultimate round of the EMAMC, ANEMMC and ANCC Road Rally Championships, so get your entries in quick to avoid disappointment. As always we will need lots of marshals, if you can make it please contact our Chief Marshal, Amanda O'Brien on 07740 308819 or amandjane.obrien@btinternet.com. The Rally will start and finish at Robinsons in Chesterfield. Supplementary Regulations & "On Line" Entry forms will be available at <http://www.matlockmotorclub.co.uk>

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

Once again we will be providing two days of competitive motorsport at Anglesey Circuit.

A late start on Saturday and an early finish on Sunday means that competitors can travel down on Saturday morning and return early Sunday evening.

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

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

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

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

Epynt Motor Club Ltd **DG Jones Agri Ltd. Powys Lanes Rally** **2/3rd November.**

The event will be based in Builth Wells with a pre-plot route of 115 miles using classic Welsh lanes. Competition Licence required.

The rally will be a qualifying round of the 2013:

- Welsh Association of Motor Clubs Road Rally Championship
- Association of West Midland Motor Clubs Road Rally Championship
- Welsh Border Car Club Road Rally Championship

£85 Entry Fee

Regs and entry form will be available to download at www.epyntmc.co.uk

Marshals Wanted

for

Roger Albert Clark Rally

On **Sunday November 10th** I'm looking for marshals to help run the Craik stage of this year's Roger Albert Clark Rally.

Located 7 miles from Hawick and running as stages 20 & 21, sign-on will be a positively luxurious 0830 - 0930, and we should be finished by 1600.

I'm looking for marshals of all disciplines - timing, instage and radio. If you can help then please contact me by replying to davebrodie1@googlemail.com, or calling 07795 253563 or 01539 731469.

Dave Brodie



Prospective **MARSHALS**

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

100 marshals
will be selected from
those applications



Beverley & DMC **Maple Garage Beaver Rally** **November 30th**

Final round of the 2013 SD34MSG
Road Rally Championship

Regs : www.bdmc.org.uk



Scan this QR code to visit a mobile version of this page at: <http://www.nwstages.co.uk>

17th Legendfires 2014 NORTH WEST STAGES

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THE BEST MOTORSPORT EVENT IN THE NORTH WEST
RALLY SHOW - NORBROCK CASTLE HOTEL - BLACKPOOL - 7/8 FEB 2014



ENTRIES
OPEN DEC
2013

APPROX 75 STAGE MILES
INDOOR SCRUTINEERING
CLASSIC NIGHT STAGES
TELEVISION COVERAGE
INDOOR PARC FERME
SOCIAL ATMOSPHERE
SPECIAL HOTEL RATES
CENTRAL SERVICE AREA
CHAMPAGNE FINISH



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Saturday November 2 JLT Tempest Rally

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

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

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

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

What else is special for 2013...?

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

2013 Pokerstars Rally

Friday 8th & Saturday 9th November

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

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

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

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

Regs and entry form is available at

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

A Grand Day Out

at

Manchester's Award winning

Christmas Markets

For just £12 per person

with

Alan Stephenson Coaches

Friday

Saturday

29 November 2013

14 December 2013

Departing Kirkby Lonsdale 9am

Departing Kirkby Lonsdale 10am

Via The Hideaway, Crooklands & Holiday Inn Lancaster

Via The Hideaway, Crooklands & Holiday Inn, Lancaster

Returning from Manchester at 5pm

Returning from Manchester 7.30pm

To reserve a place or for any further information on either of these dates please contact Dan or Angela on 015242 72445 / 07834 275102 or email dan@alanstephensoncoaches.co.uk

Acknowledgements

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

Matthew Field	Road Rally
Chris Woodcock	Stage Rally
Les Fragle	League
Ann McCormack	Marshals
Les Fragle	Individual
Dave Barratt	None Race / None Rally

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

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

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Malc Graham	George Jennings
Tony Lynch	Tony King
Ian Mitchell	Tony Vart
Steve & Hazel Johnson	Go Motorsport
Allen Durham of Pro-Tec	James Redman
Bill Wilmer	The Gemini Communications Team
Keith Lamb	(Gemini 9) Ian Davies (Gemini 23)
Peter Langtree	(Gemini 48) Tony Jones (Gemini 58)
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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 December
edition is Wednesday 27th November
which is due out on**

Sunday 1st 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

Friday 8th & Saturday 9th Nov

**Poker
Stars**

Rally
8th & 9th November 2013



Photo courtesy of Martyn's father's

Clitheroe & D.M.C.

The Hall Trophy Stages Rally
Saturday 23rd November

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

Regs available soon from : www.edmconline.com



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

BPDC
Blyton Park Driving Centre
Where Power and Control Combine