

November 2014 spotlight



Callum & Iain Duffy/ 1st O/A

*Photo : Paul Whitlock : motorsportmugs
paul_79_95@hotmail.co.uk*



www.sd34msg.org.uk

Volume 04 Issue 11 November 2014 Maurice Ellison



Motor Sport Group

Chairman's Chat

Thanks to Bill for writing the Chat last month while I was recovering from my operation but I'm back and you'll have to put up with my ramblings. Thanks also to those you supported the Heroes Rally so Weeton can be kept alive however I believe there were several entries submitted after the closing date – why I ask ? Sooner or later this tactic will fail and an event will be cancelled due to the lack of entries, please don't let that happen.

Unfortunately I didn't get to the Heroes Rally but did manage to get to the Mull Rally thanks to a generous lift. I have usually done the radio duties at the start or finish of the stages but this time we were at mid-points for two of the sections. I had forgotten how difficult it is trying to note car numbers in the pitch black however I believe things could be made easier for the radio operators. As they are entitled the organisers chose to use car numbers in accordance with R6.1.3b in the Blue Book i.e. small numbers at the front edge of a narrow surround, thus making them very hard to see when you often only get a brief glimpse of the cars. I know there were 'dayglow' numbers as well but often the location varied between cars so we missed several car numbers. Does it matter you ask ? well yes we are there as part of the safety network so when a car goes missing, possibly crashed, the controller will ask 'did you see car number x ?' and if we saw 'we don't know' it doesn't help and could delay finding the car. For events with night stages I would recommend using car numbers as per J4 but also inclusion of the colour and possibly the registration number of the cars in the entry list would help.

The F1 season is drawing to a close with just three races left and I hope the championship is not decided by the ridiculous double points for the last race. Mr Ecclestone might have done a lot of good for F1 but this is one of his worst ideas, perhaps he should consider it's time to call it a day before he dreams up more barking ideas.

Best regards,

Les Fragle,

**Chairman/Secretary,
SD(34) Motor Sport Group**



Gazzard Accounts Ltd

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

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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

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



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
Tel. : 01772-465716



CSMA (NW)

Contact : Steve Johnson
Email : steve.johnson@csmaclub.org
Tel. : 01254-392663
: 07718 051 882



Mull CC

Contact : Chris Woodcock
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.mullcarclub.co.uk

Pendle & DMC

Contact : Ray Duckworth
Email : raymond.duckworth@btinternet.com
Tel. : 01282-812551
Website : www.pendledistrictmc.co.uk



Clitheroe & DMC

Contact : Maurice Ellison
Email : sd34news@gmail.com
Tel. : 01524-735488
: 07788-7237241
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

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



Lancs & Cheshire CC

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



Warrington & DMC

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



Lightning MSC

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

Wigan & DMC

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



Lancashire A.C.

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



2300 Club

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





Motor Sport Group

Contacts

President	: Alan Shaw
U18 Championship	: shawalan.555@btinternet.com
Marshals Compiler	: 01282-602195
C.P.O.	:
Chairman	: Les Fragle
Secretary	: les.fragle@gmail.com
League Compiler	: 01995-672230
Individual Compiler:	
Vice Chairman	: Bill Wilmer
Radios	: Approved MSA Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com
Treasurer	: Steve Butler
Road Rally	: steven.butler9@btinternet.com
Website	: www.sd34msg.org
Stage Rally	: Chris Woodcock pdschris@aol.com 01254-681350
None Race/Rally	: David Barratt david.pbarratt@tiscali.co.uk 01254-384127
Registrations	: Margaret Duckworth margaret.duckworth42@btinternet.com 01772-700823
Newsletter	: Maurice Ellison sd34news@gmail.com 07788-723721 01524-735488

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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



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



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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

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

Steve Johnson

07718 051 882 steve.johnson@csmaclub.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

WALLASEY MC



The Club Meets at
9-00pm

Every Monday at
Port Sunlight Village Social Club,
Bridge St, Port Sunlight CH62 4UP

Lancashire & Cheshire CC



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

November 14th Guest Speaker (TBA)

And then its Farewell from us

WARRINGTON & DMC

Meet Every Tuesday

"The Antrobus Arms"

on the A559, 8-30pm

between Warrington & Northwich. CW9 6JD.



15th November - Rally GB - Once again WDMC
will be running a stage of the event in the North Wales
Area. Remember to register with Rallystage team on
their website once details are available.



Meet at the The Delph Tavern,
Tontine, Orrell WN5 8UJ

every second & fourth Monday of the month

CLUB NIGHTS

NOVEMBER Monday 10th

CLUB MEETING.

NOVEMBER Monday 24th

CLUB MEETING.

DECEMBER Monday 8th

CLUB CHRISTMAS PARTY HOT BUFFET.

DECEMBER Monday 22nd

NO MEETING WE ARE ALL ELEPHANT'S TRUNK.

Lancashire A.C. Diary Dates



December Date to be confirmed - Christmas Supper
and Get Together.

Gazzard Accounts

33 Acresfield Road, Middleton,
Manchester. M24 2WT

0161 643 0151 or 07973-816965

email : gazzard.accts@btinternet.com

Bolton-le-Moors MC



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



NEIL HOWARD STAGES

OULTON PARK CIRCUIT

Saturday 8th November

In-Stage Marshals & Timekeepers Wanted

To register go to

www.blmcc.co.uk/marshals

Leave your name & contact details



The Club Meets at 8pm onwards

Every Thursday at Rising Sun, Hazel Grove.

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

Forthcoming Dates

December 11th

Christmas Meal 7:30 pm,

December 18th

Committee Meeting 8:30 pm,



**Stockport 061 MC
Slot cars**

16th October

1st Andy Chambers

2nd Rob Yates

3rd Rosie Ogden

Clitheroe & District Motor Club



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

What's On at CDMC

Tuesday 4th Nov
AGM

Tuesday 11th Nov
Committee Night

The second Tuesday of each month
is Committee night.

Tuesday 18th Nov
Pre Hall Trophy Night

Tuesday 25th Nov
Hall Trophy Forum

Tuesday 2nd Dec
Scatter Rally
Map 103

Christmas Party
Tuesday 16th Dec
Waddington Club
£15pp : Contact Heidi

Clitheroe & DMC
Prize Presentation
Friday 27th Feb '15
The Adelaide Suite

3 Course Meal,
Disco,
Entertainment,
Games

Book Now & spread the cost
over the next 3 months

Contact Heidi on
07790-970677

£20pp



September 2014 Clubnights

Scatter : Tues 30th September



Tuesday the 30th of September saw 9 crews tackle the scatter rally organised by Terry Martin on O/S map 103. Starting from the Eagle & Child at Hurst Green and finishing at the Knowles Arms at Brownhill.

- 1st. Matt Worden / James Gardner
2nd. Andrew & Sam Hargreaves
3rd. Steve & Eddie Brocklebank

Hayhurst Clitheronian Rally Forum



Everyone had a good night on the Clitheronian, although some had a better night than others. Mark Blunt & Tony Vart + Tony Harrison & Paul Taylor + Mark Johnson & Matt Worden all retired. Dave Whittakers Nav was sick. Congratulations to Paul Buckel & Steve Butler for another excellent event.



Mull Rally Forum : 21st October

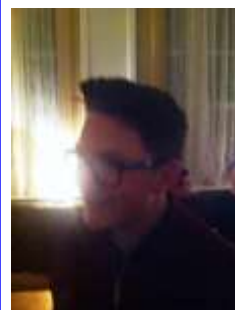
Dave Calvert did his 40th Mull Rally. He has finished 36 of them but not this one. He did finish but because he dropped into a ditch on the last stage and had to wait to be recovered was deemed OTL at the last control. He did it with his two sets of tyres : worn & even more worn.

Jonathon Mounsey did his 8th Mull. Broke the rear driveshaft at the start of SS1 but managed to get back to service after SS3 (slowly) and do the repairs. Then at some very respectable times to get up to 4th O/A before breaking the steering + puncturing 2 tyres and damaging both wheels and another rear shaft. Dropped to 28th O/A Managed to get back to service & get repairs done. Finished 12th O/A

Chris & Heidi Woodcock were back out in their 1400cc Proton after a 3 year layoff. Chris was a little disappointed that it took most of Friday night to get both back into the groove & used to the new car. On the last stage beat everyone in his class. Came home 32nd O/A and 4th in class.

More about CDMC members exploits on Mull in both 'Grumpy Old Git' & 'Beaver Tales'

Tommi Meadows : 28th October



Tommi Meadows is following in his Grandad & Dads footsteps as a Rally Driver. Tommi, who is still only 14yrs old, is in his first year of F1000 driving an ex Elvyn Evans Micra. The Micra had had a tough life before being acquired by the Meadows family having been used for forest events and it has taken most of this season to try and get it to be competitive and reliable. Gordon Birtwistle (ProFlex) has taken an interest in Tommi's development.

Garstang & Preston MC

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



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

This event will count towards the SD34 Road Rally Championship and is being staged as part of GPMC's 50th anniversary celebrations.

The event will run on Maps 102, 103, 97 and 98 and will be approximately 148 miles. It will run on a road rally permit and is likely to include a 'beginners' road rally within the overall rally in an effort to attract newcomers to the sport, as well as expert, semi-expert and novice classes. The usual organising team that puts together the popular GPMC Memorial Road Rally will be involved and I would like to thank Steve Kenyon, Terry May and Ian Farnworth, in particular, for their support and encouragement as I take the plunge and become a Clerk of the Course for the first time.

regs are available at
www.sd34msg.org.uk

Alan Barnes Clerk of the Course
GPMC : Preston Regardless Road Rally

Marshals Required for the GPMC Preston Regardless

to be run on the 29th/30th of November 2014, this will be an epic event closing the season for most competitors in the northwest, as you are all aware to successfully run any road rally it hinges on a sufficient number of marshals, so please get your friends and family along to marshal on this not to be missed event.

Contact Ian Farnworth 07866-950693

G&PMC

50th Anniversary

Salmesbury Hall

October 17th

Dave Orrick gamely put on a one-man show to entertain 140 members past and present of Garstang and Preston Motor Club at their 50th anniversary knees-up at the Salmesbury Hotel.

Dave explained his path into motorsport, his ups and downs and love of the sport to an appreciative audience at the function on Friday October 17th.

GPMC president Peter Jackson was behaving like a man who'd snorted some Bolivian marching powder as he ran an auction for a baseball cap signed by 3 x world champion F1 driver Niki Lauda. There was also a football autographed by Brazil legend Pele and a day in the passenger seat in Peter's Mk 2 Escort at Three Sisters.

There was also a raffle and Simon Boardman's table seemed to have bought most of the tickets.

Sadly Malcolm Graham, down to speak about his exploits on road and stage, could not attend, nor could Skoda Simpson rally driver Neil Simpson, who had suffered a family bereavement just prior to the event.

Nonetheless, the audience enjoyed a reet good night, with faces familiar from the past meeting up and exchanging ripping yarns aplenty.

The food was excellent, the drinks were pricey but nobody was complaining looking at the smiles all round.

**See Page 21 for Dave Orricks report
on 50 years of G&PMC**

Manx Auto Sport Notification of Change of Timing procedures



on the **Poker Stars Rally**

After due consideration and consultation with all parties who have been involved with the introduction of Scheduled timing it has been decided that the running of the Poker Stars Rally will be under the system of Target Timing and NOT under Scheduled Timing as appears in the current published Regulations. This change has been brought about by Manx Auto Sport's consideration of concerns received from individuals in the club and on the event. We have been working closely with the MSA on the rules and regulations for the scheduled timing system and do feel that it is the way forward for future events but it would be unfair to competitors and volunteers to be asked to compete under the Scheduled Timing regulations at this early stage of its development. We will of course be issuing further written clarification of this change to competitors prior to the event.

We would like to thank everyone for their input and apologise for any inconvenience or concern this has caused.

For and on behalf of Manx Auto Sport

Mark Ellison - MAS Chairman

2015 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2015 DOB

Please register me for the SD34MSG Under 18 Championship. I understand that the information contained on this sheet will be held on computer, but will be for SD34MSG use only. (There is no fee due for this championship.)

Signature Date

Please return the completed form to the championship compiler.

This can be done by post or complete including signature, scan and then e-mail.

Alan Shaw

31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX

Tel : 01282602195 email : shawalan.555@btinternet.com

SD34MSG Under 18 Championship Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current MSA Bluebook. As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal championships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

Scoring

For championships which work out overall positions by Index of Performance (as per MSA Blue Book rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. I.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. I.e The 2nd best overall position 1 point less, 3rd best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their overall position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points.

The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score 2nd Overall and third highest score 3rd Overall.

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list **with clubs entered under** to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 2014 Events occurring, and results notified to the compiler, before the end of February 2014 points will be allowed to be back dated.)

Under 18 Championship Compiler:- Alan Shaw, 31 Appleby Drive, Barrowford, NELSON, Lancashire. BB9 6EX.
01282602195. shawalan.555@btinternet.com

2015 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

CHAMPIONSHIP	Tick to Register	Driver Co-Driver/ Navigator Delete as appropriate	Class Delete as appropriate	Official SD34 Use only
STAGE RALLY		DRIVER CO DRIVER	A / B / C / D (Cls) A / B / C / D	
ROAD RALLY		DRIVER NAVIGATOR	Exp / Semi / Nov Exp / Semi / Nov	
NON RACE / RALLY			A / B / C / D / E / F / G	

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

.....

CLASSES

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

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

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

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

Non Race A = saloon cars up to 13ft long and up to and including 1400cc.

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

C = Saloon cars over 13ft long

(Saloons will include estate cars, hatchbacks and commercials as appropriate)

D= Sports cars.

E= Specials.

F = Special Stage rally cars.



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E-Mail : gazzard.accts@btinternet.com

Gemini Communications Team

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SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicomunications.org.uk ,

Bill Wilmer 07973-830705,

w.wilmer@btinternet.com

2014 SD34MSG Inter Club League

Division A			
Club	Points	Div	O/A
Bolton-le-Moors CC	807	1	1
U17MC-NW	690	2	2
Clitheroe & DMC	678	3	3
Warrington & DMC	327	4	4
Wigan & DMC	220	5	8
Stockport 061 MC	217	6	9
Wallasey MC	117	7	11
Division B			
Club	Points	Div	O/A
Pendle & DMC	313	1	5
Garstang & Preston MC	282	2	6
Lancs & Cheshire CC	249	3	7
Accrington MSC	150	4	10
Manx AS	98	5	12
Lancashire A.C.	91	6	13
Mull CC	0	7	=17
Division C			
Club	Points	Div	O/A
High Moor MC	65	1	14
CSMA (NW)	37	2	15
Bury AC	28	3	16
Lightning MSC	0	=4	=17
2300	0	=4	=17
Motorsport NW Ltd	0	=4	=17

Last Updated 29th October

SD34MSG 2014 Calendar

Date	Type	League	Club	Title	Venue - Notes
15-Nov	Road Rally	No	Matlock MC	Dansport Rally	Derbyshire
29-Nov	Road Rally	Yes	G & P MC	Preston Regardless Rally	Lancashire
07+08-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
8-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
22-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec	PCA	Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4
7-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
7-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

SD34MSG

Marshals Championship

All SD34MSG Member Club Events
See SD34MSG Calendar Above
for Dates of Events

Remaining 2014 Championship Rounds at a Glance

SD34MSG

Non Race/Non Rally

Date	Event	Club
December		
7th	Winter AS, A/T, PCA	AMSC/CSMA

SD34MSG

Stage Rally Championship

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

SD34MSG

Road Rally Championship

Date	Event	Club
November		
15/16th	Dansport	Matlock MC
29th/ 30th	Preston Regardless	G&PMC
Following the cancellation of the John Robson Best 6 Score to Count (1 over half)		



33 Acresfield Road, Middleton,
Manchester. M24 2WT

0161 643 0151 or 07973-816965

email : gazzard.accts@btinternet.com



Motor Sport Group

Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Andrew Williams	82.69	U17MC
2.	Steve Price	80.25	BLMCC
3.	Steve Lewis	79.33	CDMC
4.	Roger Barfield	77.10	U17MC
5.	Daniel Barker	65.84	CDMC
6.	Stephen Kennell	62.72	CDMC
7.	Steve Johnson	60.05	U17MC
8.	Steve Butler	29.57	CDMC
9	William Jarman	29.23	U17MC
10.	David Robinson	20.93	U17MC
11.	David Goodlad	20.07	BLMCC
12.	Simon Robinson	19.80	U17MC
13.	Michael Tomlinson	10.49	PDMC
=14.	Hazel Johnson	10.00	U17MC
=14.	David Barratt	10.00	AMSC
16.	Ian Bruce	9.91	BLMCC
17.	Angela Jones	9.38	U17MC

Last Updated : 17th September 2014

U18 Championship

O/A	Competitor	pts	Club
1.	Scott MacMahon	71	U17MC
2.	Alexander Tait	54	U17MC
3.	James Williams	50	U17MC
4.	Ben Wild	17	U17MC

Last Updated : 20th September 2014

Individual Championship

O/A	Competitor	Q	pts	Club
1.	Steve Price	Y	106	BLMCC
2.	Andrew Williams	Y	90	U17MC
3.	Steve Lewis	Y	87	CDMC
4.	Steve Johnson	Y	77	U17MC
5.	James Williams	Y	63	U17MC
6.	Steve Butler	Y	52	CDMC
= 7.	Mathew Jakeman	Y	47	HMMC
= 7.	Gary Jakeman	Y	47	HMMC
9	Ian Bruce	Y	25	BLMCC
10.	Maurice Ellison	Y	23	CDMC
11.	David Barratt	Y	15	AMSC
12.	Paul Buckel	Y	12	CDMC
13	Scott MacMahon	N	79	U17MC
14.	Daniel Barker	N	71	AMSC
15	Stephen Kennell	N	65	CDMC
16.	Roger Barfield	N	59	U17MC
17	Alexander Tait	N	53	U17MC
18.	Ryan Moyler	N	49	CDMC
19	Antony Dixon	N	48	PDMC
= 20.	Neil Harrison	N	38	CDMC
= 20.	Pete Tyson	N	38	CDMC
22.	Paul Taylor	N	27	CDMC
= 23	Ben Wild	N	26	U17MC
= 23.	William Jarman	N	26	U17MC

Last Updated : 29h October 2014

SD34MSG

2014 Championships

For the latest updates go to : www.sd34msg.org

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Garry Jakeman	Y	132	B	HMMC
2	Antony Dixon	Y	132	C	PDMC
3	Stephen Johnson	Y	79	A	U17MC
4	Jack Darbyshire	Y	53	D	GPMC
5	John Richardson		55	C	BLMCC
6	Mark Booth		29	C	SO61MC
= 7	Steve Hudson		26	B	CDMC
= 7	Hazel Johnson		26	A	U17MC

O/A	Co-Driver	Q	pts	Class	Club
1	Mathew Jakeman	Y	131	B	HMMC
2	Ryan Moyler	Y	130	C	PDMC
3	Steve Butler	Y	79	A	CDMC
4	Eric Wilcockson		56	C	BLMCC
= 5	Matthew Kendall		54	C	GPMC
= 5	Steve Lewis		54	C	CDMC
7	David Barratt		53	A	AMSC
= 8	Ian Raynor		27		CDMC
= 8	Steve Coombes		27		GPMC

Last Updated : 1st Oct (after Prom Stages)

Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Pete Tyson	47	E	CDMC	5
2	Richard Hunter	39	E	AMSC	4
3	Pete Jagger	35	S/E	BLMCC	6
4	Dave Whittaker	32	S/E	CDMC	4
5	Mark Standen	29	E	G&PMC	4
6	Ian Bruce	27	S/E	BLMCC	5
= 7	Tony Harrison	26	E	CDMC	3
= 7	James Taylor	26	S/E	CDMC	5
= 9	Paul Buckel	23	E	CDMC	3
= 9	Simon Boardman	23	E	CDMC	3
10	Steve Mitchell	22	E	CDMC	4
11	Derek Long	17	S/E	BLMCC	4
12	Andy Williams	2	N	U17MC	1

O/A	Navigator	pts	Class	Club	Scores
1	Paul Taylor	56	E	CDMC	6
2	Neil Harrison	48	E	CDMC	5
3	Richard Crozier	43	E	G&PMC	6
4	Andy Long	39	E	BLMCC	6
5	Ian Mitchell	36	E	CDMC	5
6	Steve Butler	35	E	CDMC	4
7	Sasha Herriott	25	E	AMSC	3
= 8	Ian Rayner	22	E	CDMC	4
= 8	Maurice Ellison	22	E	CDMC	3
10	Ian Farnworth	18	N	G&PMC	3
11	James Williams	4	N	U17MC	1

Last Updated : 5th October 2014 (After Clitheronian)

2014 SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 28th October 2014

Accrington MSC

Tracey Smith 70 Steve Smith 10
Total Club Marshalling Points : 80

Bolton-le-Moors MC

Steve Price	20	Chris Fletcher	20
James Swallow	20	Alex Brown	20
Rob Scott	10	Martin Beamish	10
Joanne Evers	10	Jack Mather	10
Steve Mather	10	James Sharples	10
Julie Sharples	10	Peter Sharples	10
Eric Wilcockson	10		

Total Club Marshalling Points : 170

Bury AC

Clitheroe & DMC

Jez Turner	80	Maurice Ellison	80
Steve Lewis	30	Dionne Wild	20
Matt Kiziuk	20	Chris Woodcock	10
Dave Barratt	10	Steve Brocklebank	10
Heidi Woodcock	10	Katie Woodcock	10
Steve Butler	10	Paul Buckel	10
Gareth Shepherd	10	Kev Haworth	10

Total Club Marshalling Points : 320

CSMA (NW)

Graham Bray 30 Eve Fisher 30
Total Club Marshalling Points : 60

Garstang & Preston MC

Les Fragle 90 Graham Chesters 30
Steve Kenyon 30
Total Club Marshalling Points : 150

High Moor MC

Lancs & Cheshire CC

Lightning MSC

Lancashire A.C.

David Bell	20	Alwyn Davies	20
Brian Haslam	20	Chris Lee	10
Martin Wylie	10		

Total Club Marshalling Points : 80

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Les Eltringham	60	Rod Brereton	60
Alan Shaw	50	Peter Wright	40
Chris Andrews	30	Steven Dixon	20
Mick Tomlinson	20	Dianne Brereton	20
Ian Mills	20		

Total Club Marshalling Points : 320

Stockport 061

Ken Wilkinson 70 Mark Wilkinson 20
Sarah Jane Wikinson 10
Total Club Marshalling Points : 100

U17Club NW

Steve Johnson	20	Hazel Johnson	10
Chris McMahon	10	Paul Wild	10

Total Club Marshalling Points : 50

Wallasey MC

Warrington & DMC

Billy O'Brian	70	Robbie O'Brian	70
Denise Burns	50	Alan Burns	50
Joanne Mackman	40	Dave Read	40
Ann McCormack	40	Steve Prince	30
Colin Cresewell	30	Stuart Deeley	20
Mark Spiers	20	Colin Burgess	20
Sandra Withenshaw	10	June Deeley	10
Greg Arthur	10	Jason McCarthy	10
Ian Heywood	10		

Total Club Marshalling Points : 530

Wigan MC

Alan Bibby	10	Graham Bunting	10
Peter Bunting	10	Chris Cooke	10
Stuart Cooke	10	Helen Fox	10
Martin Fox	10	Dave France	10
Alan Hayes	10	Mark Hewitt	10
Denis Higson	10	Rob Jones	10
Tony Jones	10	Dave Hind	10
Tony Lynch	10	Lance Rowlandson	10
Sue Roberts	10	Adrian Spencer	10
Colin Strath	10	George Thewlis	10
Greg Arther	10	Mike English	10
Mike King	10		

Total Club Marshalling Points : 230

2300 MC

2300 Club presents:

The John Easson Award 2014

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

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

Allan Durham, Award Scheme Manager, explained:

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

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

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

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

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

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

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

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

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

John Easson Award

Allan Durham

C/o Pro-Tec Motorsport

Unit 6, Clifton Business Park

Preston New Road

Clifton, Preston

Lancashire, PR4 0XQ

Previous JEA winners:

2004: George Collister, Isle of Man

2005: Stevie Brown, Scotland

2006: Ryan Borthwick, Scotland

2007: Alick Kerr, Scotland

2008: Philip Scholes, England

2009: Mark McCulloch, Scotland

2010: Sara Williams, Wales

2011: Osian Pryce, Wales

2012: Matt Griffin, England

2013: Chris Ingram

2014 ? It could be you..

Further information:

Email: alland@2300club.org



Chris Ingram : winner 2013

Heroes Stage Rally

Pendle & DMDC + Garstang & Preston MC
28th September
Weeton

Well after all the problems of "will it, won't it run" as Rod has said, we got what his persistence deserved, a really good entry, and on the day we got a well-deserved result. The weather was great, dry and warm all day, and an excellent rally, albeit a runaway winner.

Clerk of the course, Steve Kenyon, laid out 12 stages totalling 57 miles for the 43 starters to tackle and Graham Butler/Chris O'Connor in there, patriotically coloured Ford Focus WRC made light work of the opposition and won the event by a healthy 1m 49secs, from Keith and Jackie Richardson in their Ford Escort Cosworth.

They did, in fact lead from the very first stage, initially from the MG Metro 6R4 of Mark Holmes/ Craig Simkiss, who gave valiant chase and actually got within 1 second after stage 5, when the leaders suffered a puncture that cost them around 15 seconds. However, that appeared to be their only problem of the day, and when the Metro retired after stage 9 they could cruise to well-deserved victory.

Wil Owen/ Rob Hopewell in the Ford Escort MkII were thought by many to be possible victors, Wil, who had won the last 2 Lee Holland Memorial rallies at Ty-Creos started slowly, having not been to Weeton before, and after two stages was lying in 8th position, but as he got to know the place the speed improved and he finally finished in a creditable 3 overall.

An interesting car made it to 4th place, this being the Murtaya SRS of Steve Simpson/ Arron Newby, you can find details of the model at www.murtaya.com but it wasn't a car I was familiar with, at first glance I thought it was a Ginetta, but it certainly proved a capable car around the Weeton track.

Yet another notable performance came from the Proton Satria of Simon Chapman/Andy Bull, they looked like possible podium finishers until stage 8 when an oil pipe detached from the engine causing them to leave the stage with an engine bay fire. They did manage to re-join the rally at a later stage but the damage had been done.

Pendle members **Antony Dixon/Ryan Moyler** yet again brought out their trusty Vauxhall Astra and, amongst a high class field finished a very creditable 17th, yet more points in our quest to stay top of division 2 of the Gazzard Accounts interclub league.

In Rods chairman's chat he mentioned a young lady from Spain, Guiomor Alonso, not Fernando's sister but, she says she's from the same town Oviedo in Northern Spain, Well she also managed to finish the event albeit in 19th place. As she asked Rod to sign her license she was disappointed as she claimed she came last, but, I pointed out that of the 43 starters 14 never finished, so she definitely was not last.

We did lose one stage when a marshal had a fall whilst going to help a competitor, the medical people had to take her from the stage and wait for the local ambulance to take her to hospital, meaning the stage was stopped after only seven cars had made their runs. Chief Marshal, Peter Wright, has been in touch with the young lady, and, although she's feeling a bit rough, is now home after spending the night in Blackpool hospital with a damaged ankle and both knees. The club will keep in touch and Peter will send her some flowers and a get well soon card.

Overall an excellent day and here's hoping the event can go from strength to strength.

Ray Duckworth : Pendle & DMC



G Butler/C O'Connor Ford Focus WRC



K & J Richardson Ford Escort Cosworth



S Simpson/A Newby Murtaya SRS



Photos : Alan Shaw

TUNNOCK'S MULL RALLY



**Above : Before the 'Incident'
AND Below 'After'**



'The Bridge' in daylight



Slipperless in Salen

Here is a brief rundown on our 2014 Mull adventure.

Driver Ian Rooke and myself were seeded at car 76. We were entered in the Betabet of Chorley-sponsored Peugeot 106 1600 twin-cam, which had had some engine tweaking under the expert gaze of Paul Gardner. We also had backing from AW Jenkinson Forest Products, J & A Dayson Timber Products, plus Sabelt UK.

The car seemed to be in great fettle as we prepared for the opening test at Calgary down to Loch Tuath but sadly we lasted only a mile and three quarters on stage 1 before giving a bridge parapet a Glasgow kiss, which put us out of the rally proper. A fuel pressure issue, which resulted in the car firing on only two or three cylinders, caused us to limp through the stage at 10mph and on cold tyres the car locked up over a brow and slid gently into a bridge parapet at Penmore Mill.

It was something of an accident blackspot with several crews having near misses in the slippery, wet conditions. Best of all was car 106, a white Vauxhall Nova. Now this wee car hit the wall good and proper, mounting it and removing seven or eight top stones which must have weighed upwards of 40lb apiece. They were all sent flying into the stream 15 feet below the bridge and the reason given by the crew for retirement was...alternator failure...ahem. I think the organisers have a witness statement which actually resembles the truth!

Back to our car and the fuel pressure issue was a big enough concern for me to make the decision, as the owner of the car, to pull us out of the Saturday event.

But the good news: Nobody was injured. Damage to the car was minimal – it required a new front bumper, the inner wing needed pulling out and a new radiator needed fitting. All now sorted.

We will be back next year for another go and maybe give her a shake-down first on the North West Stages in February.

It was disappointing but as the old cliché goes, that's rallying.

At this point I'd like to thank all of our sponsors for their generosity in enabling us to at least make the start line and the service team of Ian Tal-lentire, Chris 'Skeet' Stewart and Scotch for all their efforts. Amazing mechanics and thoroughly decent guys to boot.

Other positives? I have a pretty good set of pacenotes after spending hours and hours recceing and I can't wait to get back for another go. I can feel Ian Rooke 's sense of frustration at the lack of luck we encountered but we can only go back and try again. And that's a good enough excuse to put an entry in for the 2015 event.

And that's it, save to say I forgot to pack my slippers before heading north and could not find a pair to buy anywhere on Mull. Maybe there is a business opportunity going begging in the slipper department on this most magical of islands? Is Alex Willan reading this? He likes selling anything and everything!!!

Alan Barnes : Garstang & Preston MC





The 2014 Mull Rally was met with much anticipation from the team at Mini Sport, knowing that we had competitive cars and very capable drivers. In fact, after a run of bad luck over the last few years, everyone was hopeful that 2002 winner **Daniel Harper** would be able to finish amongst the front runners once again and possibly even claim a podium spot.

The Mini Sport Rally Team arrived on Mull to what was quite miserable weather.. It looked like it was going to be a slippery rally!

Stage 1 was Calgary Bay and it didn't go as well as we hoped for. It all seemed to go wrong straight away with Daniel finishing the first stage nearly 3 minutes off the pace set by James MacGillivray. He later explained after the stage: "We broke the exhaust just half a mile into the stage. Not the start we wanted... Conditions are terrible." However the other Mini Sport members got off to a clean if unextraordinary start with **John Cressey** finishing the stage in 35th, Martin Page in equal 46th, plus **Louise Thomas** in her first Mull Rally and fundraising for Marie Curie finishing in 119th. Having fixed the exhaust Daniel battled on and did the best he could in the slippery conditions, making his way through the field to finish the day in 17th. John and Louise improved slightly too, moving up to 30th and 114th respectively, however Martin finished the day in 99th, having slid down the leaderboard due to a fuelling issue that resulted in him missing rounds 4 to 6 and picking up maximum times.

Day 2 and all the team were hoping for both better weather and better results. Well.. the weather certainly improved, but Louise never made it off the start line the next morning having encountered mechanical issues and Daniel's Mini Cooper S didn't fare much better having picked up a miss-fire. This saw Daniel finish down in 44th on the first stage, Ardtun, in the morning. The problem progressively worsened throughout the day, eventually leading to Daniel retiring and missing stages 10 through to 15, completely wrecking any chance of a top ten result with maximum stage times for yet another Mini Sport driver.

On a more positive note John Cressey was still going steadily and gained a further 2 places across the course of the day, up to 24th. Martin Page was also back and finish the day having progressed up to 57th place, after resolving the fuelling issue.

The final day saw just three stages in the morning: Gribun 2, Scridain 2 and the long final stretch home, the Loch Tauth/Calgary Bay Stage. Daniel was back in top form having replaced the intercooler that was causing the miss-fire issue and finished the last three stages in 4th, 5th and 4th. A good end to what was ultimately a disappointing Mull Rally for him, finishing 51st overall. John Cressey maintained his form and plodded on into the top 20, finishing in a respectable 17th position whilst Martin Page did enough to stay in front of the resurgent Daniel Harper and move up 8 places to 49th overall.



Perez Wins BTRDA Rally Title

Chesterfield rally driver Steve Perez clinched his fourth National title following a second place finish on the **Cambrian Rally** and in doing so, added to the title he last won in 2010.

Along with Welsh co-driver Paul Spooner, the pair knew that in order to be certain of the title, they had to finish ahead of title rival Paul Bird and were in confident mood after taking their third victory of the season on last month's Trackrod Forest Stages Rally.

Driving the Dansport-prepared ex-Marcus Gronholm Kick Energy Ford Focus WRC07, Perez led following the opening stage as Bird hit problems and from then on, it was a case of keeping out of trouble and managing his advantage over the following seven tests.

Trailing eventual winners David Weston and Kirsty Riddick's Subaru after the second stage, Perez, who had won the Cambrian Rally in 2010, took the fight to them by setting fastest time on SS3 from where he controlled his advantage for the remainder of the event.

Third fastest on SS4 before setting second quickest time on the following stage, Perez opted for caution on the final three tests as he kept out of trouble to cross the Llandudno finish ramp in second place ahead of Bird which was enough to seal him the crown.

Steve Perez: ***"I'm obviously delighted to win but it was a really difficult situation as I wasn't***

sure exactly what to do given I had such a big lead over Birdy after SS1. Conditions were extremely slippery and I found myself driving too cautiously but I didn't want to throw it away either. Birdy was on a charge and setting some brilliant times so I knew I had to keep the pace up which was difficult. But we managed it and to win what I consider to be Britain's most competitive rally series once again is fantastic."

Results

1. David Weston/Kirsty Riddick	- Subaru Impreza WRC	- 0:49:52
2. Steve Perez/Paul Spooner	- Ford Focus WRC	- 0:50:12
3. Paul Bird/Aled Davies	- Ford Focus 07 WRC	- 0:50:24
4. Matt Edwards/Will Rogers	- Mitsubishi Lancer Evo IX	- 0:50:57
5. Stephen Petch/Ian Windress	- Ford Fiesta R5+	- 0:51:31
6. Thomas Naughton/Andi Mort	- Mitsubishi Lancer Evo IX	- 0:52:33



Cumbrian rally driver Paul Bird's bid for the 2014 REIS BTRDA Rally Series fell painfully short as he missed out on the title by the narrowest of margins following the Cambrian Rally.

Needing to beat title rival Steve Perez to guarantee his second national title, the Langwathby driver claimed third place on the final round, 12 seconds adrift of Perez in second leaving them both tied on points.

Unable to be separated with three wins, two second places and a third place apiece out of the six allocated rounds to score, the result was decided in favour of Perez with his eighth place on the Plains Rally meaning Bird was left to claim runner-up place.

The day started with drama for the MotoGP and British Superbike Championship team boss who won the event back in 2003. On the very first stage, he dropped over a minute due to going off meaning he and Welsh co-driver Aled Davies were going to have to play catch up over the remaining seven stages.

What followed was one of the greatest drives of his career as he set about reducing the deficit and with five fastest stage times and two second fastest times, the 2005 ANCRO National Champion brought the Dom Buckley Motorsport-prepared Ford Focus WRC07 home just a dozen seconds behind Perez who, in turn, followed home the winners David Weston and Kirsty Riddick (Subaru).

Paul Bird: "Naturally I'm disappointed, but these things happen. I always said I was going out to win and I certainly went out trying. It was right at the end of the first stage and a spectator was stood on the outside of a corner and they caught my eye and next thing I knew I was in a ditch. My pace was good after that and I proved that today but fair play to Steve, he did what he needed to do and he's champion."



Colin McRae Forest Stages

Saturday 4th October

Jock Armstrong and Paula Swinscoe finished 3rd overall and in so doing scooped their 5th podium position of the year on last weekend's Colin McRae Forest Stages.

Castle Douglas driver Jock Armstrong and his co-driver, Paula Swinscoe, from Withnell in Lancashire, had missed out on a podium on the previous ARR Craib MSA Scottish Rally Championship in their Class 12 Subaru Impreza, but were back on the podium with a 3rd position on the 7th and penultimate round of the championship. The Coltness Car Club event is held in memory of the 1995 World Rally Champion and club member, the inimitable Colin McRae, and is held in the forests around Aberfeldy and Perth. This year's event was going to be particularly challenging as Euan Thorburn/Paul Beaton could potentially win the championship by beating the second placed crew of David Bogie/Kevin Rae, but, if not, the race would continue to the final round.

The Subaru crew set 3rd fastest times on stages 1 and 2, behind the hard charging Thorburn and Bogie in their World Rally Cars, but a puncture followed by loss of power to the intercom on stage 3 dropped them back to 6th in the standings going into the first service.

With the intercom now working, the crew headed out of service to the fourth stage, but on checking the tyre pressures on the way to the stage, it was discovered that the front right tyre was losing pressure, and so it had to be changed for the spare. Unfortunately the spare was the wrong direction of tread pattern for that side of the car, which meant that the water and mud would not be cleared away as effectively, and so the grip would be diminished.

Despite this, the team managed 4th fastest times on the next 2 stages, which put them back to fourth overall in the standings going into the final stage of the day.

A third quickest time on the final stage, and the retirement with a mechanical failure for the hard-charging David Bogie, promoted the delighted team to 3rd overall, with Euan Thorburn and Paul Beaton clinching the Scottish Rally Championship of 2014.



Down Rally, Castlewellan, cancelled after car goes into water

A man who was competing in a rally in County Down has died in an accident along the route. Ryan Bradley, from Kilrea in County Londonderry, was killed at the Down Rally on Saturday the 18th of October

His car crashed into a wall and ended up in Lough Island Reavy reservoir near Castlewellan.

His co-driver was taken to hospital, but he was not thought to be seriously injured. The event was subsequently cancelled.

The rally began just before 10:00 BST on Saturday from the centre of Castlewellan.

About 70 crews headed the short distance to the first test at Lough Island Reavy and were due to go to Katesbridge, before returning to Castlewellan Forest Park for service.

The accident happened as Mr Bradley was taking part in the first stage of the event at about 11:30 BST.

Police divers recovered Mr Bradley's body. He was in his 20s and a member of Magherafelt and District Motor Club. The club chairperson James McKeefry, who was competing at Saturday's event, said the club has been left devastated. He confirmed that Mr Bradley had been driving the car. "Ryan was not only a club member but a real friend to us all," he said. "I want to take this opportunity to offer our sincere condolences to Ryan's family and his friends.

"We will try to help each other through it."

The organisers of Down Rally, Rathfriland Motor Club, later confirmed that a competitor had lost his life in the accident. "The thoughts of Rathfriland Motor Club, and everyone involved with the event are with the family and friends of the deceased at this time," it said in a statement on its website.

"As with all incidents of this nature, an investigation is now being carried out by the PSNI and appropriate local authority.

"Rathfriland Motor Club together with the sport's governing body, the Motor Sports Association (MSA), are co-operating fully with the investigation."

After the accident, the remainder of the rally was cancelled.

The incident on stage one is still being investigated.

Wigton Motor Club Solway Autumn Classic Weekend October 18/19th

Wigton Motor Club's Solway Autumn Classic Weekend proved to be a huge success with some 250 members being involved in the three events. The action started with the Copeland Canter Tour on Saturday ably run by Neal and Eileen Horsfall. The tour took some forty cars on a scenic route from Cockermouth to Egremont for afternoon tea.

On Sunday there was the Solway Historic and Targa Rallies sponsored by Cumbria Motor Cycle & Driver Training. Such was their popularity that the entry lists were full some six weeks in advance! The rallies were based at the Rowrah Kart Circuit

where four of the special tests were run. The weather managed to remain dry for most of the event with just the odd flurry of rain but quite a lot of wind.

The Historic Rally was for pre 1982 cars while the Targa event was for modern road cars. It was very pleasing to see how many younger drivers there were out on the event.

The first test was over one lap of the kart circuit with some additional cones added. Test two was in the paddock and then the cars left to go to the Fulton motocross track car park which was the first loose test and then to the Ener-gus centre for test four. From there the route headed north to Broughton Quarry for test five, again on gravel. Then it was north to Maryport for a good blast round the site there. The sixth test was at Gates Tyres at Lilly hall who are the sponsors of the Northern Historic Rally Challenge of which the Solway was the final round. After that it was back to Ener-gus and lunch where results were speedily produced.

The afternoon run took in the same venues with some variations with the final sting in the tail being a double lap test at Rowrah.

The overall winner of the historic rally was Archie Simmonds and Ralf Millar in an Escort who were nearly a minute clear of John Bertram and Andrew Fish in an older Escort while Tom Hall and Peter Littlefield in a Riley Elf were third despite taking a maximum on the penultimate test.

The Index of Performance award was won by David Agnew and Alan Jackson in a Porsche 911 and the class winners were: H1, Tom Hall/Peter Littlefield (Riley Elf); H2, Richard Goodacre/Volvo Amazon; P1, Colin Ross/Bob Shearer (MG Midget); P2, Andy Beaumont/Ben Blanchard (Sunbeam Rapier); C; David Short/Roy Heath (Escort) and F Chas Stansfield/Martin Harwood (Triumph TR3A)

The Targa Rally ran over the same route and ended with just one second between the top two crews with Stephen and Daniel Place (Peugeot) just pipping Andrew Graham/George Edminson (Ford Puma) who won class t2 and the winners of T1 were Alan and Lynn Howden in a Puma.

The event has received widespread praise for the high quality of tests and the level of organisation.

Graeme Forrester : Wigton Motor Club



ONE OF THESE NIGHTS

'Someone to be kind to in between the dark and the light'. That's an outtake from the chorus of the Eagles 1975 song 'One of these nights' and it more eloquently than I can manage pretty much how I feel about the recent (October 17th) 50th Anniversary celebration event to mark the period of Garstang and District Motor Club between 1964 (the same year that saw the foundation of SD34) and 2014.

I should first note that this is no way to deprecate the contribution to those years since 1991 when G&DMC amalgamated with the Preston Automobile Club (PAC) to form the current, highly successful, Garstang and Preston Motor Club. But, on the basis that there would only ever be one 50th Anniversary, we cheated a little bit on the names in order to create what we decided to call 'A Night of Road and Stage'.

That's what we called it, that's what the tickets said ... but that wasn't quite how circumstances dictated it would turn out. From the start of the event's planning phase G&PMC's Committee decided that they wanted the evening to be a true celebration with a party atmosphere. They also wanted the event to be free of charge, but ticket only, to keep control of the numbers. That was a great example of a motor club putting something directly back into the sport; in this case by allocating some of the profits raised by event organisation directly back to the motorsport community that helped to create those profits in the first place.

The Samlesbury Hotel (the old Five Barred Gate if your memory goes back that far, the finish venue for Preston's inaugural Silva Stages in 1984 and several SD34 presentation events over the years) was selected as the venue and proved to be an excellent choice. Their Canberra Suite could, and did, accommodate 130 guests in comfort and the adjacent bar and entry hall hosted the necessary drinks and an excellent buffet.

So, what could go wrong? Well, it started out as 'one of these nights'. The club had decided to create an historic feel to the event by dusting off and dragging out their past President of 25 years standing, i.e. me, to MC/Chair the night. My thoughts on the matter were that, under the UK's current legal system, I could have done two murders plus a robbery ... and still have change from 25 years. But, never mind. I was grateful to be able to recruit the man who is the uncrowned King of northern motorsport speakers, Malc Graham, as my guest and he was to be joined by current Skoda S2000 European Championship competitor Neil Simpson. Add in my sundry witterings and what you had was 'A Night of Road and Stage'.

Then the wheels came off! Most of you will know that Malc was diagnosed with throat cancer three years ago. He beat that, like the fighter that he is, and I know he was looking forward to our 50th 'do'. He even came to support me at my recent return, after more than 20 years, to motor club speaking when Clitheroe & DMC very kindly invited me out to downtown Waddington a few weeks ago. But in the run-up to our event Malc found that he was losing his voice and subsequent investigation showed up a new lump on his vocal chords and he had to pull out of our event as he was scheduled for surgery three days later.

The outpouring of sympathy and good wishes for Malc when I had to announce his no-show was a great example of how our sport cares for and looks after its own. Happily, I can tell you that the surgery was a success, the lump has been removed and Malc has his voice back. The need for further treatment remains a possibility, but that has yet to be confirmed.

Then Neil Simpson suffered a family bereavement and had to not only cancel our event but also his plans to contest the Rallye du Valais in Switzerland. That event will be replaced in Neil's programme by the Condroz Rally in Belgium. I am sure that all of the SD34 clubs and their membership will join me in sending our condolences to Neil, his family and all those at Simpsons of Colne and Preston.

So our Night of Road and Stage was reduced to more of my witterings, assisted by G&PMC's current President, the cool and calmly understated Peter Jackson (and yes, I am being more than a little ironic!). But, you know what? None of it mattered. A great time was had by all, the club raised some money (via an auction of memorabilia that Mr Jackson conducted in his own inimitable manner) for its nominated charity, Scope, in Preston; a *charity* that exists to make this country a place where disabled people have the same opportunities as everyone else, and a lot of old friends rekindled relationships dating back many years.

As I said during the evening, this wasn't quite how we planned it but you might just as well enjoy it since I sincerely doubt that many of us will be around to see the 100th Anniversary. Many thanks to all who attended, to G&PMC – particularly Margaret Duckworth, the club's Treasurer of 33 years and frequent Event Secretary – for the organisation and to the staff at the Samlesbury Hotel for their warm welcome and excellent service. Despite all that these modern days throw at us, motorsport is alive, well and flourishing. And **that** makes it all worthwhile!

Dave Orrick



50Years





Patriot Stages

Caerwent

We had been looking forward to going to Caerwent all year, we had missed the Tour of Caerwent, in March, because of the damage to the car from the Tour of Eypnt two weeks earlier, and the Mid Summer stages was cancelled, due to army maneuvers. If you've never been to Caerwent, the best way to describe it, is its similar to Weet-on, but six times bigger, meaning no splits or merges, and ten mile plus, stages, half mile long straights, and bends from everything like a Tight HPL/R to a Flat L/R, and everything in between. Sixty five miles, in six stages, and a full 90 car entry. Scrutineering on the Saturday only, due to PR problems with noise, all done, off to the pub for tea and a few beers.

Seeded at 17, Roger wasn't very happy, as we expected to be top five at least, 30s starts, and i had a word with the car in front, asking if he would keep an eye out for us, and he said no problem, would pull over asap. Its a really hot humid day, no air movement at all, Roger says the engines getting hot, and were on the start line.

54321, and were off, and flying, not a moments rest for driver or navi, three quarters into the stage, OP HPL> 250, and we see the car in front turn SQR, and the dreaded red mist sets in, we over shoot the SQR, lock up and stall, the engine wont re-start, for what seems like five minutes, marshals come to our aid, and push start us, we lose two minutes, and down at 46.

SS2. Same again, we catch and pass our 30s man, and nearly our minute man, 4th fastest, and up to 20th. SS3, 7th fastest, and upto 14th, Dave Willets flying and in the lead, were at least 20s a stage off his pace, Car 1, Peter LLoyd, has retired, Willet had caught him on the first stage. SS4, we've put some harder rubber on the back, as they had started to go off towards the end off the eleven mile stages, disaster! a mile in and there's a really bad smell of petrol, we pull over, Rog goes round the back, opens the boot, and they had forgotten to put the petrol cap on, after refueling, we lose just over a minute to Willet. SS5. Back on track, Roger really flying now, forth fastest, Damian Cole beats us by ten seconds, but were faster than Willet, a smile on Rogers face when i tell him. Last stage, were lying 12th, but a top ten is possible, were on the start line, and i say to Rog, "No daft cuts or anything, lets just get it to the finish, with no damage" !!!! Well, it shows how much he listens to me, at the six mile mark, were 12 seconds up on the previous stage (the same) and he's on the absolute limit, mile and a half to go, FLAT/X-Roads JMP 150 3L, slightly different line to last time, and we hit a pot hole, breaks the o/s front wish bone, and damages the Rieger strut, we struggle on for a few hundred yards, then pull over, no right hand lock, end of rally, we can see the finish line. We wait till all the cars have passed through and the service barge come in to get us, and Roger welds it up at the side of the road, and drives it on to the trailer, disappointing end to a cracking rally, well done to Dave Willet / John Davis a well deserved victory, and a cracking pace.

Roger Hicks/Terry Martin (Clitheroe & DMC). Escort RS.

Proposed new date for the John Robson Rally is 14th MARCH 2015

We won't let Road Rallying in
The North East die without a fight !!!!!



AND THEN THERE WERE TWO!...

Maintaining its recent tradition of not divulging the names of its winners until the last possible moment, the REIS BTRDA Gold Star® Rally Championship came away from its penultimate round, the Trackrod Forest Stages, having narrowed the options down to just two potential victors....

It's been an interesting season throughout, with consistency putting a Group N car (the Lancer of Clitheroe & DMCs Russ Thompson/Andy Murphy) at the top of the Gold Star table for a while and then, more recently, the Escort MkII of Matthew Robinson/Sam Collis has occupied that exalted spot. However, the latter crew must now be content with both the BTRDA Silver Star title (Robinson's third on the bounce) and the BTRDA Historic Cup whilst Paul Bird the battle for Gold Star honours moves into its own end-game.

The Trackrod Forest Stages, reintroduced into the BTRDA Rally Series calendar in 2013, carried the hopes of several crews each in with a shout of succeeding Euan Thorburn/Paul Beaton to the coveted Gold Star crown. However, as is always the way, by the end of the day, the net had tightened such that all but Steve Perez/Paul Spooner and Paul Bird/Aled Davies had been eliminated from the race. That's not to say they can't finish in a podium spot, but ultimate glory is now, unfortunately, beyond them - for this season at least.

Five classic stages on the North York Moors lay in wait for all the contenders and FTD on the opener, Langdale, put Perez/Spooner into a lead they weren't about to relinquish. OK - Bird spun and stopped the clocks 9 seconds slower than Perez but, even with fastest times on each of the last three stages which brought the deficit down to an eventual 3.4s, the Cumbrian was unable to make up for his early error. It does however bode well for what a feast of high speed driving we are in for on the final round.

So, 1st & 2nd went to Focus WRCs, while 3rd place was claimed by the only other crew to set a fastest time during the day, Dave Weston Jnr/ Kirsty Riddick in their Impreza WRC. Next up were last year's Trackrod winners Stephen Petch/Ian Windress in their Fiesta R5+ - they finished half a minute behind the leaders and, although untroubled, couldn't quite match the pace of the WRC cars on the super-fast Yorkshire stages.

The only other crew to travel to Pickering with a chance of the title, Luke Francis/John H Roberts, were down in 9th after a costly spin and three-point turn on the opening stage but then, having risen as high as 5th after Gale Rigg, disappeared off the radar altogether in Staindale - a result which tells its own story....

A quick analysis of the points table - otherwise we'll be here all day! - shows Petch leading, but he already has six scores and can, therefore, only improve on those already on the board (in his case, a 22 on the Plains). If Bird, who only has five, finishes the Cambrian in the top couple of places, no matter what Perez does, the title will be his. The permutations from then on are endless...

Ahead of the last round, Petch is five points adrift of Perez but, with a lowest score of 26, even a win in North Wales wouldn't be quite enough. Weston, meanwhile, could equal Perez' current score, but would lose out on the number of maximums - which brings us back to Bird v Perez!

The aforementioned Thompson/Murphy won the Group N battle to take their second maximum of the season. They headed the similar EVO9s of Tom Naughton/Andi Mort and Pat Naylor/Ian Lawrence to the finish but, although current kings of the Production Cup castle, could still be caught - and passed - by Naughton/Mort on the Cambrian. Watch this space - or better still, if you can't be in Llandudno in person, keep an eye on www.btrdarally.com on 18th October as the Cambrian Rally unfolds and the answers to all the burning questions become available.

Report by Andrew Haill : BTRDA : Photos Courtesy of Ralliphotos Wales



Steve Perez



Paul Bird



Russ Thompson/



David Weston Jnr



Clitheronian 2014

2014 has been a dismal year for Steve and I, DNF's on 3 out of 7 events and not particularly good results on the other 4 either. Even dropping the 1.4 205 and changing back to the powerful Clio 172 didn't reap much reward, on the Kick Energy we miss judged the pace running on our own for the majority of the time and ended up well down on where we could have been. We had to get this event right, with a pre plot format the navigation wouldn't be a big factor but getting the route right and most importantly getting back on the pace would be key.

Paul Buckel and his team had laid us a cracking route on and pre event formalities were all spot on as always for the Clithy, a full entry was also most welcome. The Navigation was handed out at MTC0 leaving us plenty of time to get it all on the map before queuing up at MTC1 at the exit of Darwen Services. A lengthy run out took us west for the first competitive starting near Garstang and at 00.21 precisely we were off!. The first section turned into an instant nightmare for me I had a wobble about the route when I realised the Dandy Birks White would actually be a shortcut and I hadn't plotted it.... too late now we just had to go around it, to my relief STC3 came up and we hadn't missed anything and were clean. Into the next one I bizarrely took us up a slot left, which I knew full well wasn't right..... Grrr bad start. Just to add to the confusion when we got to where I had plotted STC4 the only thing there was a lonely Code Board stuck in the ground, yet there was nowhere on the timecard to write it. No matter just press on regardless, STC4 did arrive eventually and we had dropped 44 seconds, I felt a bit peeved at the time, but as it happens that was pretty good. Heading North STC5 was cleanable and a neutral section to NTC6 took us to Grizedale Lee reservoir and the start of the seven mile Abbeysteads section, tricky in parts but fast and flowing in others. It went very well for us with just 22 seconds dropped, this lead us straight into the infamous Trough of Bowland and it's not as map bends and humps another fast run saw us just 35 seconds late at STC9. Quite now through Slaidburn and turning north again over the long Lythe Fell section, lots of NAMS and code boards and fast open moorland roads. There were some big penalties across the field here and our 5.47 was still well up. The last section before the half way took in Gressingham and the Gunnerthwaite White, a late call from me for an RC on a very fast B road had us leaving some rather long black lines down the road. At the half way a quick glance at the result seemed to show us fairly well up but not many cars were back, so who knows!.

The second half started with a gentle run out to just south of Burton in Kendal, Steve mentioned the Car felt a bit odd, a vibration and a loose feeling. As we were waiting to restart, he decided to just check the Wheel nuts.... oops they were loose!, some were only finger tight and all could be wound up at least one full turn. The Wheels had recently been powder coated and the nuts just weren't gripping. Starting off again we headed for STC16 near Kirkby Lonsdale... but never found it, always a bit worrying that, fortunately nobody else seemed too either, so I expect the Marshals must have got lost or something. Heading north from Kirkby we watched Ian Bruce and Peter Scott set off into the section, then stop about 500 yards way, reversing lights came on... 'is that an RC up there?', erm not according to my plotting... Mmm, seconds later we charged off too and felt it prudent to have a good look around where Ian and Peter had stopped... but nope no code board!. This seemed to set me off all wrong for the section and a quick succession of NAMS and RC's dropped us some time as my confidence had gone. It all seemed OK though and the section took us up Barbondale to STC18 3.19 penalty was reasonable, but I felt it could have gone better earlier on. Around Dent now on a narrow twisty but still cleanable section through Cowgill to the north end of the Kingdale Road. Very fast with lots of big air jumps and 'fresh air' corners, it was a fast run down and we really cracked on, there is only one slot to watch for and we overshot!!, costing ourselves at least 30 seconds!. Quite through Ingleton and ready for the events grand finale, Bowland Knotts and Gisburn Forest, brilliant roads and extremely fast, it really made a change to be able use the Power of the Clio up the climb as the road heads south. The infamous NAM bend over the blind crest in GS7263 nearly caught us out (AGAIN!), but we blame the set up crew this time, nice of you to put the RC after the bend.... !. I think we were about fifth fastest over there on 5:39, though hats off to Dan Willan and Iain Tullie.... on 35 seconds??... well perhaps not!. It was all cleanable back into the finish from there.

The Breakfast was excellent and very quickly served, the wait for the results not too lengthy. It seemed to have gone fairly well for a change, Steve certainly seemed to be on it and I'd not made too many cock ups. We were pretty pleased to see a good result with us finishing up 9th overall on 20.29. The Welsh BMW pair of Martin and Rob Lloyd took the win on a superb 13.28 with Miles Gleave and Jason Crook bringing Steve Hudsons 205 into second, Tyco Tyson and Neil Harrison third in that flying Mini.

So what a cracking event, well done Paul and Steve and all the rest of the organising team and Marshals, it was pretty much perfect. A postscript to the night was the vibration we noticed earlier, it turned out to be a flat spot on a brand new Toyo, the Full depth of the tread had gone for over about 5 inches when we left the black marks on that B road.. oops, no wonder we couldn't see for smoke when reversing!.

Ian & Steve Mitchell : Clitheroe & DMC & Ilkley & DMC



27/28th September

HAYHURSTS

Building & Civil Engineering Contractors

Clitheronian Rally

It has been a busy few months on the Marshalling scene, following a slight famine in the previous months. Early September saw the **Pendragon stages** on the Warcop Army ranges. Again I was posted to my usual position on the split at post 1 which is also the location for the spectator area. It is always a busy spot and this year there was no change with over 10 cars failing to finish the first pair of stages. We had a number of incidents to cope with, thankfully none serious. On stage 1 the Hutchinson Renault Clio spun off into the ditch at the side of the road. We managed to get him back on track only to take the wrong direction at the split. As always a few cars insisted on demolishing the stage furniture on a regular basis which with cars coming at you every 15 seconds doesn't give much opportunity for rebuilding. We had a couple of breakdowns to deal with also, most noticeably Alex Willan who decided he needed pushing through the stop line do to his throttle being stuck open.

The main task of the day was turning the stages round, which always seems to take longer on the Pendragon than at other venues. Unfortunately other incidents on the ranges along with the turn arounds meant it was a long long day. However all stages ran, albeit 2 of them were completed under yellow flags. A full entry list says how popular this event is.

A new venture for me was the **Heros stages at Weeton**. With rumours of the venue being lost to rallying, I thought I must visit, I don't think I have marshalled here before. It was a little difficult to find the signing on but apart from that the event was run extremely well. With Marshals being posted to 1 of 4 sectors rather than individual posts, I positioned myself on the pan near to the finish where a radio operator (Tom Hooley) was. Our main job of the day was to turn the stages round for the different loops. Here though the change rounds seemed a lot slicker as we all had plans of the required changes and with only cones, tape and quarter full water barrels to shift it could be done without the use of machinery.

With 12 stages in total and changes after every pair, again we had plenty to do. It was a shame that when the area contained the split, many crews got it wrong, some not doing any laps, and some only 1. A few crews overshot, before taking the correct course. I really hope that the event and rallying at Weeton continues as it is a great venue, yes it needs a few repairs now but it is worth saving.

The highlight of my rallying year is however the trip to the **Tunnocks Mull Rally**. Having serviced and provided management to crews in the initial visits, I have marshalled the last few, finding myself as Deputy stage commander this year on 3 stages.

I always take a full weeks visit to the Island to enable a few none rally related activities. However once the rally starts to hit Town on the Thursday, its only motorsport that has the Islands attention. Once signed on and briefed, the rally forum takes place which this year had Jimmy McRae & Ian Grindrod as the main subjects. It was a great night with much lively banter for crews, spectators and Marshals alike. Following incidents on the Jim Clark, many eyes were on the Mull rally, which had already put action in place following the latest reviews. With this in mind attention moved to our stages.

Our Friday night stage was stage 2 Loch Tuath, the afternoon saw us setting up the stage. It took Miles Whitelock and I approx. 4.5 hours to post all junctions, tape gates and footpaths and work out the locations for the chicane. We had managed to set the stage up whilst it was still dry, but the weather turned into heavy rain for its running. The stage passed without any incident and 4 hours later or so we had it to strip. I saw my bed at about 1:30am.

Saturday morning saw a 7am get up and us making the journey down to our usual stage of Ardtun. This time running in the daylight, only once and in the opposite direction to normal. This stage is only 2.5 miles in length but it has more gates and houses to make safe than the stages 4 times its length. 2 hours saw us set the stage up, which for some reason seemed shorter than when the stage is run in the opposite direction, but it's just psychological.

Unfortunately our Flying finish crew failed to turn up, so we had to reshuffle our marshals to enable the stage to run. We started on due time and the stage ran remarkably well on its 30 second starts. We had 2 cars breakdown mechanically in the stage, with an Imprezza breaking a rear driveshaft off the start line. We did have 1 car leave the road following the jump at post 3, the car and crew were all OK but they were OTL as requiring a tow out. We had a short delay of 5 minutes due to a queue of cars building up on the stop line. Unfortunately there were another 3 crews parked up on the roadside with mechanical failure which didn't make the next stage. After the stage finished we stripped it and made our way up to run stage 18, Griburn rocks.

This stage had been run during the day, but had to be reversed for our run. The day crew turned most of the stage round, leaving us with just the start, chicane and finish area to sort. However as always we checked the rest of the stage for correct compliance with the set up plan.

Again the flying finish crew had to be substituted with bodies due to them failing to turn up. It's disappointing that people can't make a phone call if they are not able to turn up. It would give time to adjust staffing prior to the last minute for what is a vital role. Our stage again ran very smoothly with no issues, leaving us to strip the stage in the early hours of the morning. It was 3am when I fell into bed.

It was great to have a good week both motorsport and weather wise on the Island. The whole rally ran really well with only one stage being lost due to an accident on Friday night. Spectators appeared to adhere to the road closing protocol and although there seemed fewer than previous they were well behaved.

The work doesn't stop here as with the **Roger Albert and WRGB** round the corner there are plenty events in this part of the year.



Gareth Adams : Kirkby Lonsdale MC

AUTUMN RALLY

Camarthen MC



PIDGEON POST

After a break of 27 years Carmarthen Motor Club reintroduced the classic road rally event, The Autumn. Previous winners have included Mick Briant, Bill Gwynne & Nicky Grist and the event was also a round of the prestigious Motoring New Road Rally Championship in the late 70's and early 80's.

The organising team made up of current competitors put on a no-frills event covering 105 miles around the Welsh town of Carmarthen. Starting at the cattle market the event had a full entry list with some pretty big names within the top 10.

At 23:50 the first car headed off into the lanes north west of Carmarthen, watching at a slot 90 left at a crossroads just before TC2 crews were coming in thick and fast. A long straight before the TC caused several people to wait for their times at the TC but it was quite surprising on the other hand to see so many large gaps so early on! Nick Evans & Rob Stephens (AE86 Corolla) and Josh Clarkey & Chris Jones (BMW 3 Series) showed a fair bit of flair using the rear wheels to flick the cars around the corner!

We managed to get to one more spot just before petrol where crews headed down in front of us and then slotted hairpin left just before a small cottage. Looking at the map and relating it to what we could hear there was a give way just up the road with a DSO just after, then miss a slot left (which several people took!) and down to us. A lot of people were throwing their cars in fast, putting on a good show for the crowd! Evans/Stephens in the corolla went a little too far around and popped the front left wheel up on the bank to head up the road. Nathan Jones & Greg Leeman (Civic) were by far the best FWD car using the handbrake to great effect! We could see the lights of 3 cars coming down the road pretty close together, the first being Galen Howells & Jonathan Hands (Mk2 Escort) who gave it a massive skandy flick a long way before the junction, unfortunately hitting the wall on the outside of the corner with the back end at quite high speed, the damage looked quite bad but the crew put in in reverse and headed on up the road just before Clarkey/Jones threw it into the corner, almost doing exactly the same!

The first half looked very compact with a couple people plotting a lot of points almost on top of each other. With only 17 crews making it to petrol without fails it was looking like a tough rally. Malcolm Jones & Rhys Jones (Satria) were in the first spot at petrol dropping 2.08 with Jamie Jukes & Dale Bowen (Mk2 Astra) just 46 seconds behind, Tony Davies & Dylan Jenkins (Satria) were a further 43 seconds behind in third.

Jones/Leeman were on top of class 2 and also in 7th with a time of 7.55. Huw Tagg and Jordan Dziadulewicz (3 Series) were second in class and 8th overall on 10.58 and only 21 behind them were Clarkey/Jones.

The Novice class was currently lead by Huw Evans & Darren Jones (Impreza) with a time of 16.24. Almost 2 minutes behind with 18.15 were Andrew Blackburn & Steve Greenfield (Impreza). A further 30 minutes behind but without any fails were Aled Edwards & Maggie Bolland (306) who rounded off the top 3 in class.

The second half headed south of Carmarthen, we headed to a LWR triangle near Crwbin. Crews headed up the hill, missed the slot 45 right and then slot 90 right into 90 left and then a control. The first few cars were very neat and tidy as the triangle was quite wide, again Evans/Stephens came through in their flamboyant fashion as well as Matt Bowyer & Mark Rodway almost spinning a little too much! Jones/Leeman and Rhys Lewis & Sion Edwards (Nova) were the best through for me, Jones/Leeman being the most sideways out of anyone (even the RWD cars) and Lewis/Edwards holding onto the handbrake for almost the entire triangle just slinging the rear end around.



Photos by JMS Photographic,
<http://www.facebook.com/JMSPhotographic>

Continued on Page 27

'Pidgeon Post'
AUTUMN RALLY
Camarthen MC

Continued from Page 28

At around 5 in the morning crews were turning up at the finish back at the Cattle Market, most with decent stories of happenings of the night. From my point of view it looked a great event and looking at the results it looked tough, some crews finishing with 38 fails and some times seen of over 50 minutes!

Juke/Bowen came away with the win with Jones/Jones in second and Davies/Jenkins in third. Jones/Leeman took the class 2 win and class 3 was held by Evans/Jones who also managed to get 10th overall! Its been a while since a Novice crew were seen within the top 10!

Here are a few comments that have been seen from competitors about the event; "The organisers did the event a lot of justice" – Dale Bowen (1st overall Navigator) "Really enjoyed the rally, excellent roads, well done to CMC." – Cadog Davies (Navigator, car 12)

"Congrats to Dai Roberts and the Carmarthen motor club crew for putting on a cracking event. Hope the Autumn is back on the road rally calendar for good. Route was superb, tricky in places but overall a fantastic challenge for both seats." – Matt Bowyer (5th overall Driver)

"Never mind this group N malarkey, last night was mint, thoroughly enjoyed my spin in the passenger seat albeit a bit stressful at times! Top drive by young Mr Taylor! shame about the puncture and other issues but we only went out for fun and I think we achieved that. Dai, Gareth, Louise, Justin, Alan and the rest of the team at Carmarthen MC, hats off to you all, that was as quality a road rally as you will do anywhere even in the wamc. A huge achievement." – Andy Davies (25th overall Navigator)

I sincerely hope that the event is run next year as this time I won't be missing it!

Daniel Pidgeon,
Spectator
British Road Rallying
www.britishroadrallying.com

Photos by
JMS Photographic,
www.facebook.com/JMSPhotographic



PIDGEON POST

1000 Lanes 2014

Heads of the Valley Auto Club (HOVAC)



Photo by JNAS Photographic,
www.facebook.com/pages/JNAS-Photographic/124629654308337

The 1000 Lanes, a firm favourite in South Wales, ran on the weekend of 11th/12th October around the lanes of Abergavenny.

The event base returned to The Hogs Head Hotel, a great start venue in many peoples eyes with a large enough indoor area for signing on and the briefing, as well as ample parking.

At 11:50 the first car headed to MTC1 at the exit of the car park, a little run out along the B233 towards Monmouth took the crews down to SS1 just above Onen. Almost straight away crews were into a caution over brow into 90 left, with the slippery conditions and the fog that was lingering around this was probably a good test of nerves for a lot of crews! Up through TC1 and through a couple diagrams and back across the B233 next to The Hendre. Quite a fast section south through TC2 and into another diagram followed before heading to Jingle Street. An amendment here caught a few people out as there were cars heading all directions when we arrived there, a GW plotted on a yellow from a public footpath but this was removed and crews had to head around on the tarmac, some looked for the footpath though! SF1 was just after Jingle Street next to the bridge over the A40.

Richard Jerman & Lowri Davies (Escort Mk2) were quickest through the first part of the event dropping only 20 seconds with Ian 'Dude' Roberts & Gwawr Hughes (Golf Mk2) dropping 25 seconds behind and Craig Judd & Russell Williams (306) third quickest dropping 30 seconds. Jamie Jones & Daniel Jones (Impreza) were the quickest Semi-Expert crew off the start dropping 1:26 a whole minute and 10 seconds ahead of Tom Slak & Den Belcher (Corolla) on 2:36. A little closer behind by only 3 seconds were Frank Burton & Simon Greenway (3 Series Compact) and Gethin Jones & Meredith Roberts (Sierra).

Robert Mason & Declan Mason (Nova) were the quickest class 3 crew dropping 4:55, Lee Cooper & Owen Thomas (Escort) were behind with 8:47 and local crew Nigel Graham & Rob Thomson (Sunbeam) rounded off the top 3 with a time of 10:45

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SS2 started back up towards Onen, heading up through Llanvihan-gel-Ystern-Llewern and then back down south west before slotting right back towards the start. Another caution then came, this time over crest into hairpin left with a house on the outside. We slid round lovely in the Nova with several people watching here. Through Wernrheolydd and then south through TC4 and followed by another couple diagrams at PC12 & 13. Crews then slotted 90 right onto a white through a farm with a tight twisty section of 'follow arrows' through a farm, plenty of mud about to slide the back end around the tight corners! Through TC5 and down to the first spectator point, a slot 90 left at a crossroads. I called it out and before I knew it Sam had given the wand a flick and we were coming into the slot boot first! Dump the clutch and we headed on up the hill with the engine screaming, I did think we were going to overcook it but we managed to find some grip under that mud! At the end of that road of SF2 just outside Raglan.

Dude/Hughes were quickest through the second section dropping 18 seconds moving them up to first overall at this point. Jerman/Davies were still there dropping 26 seconds, just 3 seconds behind in total. GT/Jenkins moved up to 3rd dropping 34 seconds giving a current total of 1:09.

Quickest Semi crew were Ben Lloyd & Matt Rees (205) dropping 1:31 but a earlier fail put them out of contention for the top spot.

Andy James & Alec Morris (Impreza) were the next quickest class 2 crew dropping 2 minutes with Marcus Naylor & Michael Williams (106) third quickest just 8 seconds behind, again an earlier fail dropped them down the overall leader-board.

Stuart Robinson & Lyle Merchant (205) were quickest in class 3 dropping a total of 2:39, another crew to fall to an early fail though. A further 1:51 behind were Mason/Mason who were holding onto the top spot in class, another 11 seconds adrift were Phillip Jones & Craig Jones (309), yet another crew already having a fail.

A short trip up the A40 dual carriageway and back down again on the neutral before heading through Raglan south towards SS3. A caution water soon after didn't turn out to be too bad and then into another diagram at PC15. Another caution soon after (over brow into 60 left, there were a lot of brows and bridges along this route!) and soon after yet another caution, slippery downhill into 90 right and then up to TC6. Away again towards Bettws Newydd before a caution 60 left into Give Way and heading north towards SF3 which had another diagram, A short section but had a few cautions in there, meaning nobody cleaned it!

Dude/Hughes were quickest again dropping 21 seconds, keeping them at the top, with Jerman/Davies still hot on their heels dropping 32 seconds. Also dropping 32 seconds were GT/Jenkins who were holding third with 1:41 in total.

Jones/Jones (Impreza) were back on form in class 2 dropping 1:35. Lloyd/Rees were still going strong dropping 1:55 with Mark Jukes & Dafydd-Sion Lloyd (AE86 Corolla) close behind dropping 2 minutes. Mason/Mason were still dominating class 3 with the quickest class 3 time of 3:34, Cooper/Thomas were seconds quickest dropping 4:10 moving them up to second in class at this point. Jones/Jones (309) were still putting in good times dropping 4:35.

SS4 was next to Clytha Park just before the A40 bridge. Another speccy point at a slot 90 left, nobody here by the time we got here though so we might have missed it slightly... Headed north up to TC7 and through Coed Morgan from the north. Then a loop back north towards keeping to the left of Llanddewi Rhydderch through a tight slot 90 right with some high concrete curbs. Then up to TC8 then joining the B4233 for a brief moment before slotting 90 right down a little rough yellow with RC24 half way along.

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Down to Llanddewi Rhydderch this time before a hairpin left just before the village and back up to the B4233 going straight over the staggered crossroads. A diagram next to a caravan park before SF4, the final section before petrol halt.

Judd/Williams and Leighton Milner & Alun Ginn (106 Rallye) both cleaned this section with Richard Williams & Cadog Davies (Mk2 Escort) rounding off the top 3 dropping just 20 seconds. Burton/Greenway were quickest in class 2 dropping 1 minute, Graham Edwards & Jordan Dziadulewicz (Starlet) were second quickest dropping 1:45 and just 5 seconds behind them were Jones/Jones (Impreza).

Can you guess who was quickest in class 3? You guessed it; Mason/Mason with a time of 1:46. Second quickest were Robinson/Merchant with a time of 3:15 and third quickest with no fails in that section were Cooper/Thomas with a time of 9:30.

Results at Petrol were as follows:

Overall

1st – Ian ‘Dude’ Roberts & Gwawr Hughes, Volkswagen Golf – 0:01.51

2nd – Mark ‘GT’ Roberts & Dylan Jenkins, Volkswagen Golf – 0:02.11

3rd – Craig Judd & Russell Williams, Peugeot 306 – 0:02.24

4th – Richard Williams & Cadog Davies, Ford Escort – 0:04.33

5th – Jonathan Gwilym & Byron Jones, Ford Escort – 0:04.59

6th – Gavin Lewis & Jon Bird, Peugeot 205 – 0:06.00

7th – Roger Holder & Peter Barnard, Honda Civic – 0:06.38

8th – Steve Kinbbs & Leon Shorney, Vauxhall Corsa – 0:07.46

9th – Nigel Davies & Justin Davies, Volkswagen Golf – 0:07.56

10th – Steve King & Jon Hawkins, BMW 318 – 0:07.59

Class 2 – Semi-Experts

1st – Frank Burton & Simon Greenway, BMW Compact – 0:08.58

2nd – Graham Edwards & Jordan Dziadulewicz, Toyota Starlet – 0:10.03

3rd – Jamie Jones & Daniel Jones, Subaru Impreza – 0:10.22

Class 3 – Novices

1st – Robert Mason & Declan Mason, Vauxhall Nova – 0:14.45

2nd – Lee Cooper & Owen Thomas, Ford Escort – 0:27.40

3rd – Phillip Jones & Craig Jones, Peugeot 309 – 2F – 0:15.38

After a quick fill up with petrol in Abergavenny it was down to MTC2 and MTC3 which were under a bridge under the A40 just north east of Llanellen. A short wait and then it was back to the action.

SS5 started south of MTC3 which was also a diagram, a wet field to start which we were spinning the wheels all the way along, little to no grip, give way back onto the tarmac and then off up the road. Down to another spectator point at a slot 90 left which lead up to a farm and onto a slightly rough white which we struggled with a little, the crew behind soon caught us so we pulled over to let them past. Onto a concrete track and back down to the yellow, unfortunately catching up with the car that we just let past! TC9 was just after the railway bridge which dropped us some time as we had to wait for 2 cars to get times and have a RC board signed, but this gave us some space to give it some when leaving. Down to Croes Llanfair and up to the B4598. Straight across at the crossroads, the road then going 90 right and down to the B4598 again where SF5 was.

Dude/Hughes had great pace dropping only 2 seconds with GT/Jenkins close behind dropping 10. On form after petrol were Steve Knibbs & Leon Shorney (Corsa) with the third quickest time dropping 13 seconds.

Edwards/Dziadulewicz were hungry for the top spot, setting the quickest class 2 time of just 32 seconds, Jukes/Lloyd were 13 seconds behind with Lloyd/Rees a further 2 seconds behind dropping 47 seconds. Mason/Mason were not holding back after petrol with another quickest time of 57 seconds. Jones/Jones (309) were showing good pace again dropping 58 seconds and Graham/Thomson were the last crew to beat the 1 minute mark dropping 59 seconds.

SS6 was the other side of Nat-y-derry on a nice wide yellow. Crews were straight up to another spectator point which was a long way around a triangle, miss a right, slot hairpin right and then headed north east back towards Croes Llanfair before slotting left just before the railway bridge. Across the A4042 and across a staggered crossroads and down to TC10. Another diagram and then up towards the back of Rhyd-y-meirch. Crews slotted hairpin left onto a white which turned out to be across a field, this is where our night went down hill. We really struggled for grip, coming to a stop almost straight away in the field.



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Thanks to Ryan Jones and the others for giving us a push before we got beached in a deep rut. While trying to get out the engine started to boil over with no air coming in so we called it a day, we helped Gethin Jones & Meredith Roberts who were also stuck, giving it a good thrashing on the way out with plenty of run up! We helped out a couple others to get through, by this time it was just me and Sam. The engine had cooled down enough to start it back up but we lacked in man power to push the car back out of the ruts, then a sight that no crew likes to see, closing car! They gave us a hand out and we headed back out the field we came in, hopefully cutting route and getting back in front of OTL! After the white crews headed to a tight give way NAM junction where a DSO was present before heading north east and then slotting 90 left towards PC33. This is where we rejoined, well... tried, unfortunately a spectator was parked in the middle of the road and refused to move as we should have come from the other direction, thus dropping us behind OTL again and lo and behold, we saw course closing car again! Luckily they told the spectator to move and we got going again after dropping several minutes, time to cut route again! (Sam has had some bad luck before with silly little faults causing a couple DNF's, so I was determined to get him to the finish!) Another caution 90 right over bridge 90 left met the crews before a hairpin left up towards a diagram and soon after TC11.

A quick road over the Blorenges took the crews up to the B4248 and slotting off left quite soon and up to another diagram at RC37. Along the moor road around the back of Clydach passing a caution big drop on the left. Down to TC12 followed by a slot hairpin right and almost back on yourselves to PC40 with a diagram just behind TC12, quite a tricky section to plot with a lot of information in one tight spot. Heading east below Gilwern and into SF6 Jonathan Gwilym & Byron Jones (Mk2 Escort) were quickest through this long section dropping 2:12, 13 seconds ahead of Dude/Hughes dropping 2:25. A further 11 seconds behind were GT/Jenkins with a time of 2:36 Lloyd/Rees set another good time being quickest in class 2, dropping a total of 4:40. Jukes/Lloyd were second quickest dropping 5:08 with 'Polly' & Chris Davies (Rover 200) just 2 seconds behind them. Quickest novices were not the Mason's for once, but was Cooper/Thomas setting a great time of 4:55, Mason/Mason were second quickest 3 minutes and 4 seconds behind with a time of 7:59 with Jones/Jones (309) a further 50 seconds behind.

A neutral section took the remaining crews through Govilon & Gilwern and up the A4077 to SS7 which was next to the Marina below Ffawyddog. Over the bridge followed by a 60 right and then down to a twisty section of a few 90's and a hairpin before skirting the edge of Mynydd Llangatwg and back up towards Llangattock where SF7 was located. Another short section but quite tight and twisty.

Dude/Hughes, Gwilym/Jones, Judd/Williams and Knibbs/Shorney all cleaned the section proving it wasn't quite tight enough!

Class 2 saw Lloyd/Rees at the top again dropping 35 seconds with Alex Reynolds & Tanny Tod (Corolla), Fred Price & Dave Thomas (Proton Coupe), Jones/Roberts and Polly/Davies all completing the section dropping 1 minute.

Mason/Mason were back on form being quickest novice crew dropping 1:54 with Jones/Jones (309) dropping 2 minutes and David Barrell & Matthew Bevan (205) dropping 2:20.

Down the A40 crews slotted left in Glargrwyney up towards SS8 below the Sugar Loaf, this is where we finally rejoined the pack! Straight into a farm and told to follow the arrows through the forestry section. What a great section this was! Nice and smooth gravel with only the odd rut which was cautioned. A couple hairpins in there as well to keep some spectators happy who were still out in the cold! The hill just kept climbing before heading through another farm and onto the tarmac, another diagram at PC44 and then down to SF8 north west of Abergavenny.

Williams/Davies were quickest across the Sugar Loaf dropping 1:15 with Knibbs/Shorney close behind dropping 1:20. Third quickest were the novice crew of Robinson/Merchant dropping only 1:26.

Quickest Semi crew were Edwards/Dziadulewicz and Jones/Jones (Impreza) both dropping 1:55 with Burton/Greenway rounding off the top 3 dropping 1:57.

The second quickest novice crew were Cooper/Thomas dropping 2:20, just 1 second quicker than Stephen Hoskins & Ian Davies (Rover 25).

A quick neutral to take the crews around the edge of Abergavenny before heading to the final section just under the A465 bridge above the hospital. A fairly straight forward section with one white appearing straight on where the road dropped down to the left, it caught us out and may have caught some others. Before we knew it, SF9, the finish! A total of 31 crews cleaned this last section including a few novice crews.

And that was it! A short trip back to the Hogs Head Hotel and the 1000 Lanes was finished for another year! Dude/Hughes had a slow time over the Sugar Loaf compared to other top crews causing them to lose the lead, that they had for most of the night, by just 1 second to GT/Jenkins! The closest finish on a road rally for a little while! Edwards/Dziadulewicz took the class 2 win with the Mason's taking class 2. The results can be seen [here](#).

Well done to Paul Todd and his team from HOVAC for putting on a brilliant event which challenged everyone! Only a couple cleaners with several droppers, a great event! Thanks also to all the marshals who stood out in the cold for most of the night! Well Done to GT and Dylan on the win! Thanks also to Sam Ducroq for a awesome spin! The little green Nova has got one hell of a grunt! We will be back out soon, hopefully not getting stuck in any fields this time! We did finish, 15 fails for cutting route, but we finished!

Daniel Pidgeon, Navigator – Car 42, Vauxhall Nova (37th o/a)

NORTH WEST RACERS

*With
Dave Williams and Rachel Bourne*

CLASS ACT HIBBERT IS SPORTS/SALOONS CHAMPION

The BARC(NW) Sports/Saloons Championship concluded at Oulton Park in early October after the region's Formula Ford and XR Challenge drivers had done battle at Anglesey on the previous weekend.

CNC HEADS BARC(NW) SPORTS/SALOONS

The single qualifying session for the double header at Oulton Park on 4th October took place on a rainy morning in Cheshire. Joe Spencer's Locasaki and the Westfield of Garry Watson were best suited to the slippery conditions. Their first and second fastest laps annexed the front row for each of the races.

Although the precipitation had ceased well before the red lights went out for the opener, the track was still very damp. Spencer took the lead at the start but cresting Deer Leap at the end of lap 1 it was 3 abreast at the front with Paul Rose blasting between Spencer and Watson in his Saker. Rose went on to win by 11 seconds. Spencer finished as runner-up despite running wide at Lodge at one point. Watson was unable to gain an advantage from this slip as he was hampered by a differential problem which eventually forced him to stop therefore Stephen Harris in the other Saker occupied the final step on the podium. A minor technical problem had forced Harris to start from the pit-lane so his finishing position was impressive especially after he spun having put a wheel on the soaking grass while attempting to take third from the Mazda RX7 of Paul Dobson. The place was gained when Dobson himself gy-rated at Hislops.

Watson's broken diff' meant he was unable to start race 2. Within half a lap, as the field re-appeared over Hill Top, Rose had overtaken pole-man Spencer. While he then went on to take another seemingly comfortable win, Rose was a worried man having dislodged some front bodywork when he clouted a kerb in the early stages. To his great relief it never worked loose.

A year earlier, series sponsor Ric Wood had inflicted heavy damage to his ex-DTM Opel when he hit the barriers on the approach to Hislops. Starting from the back of the grid, the second contest was the first time he had raced the mighty device since that incident. Wood was working his way towards a podium finish when gearbox problems intervened and he had to retire to the pits where he was immediately joined by Harris who had a left rear puncture. In between the brace of races Philip Duncan had bought a fuel pump from the paddock shop for his Westfield. This proved a wise investment as he finished third.

These were the final two events in 2014 for the Sports/Saloon series which, remarkably, was running for its 30th season. Having won Class E in every race this year, Lotus Elise driver Steven Hibbert was declared champion.

AVON TYRES FORMULA FORD 1600

National and Northern points were on offer when the Formula Fordsters visited Anglesey on the last weekend of September. While the Northern Championship was to be decided at a standalone meeting at Oulton Park in mid-October (full report next month) the three races staged in Wales would determine the National title in which just 4 points separated Stuart Gough (Van Diemen RF92) from James Raven (Ray GR13/14) at the top of the Post89 table. This guaranteed a tense final trio of rounds.

Raven set the pace in qualifying and took pole by 0.143 secs. Gough struck back when the red lights went out taking the lead into Target. Raven gradually fell back into the clutches of David McArthur (Van Diemen LA10).



Sports/Saloon Champion : Stephen Hibbert



National FF1600 Champion : Stuart Gough

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NORTH WEST RACERS
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Finishing positions from race 1 set the grid for the next encounter from which Gough again took the lead from the start. Raven was in a resolute mood and made his move at the Corkscrew complex. He dived up his adversary's inside at the first element and hung on round the outside of the second. Raven found himself ahead on to the start-finish straight but only after contact had been made in the final corner causing Gough to spin. With Raven on his way to the victory he desperately wanted, Gough had to battle up from the mid-field which included Pre90 cars as the two classes had been combined this weekend.

With Gough's car damaged following the earlier incident, he took the safe option and retired in the pits having lost control under braking for Rocket when disputing fourth.

A qualifying session was held early on Sunday morning ahead of the decider. Gough won this from pole to add the National Championship to the Triple Crown that he and the Oldfield Motorsport team had secured in August. Raven ran in Gough's slip-stream during the open stages but ran wide in the middle part of the Corkscrew which meant he lost the tow.

Having treated himself to new tyres for Saturday's races, Pre90 National Champion-elect Jamie Jardine took a pole and two victories. His closest rival, Chris Hodgen, decided to fit new rubber for Sunday's proceedings. With Jardine getting caught up in a first corner incident, Hodgen was able to take the honours. While Jardine's hold on the National title couldn't be released, this result put Hodgen 10 points behind in the Northern series with the double header at Oulton remaining.

DEMON TWEEDS/SPARCO XR CHALLENGE

The XR men were on the same bill as the Formula Fordsters in late September and with 8 cars qualifying within a second of each other the 3 races on the schedule promised much. Race 1 saw Tony Rudd head the field into Target however he was adjudged to have jumped the start meaning 10 seconds would be added to his race time. In any case, he surrendered the benefit of his early get-away by out-braking himself into Rocket on the opening tour. This handed the advantage to Steve Poole as Rudd joined in a mega battle for second which was won by Ralph Fernihough from Jack Minshaw and Michael Heath with Jonathan Wells, who was enroute to 3 out of 3 XR3i class wins during the weekend, at the back of this pack having mixed it with the front-running XR2s.

For Sunday's two XR races, Steve Poole handed his car over to Julian Roberts. For the morning's contest the grid was decided by Saturday's result meaning Rudd had to start a long way down the order due to his penalty. This left the way clear for Wells and Minshaw to fight it out for the win. In the closing stages, they went door handle to door handle into Rocket with Minshaw coming out on top with Wells soon being further demoted by Fernihough.

Minshaw and Fernihough disputed the final clash of the weekend. Minshaw was often the last of the late brakers into Rocket but Fernihough always managed to get back ahead thanks to having more traction exiting The Banking.



XR Race 2 Winner : Jack Minshaw

Report by Dave Williams,
Photos Rachel Bourne

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Creative Imaging
www.bournephoto.co.uk

Q. How do people know Jesus wasn't born in Liverpool?
A. You try finding 3 wise men and a virgin there!

Q. What do you call a 27 year old Liverpool girl?
A. Granny

Q. There are two Liverpool girls in a car without any music - who is driving?
A. The policeman

Q. What's the most confusing day in Liverpool ?
A. Father's day

I phoned my boss's mobile.
"I'm on the train heading to the south coast now."
"What..?" he answered, sounding a bit annoyed. "It's five o'clock in the morning! What are you doing on a train?"
"You tell me," I replied. "You're the one who told me to be in Brighton early this morning."

TEACHER: Glen, why do you always get so dirty?
GLEN: Well, I'm a lot closer to the ground than you are.

To Mull and back with the Wizard of Moz !

So October is Mull month and once again I made the long old pilgrimage to that little Scottish island for a week of fun, drinking and rally cars. This year I was joined on the journey up by the Grumpy Old Git, who was visiting Mull for the first time. And Nigel "The Nig" Worswick was following us in convoy.

The journey up was fairly steady, Nig brought along some walkie talkies so we had a bit of a craic on the way up taking the micky out of the Scottish Highways agency signs..... "Check your tyre tread" I'm doing 70 mph please tell me how I'm meant to do that !!!!! So we quickly boarded the Corran ferry and after the 5 minute crossing, we set off on what is unofficially known as SS1 – the dash between the ferries!!

Nigel had come up with a shortcut for us so we turned off the main road and slotted down a little B road that ran along the coast. It was some point down this road as the Santa Fe touched down off another jump that I remembered the glass shower screen we we're transporting up for Chris and Heidi Woodcock..... I hope they like the frosted effect we remarked!

We arrived at Lochaline with plenty of time to spare so Nig grabbed a quick burger but no beer as the bar was shut. And in no time whatsoever we were heading over from Lochaline to Fishnish.

After arriving on the island, we had a 5 minute drive towards Chris and Heidi's house near Salen, and within the time of that journey I think the Mull magic had already started to get to Moz!

So after dumping our bags, having a brew, making sure Chris's new shower screen was still in one piece, I decided to take Moz on a short run round the island so we headed up the Glen Road to Dervaig then over Mishnish Lochs to Tobermory for tea at McGochans, I thoroughly recommend the scallops if you ever go! Thursday saw a change to the norm with scrutineering of 50 cars taking place from 16:00 hrs in the Tobermory distillery, this was in preparation for Friday mornings shakedown stage. It was a first opportunity to the chosen weapons of some of the top crews with Duffy, MacCrone and Cope all there getting the cars checked in preparation for the event.

So with rally day upon us, the first stop of the day was the shakedown stage just outside Salen, a private 2 mile gravel track that was being used to give the drivers the opportunity to get some seat time. MacCrone looked dominant from the start with the little S2000 fiesta proving it was no slouch. Duffy was impressive from the onset too, but you did get the impression that he was still holding back a little and was not giving the escort everything.

The rain slowly started to set in so we decided to head back to Chris's house for a much needed bacon butty then it was time to make a start and get down to Tobermory for our scrutineering time. The car sailed through scrutineering without any issues, unsurprising really as Hockley motorsports had done an amazing job of finishing off the Proton.. (yes it is a pretty amazing little car !!) With everything checked and approved, we headed back to base for a spot of tea before the nights entertainment.

The start of the rally was looming upon us so the team got sorted, the service crew headed up to Tobermory to secure a service location, the rally car and myself in the "management" car headed to the start. The seconds ticked down and soon Chris and Heidi we're heading up to SS1 – Calgary Bay. A strong start on this stage saw Chris improve instantly on his seeding and by the end of SS1 he was 56th overall. SS2 – Loch Tuath saw Chris gain another 2 places to 54th overall. A quick emergency service just outside Salen and all that was needed was a splash of fuel and the car was off again heading up to SS3 – Glen Aros. By now the crew were starting to settle in to the new car and another place was gained so 53rd overall, not bad for someone who has never driven the car before and who has been out of a rally car for nearly 3 years!

Service was at Tobermory, John Andrew and Sam Hargreaves had got up there nice and early and bagged a brilliant service location just in the health centre car park. We arrived at service about 15 mins before the rally car as they were sat in a quarry "regrouping!" Service was a quick check round, tighten a few bolts, refuel and away they went.



Beaver Tales



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Beaver Tales : Continued from Page 33

SS4 – Griburn Rock 1 and SS5 – Scridain 1 went without an issue for Chris and Heidi. More fun was had by the service crew who had to pack down the gazebo, lights and tools in Tobermory and get down to Craignure to reset up all the service equipment in this time! Andrew and myself had gone ahead, following the rally car to Salen and then carried on to Craignure to nab a service spot as the ferry port car park was fast filling up!

Again service was quick and easy, a check of all the nuts and bolts, another splash of fuel, a quick refuel for Chris and Heidi and away they went to the final stage of the night SS6 – Hill Road / Achnadrish. We again followed the rally car up to Salen and then headed up to the outskirts of Tobermory to meet the car as it left the finish control. By now Chris and Heidi were up to 48th overall and 4th in class. So night one was over, we followed the rally car back to the house getting home about 3am and getting straight to bed ready for the next day.

Saturday morning, the service team prepped the car for the day ahead. Apart from changing onto the slicks and removing the light pod, again the car just needed a spanner check and it was good to go. So it was down to Craignure for the mornings restart while the service crew headed up to Tobermory to set up for the service. SS7 – Ardtun, SS8 – Loch Kinlock and SS9 – Knock all went by without any incident and soon Chris and Heidi were back in service prior to the next loop of stages. SS10 – Mishnish lochs 1, SS11 – Penmore 1 and SS12 – Ensay / Hill Road 1 were soon completed. Chris and Heidi were now at 42nd overall and were eating into the time advantage of 3rd in class. SS13/14/15 was a repeat of the previous 3 stages, The teams confidence in the car was growing and every stage meant more time out of the 3rd in class man. That was the daylight stages done so it was back to the house for a spot of tea (big beer stew and spag bol!) that Heidi had prepared that morning before we set off.

All fed and watered, we headed out for the last leg of the rally which started in Tobermory with a blast round the harbour. This was then repeated and the crews then continued on to Mishnish Locks towards Dervig. By the end of SS17, Chris and Heidi were now 36th overall and were still eating in to time advantage of 3rd in class. We had a quick emergency service near Salen again and then the car was off into SS18 – Gribun 2 and SS19 – Scridain 2. With ever changing weather and a cloud that appeared to be randomly floating round the island, dumping rain and then vanishing, tyre choice was both difficult and critical.

We arrived in Craignure to await the car arriving for the final service of the event, and despite it tipping it down on the road towards Craignure, in the port itself, it was dry as a bone! Chris and Heidi pulled into service and again the car was up on jacks for a spanner check. With the gap to 3rd in class now down to 1:40 sec and the long one left to do, tyre choice was going to be critical at this last stop. We had a set of worn inters and a set of worn slicks to choose between. Much head scratching and talking later and the final decision was to go for it on the slicks. The drive back up to the start of the long one was one of those moments where we pondered if we had made the right choice. Heading back up towards Salen, in fact about 500m from the drive to Chris and Heidi's house, the car hit a mass of standing water and skewed all over the road, had we made the right call? Would it all be ok? Heading in to the long one, the first 3 miles were actually wet and the going was a bit tough on slicks, however after that, the rain cleared, the road was dry and Team Woodcock were able to press on. They passed a Subaru, their minute man, and were quickly catching the next car in front. Soon it was all over, the car pulled over the bridge into Dervig and everyone was happy and smiling. 32nd overall, still 4th in class but only by 19 seconds so a massive chunk of time was taken out of the Rover in front of them (sorry, had to get in the fact that Woody was beaten by a Rover!!).

Pretty much after the event, the drinking ensued, and I don't think that it stopped until Tuesday morning! Mull was amazing again, I'll be there again next year. I can't speak highly enough of the place, and while I know there may be technically better events offering more miles, more competition, faster roads etc etc, there's something about that little Scottish island, the views, the craic, the people, the food and in my opinion, some of the finest roads I've ever had the pleasure of driving. It's on the bucket list of things to do before I die, and I'll say it again if you've never been you need to go, just to experience the place.

Roll on Mull 2015



October has been dominated by the Mull Rally. It was my first visit both to the Island and the event. My Birthday is the same week as the Mull Rally and has always got in the way of my going to the event. I nearly didn't make it again this year as I had complaints from the kids that I wouldn't be home for my birthday but in the end they got told 'Its my birthday and I'm going - I have missed the past 44 years of the event and I might not be here for next year' - that shut them up.

The island is beautiful, the weather (other than on the Friday night) was good and the roads spectacular. You can just imagine what Brian Molyneux was thinking when he first went to Mull on holiday all those years ago.

The weekend before I was setting off on my Mull adventure I received the news that the 'Will it - Wont It Rally' sorry the Illuminations Rally had, yet again, been cancelled. Its getting to be a bit of a habit for Morecambe to cancel its events. This year they came up with an original excuse for the cancellation :

"The reason for this cancellation is because Crosthwaite & Lythe Parish Council decided to publish the route on the internet thus compromising the event. We (Morecambe Car Club Ltd) can not take the chance of running this rally in case anyone who has seen the route approaches a competing vehicles at speed, as no direction of the rally route was shown. Also not knowing how many people (other than the several people who contacted me), have seen the route and not knowing whether those people be competitor, boy racer or rally chaser the only safe thing to do was cancel, because one accident caused by this breach would be one to many."

Ah Well, back to Mull - Mat Kiziuk picked me up on the Wednesday morning and following a quick trip to Tesco to stock up with packs of Bacon & Bread Rolls (for breakfasts in the coming week) we meet up with Nigel Worswick at Burton Services and we are on our way. The long run up the M6, M74 & M8 seems to take forever but the scenery of Loch Lomond & Glen Coe is magic. Arrive in Salen, dump all baggage & pop into Tobermory for a bite to eat at MacGochans..

Thursday (my birthday) is spent driving the stages. The Gribun Rocks stage is frightening, however, in the dark on my way to my Control on Saturday night it is less so. Obviously if I cant see the danger it isn't dangerous! Thursday night we celebrate my birthday with the crew servicing for Chris & Heidi Woodcock.

On Friday we pop down to scrutineering and Tobermory is heaving. Anybody & everybody in the Rally world seems to be there and I spend so much time catching up with people that I have not seen in years. We are joined by three of the team over from the Isle of Man (Manx Auto Sport) and go to sign on for marshalling but find we are not needed. Leave our mobile numbers just in case. We have something to eat then return to the start to witness the Police arrive and proceed to block the entrance and exit with 4 Police Cars and a mobile Office. The Police then complain that nothings moving! We leave the start and are making our way to our selected spectating point when we get a phone call. Could we go back to the start and help sort out the mess that the Police caused. Once that's sorted we get given PC3C (Time Control after service) nothing exciting. Mark Quail gets roped in to help the results team (made the mistake of saying that there was 2 CoCs and one msa steward in our group) on the Saturday leaving the rest of us to go to watch on Gribun.

For Saturday night we are asked to do the Start area again but this gets altered and we are now Stop Control on SS19. This control had a terrific view along the coast and we were able to watch the cars for quite some distance away before they got to us.

Sunday and Andrew Duffy & I get the job of designated drivers. Take the crews into Tobermory at 1:30 and then stand back and watch as everyone gets hammered. At 2:00 am on Monday morning after a 12 hour session its back to Salen. I must be a lightweight, there is no way I would have gone that distance. How some of them were still standing was beyond me.

Monday is 'Pig Day' at the Bellachroy Hotel in Dervaig but Andrew Duffy and I decide to have another run round the stages. For some reason the stages now look a lot less frightening. Must be getting used to the roads here.

Tuesday and its time to come home. Brilliant week. Really enjoyed myself. Might just manage to do it again next year. Lots of thanks to Mat Kiziuk for talking me into it and to Chris & Heidi Woodcock for putting us up at their new home on Mull. Chris & Heidi were out in their Proton for the 1st time in 3 years and whilst it took some time on Friday to get back in the groove they finished 32nd O/A and 4th in Class.

Grumpy Old Git



"Arn't you THE Alex Willan

Can I have my Photo taken standing with you . . . please?"

Asks Jimmy McRae (Well that's what Alex told me happened)



Celebrating my Birthday on Mull. Cake provided by Mat (Beaver) Kiziuk

Continued on Page 39

Grumpy Old Git Continued from Page 38

Just got the news that the John Robson Rally has been cancelled because of a lack of entries.

HEXHAM & DISTRICT MOTOR CLUB THE HEXHAM HISTORIC & JOHN ROBSON RALLIES

It is with regret that we have to inform you that the above rallies have had to be cancelled owing to neither event achieving the minimum required number of entries specified in the Supplementary Regulations. This is particularly regrettable as the Hexham & District Motor Club has been running a night event since 1969 and have worked hard to keep this branch of the sport alive in the area.

We apologise to all competitors who entered the events, particularly those who were prepared to travel some considerable distance to compete and who have, presumably, had travel and accommodation arrangements arranged.

Competitors can be assured that all entry and insurance fees which have been submitted will be returned in full, by post, as soon as possible. Wherever possible, we will return the original cheque submitted.

Please be assured that the club remains committed to the promotion of road rallying and will be attempting to find a suitable date to revive the events in 2015.

Ed Graham

Hexham & District Motor Club.

I emailed Ed Graham to commiserate with him and got a the following reply

Hi Maurice,

As you so rightly say, "Bugger", it is a crushing blow and very disheartening as we had everything in place to run, had not encountered any problems with the PR and, for once, were looking to run the original intended route without any amendments, which would, incidentally, have been a cracker.

What's particularly annoying is, that, since we announced the cancellation, I have had phone calls and e-mails from folk wanting to put in a late entry, four in total which would have given us the 20 entries we needed to make the event viable. If only competitors would enter EARLY, it would help organisers tremendously, there's no reason not to, we said several times we would return anyone's entry if they couldn't start so no-one was going to lose anything. I was intrigued that the Illuminations have also cancelled, and somewhat bemused by the reason given, it all seems very odd. Either way, that's two events gone from the SD34 calendar which isn't a good situation.

Perhaps there is a case for interested clubs who run road rallies getting together and working out a calendar so that there is a decent interval between rallies, giving a structure to the events and ensuring that competitors could have time to refill their bank accounts in between events. If say 6 or 8 events could be run at decent intervals there is a chance that they would all get sufficient entries to be viable.

I think there is definitely a need for dialogue between clubs, perhaps you could float the idea in the next issue of Spotlight and see if it got support, certainly I would be more than prepared to attend any meeting convened.

Cancelling an event after so much work has gone into the organisation is a soul destroying business, as I know all too well, I would hate it to happen to other organisers, particularly as, once they have suffered that fate, very few try again.

I am extremely sorry we are unable to provide you with an evenings entertainment next weekend but I do look forward to bumping into you at an event somewhere, till then, stay well and enjoy your sport

ISince cancelling the Rally I have been inundated with e-mails and phone calls from people, mostly competitors, all wanting the event to continue and, despite the most recent setback, I am tempted to have another go.

Looking at the calendar, which in September/ October is quite congested (Especially if one includes events like ROTT and Le Jog) I am considering a date in March. I can't see any road rallies on the SD34 calendar around then so do you think that a Mid March date would be acceptable.

Warmest Regards,

Ed

That makes it three events on the bounce that I have entered that have now been cancelled. The Countdown, Illuminations & the John Robson.

What is particularly galling for me was the cancellation of the Illuminations. I had been offered a ride on the Solway Classic but turned it down because I didn't fancy being up all night on the Lummies and then driving up to Cockermouth for the Solway and trying to keep awake whilst guiding someone round the tests. With the recent history of MCC - I should have known better than to expect it would run but after the superb Morecambe Rally I was hopeful that they had got their act together and was really looking forward for a repeat performance.

I hear on the grapevine that they are planning to run it again (the 'Lummies') in March 2015. If they rare planning to use the 2014 route (like they did with the 2012/13) surely this route is already compromised and it will need a completely new and different route to the one already submitted to the msa & RLOs.

***The G&PMCs Preston Regardless Rally should be an enjoyable end to 2014
Get those Entries In !***

Out & About with Gemini

The Magnificent Golden Microphone Trophy

After the Cambrian Rally its tight at the top with

Peter Langtree (G48) & Lee Skilling (G 37)

tying on 96 points each and Tony Jones (G 56)

hot on the trail in 3rd with 90

Peter Langtree	G 48	96 Pts	Lee Skilling	G 37	96 Pts
Tony Jones	G 56	90 Pts	Eve & Graham	G 18	84 Pts
Ian Davies	G 23	82 Pts	Stuart Dickenson	G 13	80 Pts
John Ellis	G 33	78 Pts	Chris Woodcock	G 25	74 Pts
Mark Wilkinson	G 11	70 Pts	Chris Jarvis	G 12	68 Pts
Tony & Avril Lee	G 7	66 Pts	Bill Wilmer	G 1	58 Pts
Keith Lamb	G 9	52 Pts	Les Fragle	G 3	50 Pts
Ian Winterburn	G 4	40 Pts	Adrian Lloyd	G 14	40 Pts
Paul Henry	G 24	40 Pts	Simon/Liz Daley	G 47	32 Pts
Duncan Stock	G 31	32 Pts	Derek Bedson	G 21	30 Pts
Michael Dodd	G 50	30 Pts	Alan & Les	G 39	30 Pts
Pete Donnelan	G 20	24 Pts	Ray Kavangh	G 46	24 Pts
Maurice Ellison	G 59	20 Pts	Mark Dickenson	G 26	20 Pts
Graham Cookson	G 2	20 Pts	Steve Gregg	G 52	20 Pts
Andrew Taylor	G 28	20 Pts	Robbie Mortiboys	G 27	10 Pts
David Grady	G 38	10 Pts	Derek Lord	G 44	10 Pts
Tom & Vicky	G 53	10 Pts	M&S Broadbent	G 55	10 Pts
Steve Coombes	G 5	10 Pts	Roger Whittaker	G 42	10 Pts
Bryan Flint	G 32	6 pts	Tony Turner	G 43	6 Pts

18 rounds gone and still 11 more to come with 10 points for each

The WRCGB will have 60 points on offer - that's 10 points per day for the two days RECCE, SHAKEDOWN and THREE EVENT DAYS on offer.

NB : Gemini Controllers will not be receiving any championship points on this years WRCGB in order to make the Championship more open

Good News : The Dresser Arms will re-open on the 4th of November

To all Radio Volunteers & Safety Crews -

'The 59th Cambrian Rally Saturday 18th October 2014'

Just an extra big thank you for your help with stage safety cover this year. It was nice to see an event with a good number of competitors once more. I'm sure you all would have some good memories from yesterday.

Please come and help us again next year - I'll advise the date as soon as they tell me.

Now this one is over I can get on with the Radio allocations for the WRGB which will be on us very soon - hope to hear you all on that event once more.

Cheers for now, Sincerely Yours, Bill Wilmer:

A helicopter was flying around above Seattle when an electrical malfunction disabled all of the aircraft's electronic navigation and communications equipment. Due to the clouds and haze, the pilot could not determine the helicopter's position and course to steer to the airport.

The pilot saw a tall building, flew toward it, circled, drew a handwritten sign, and held it in the helicopter's window. The pilot's sign said "WHERE AM I?" in large letters.

People in the tall building quickly responded to the aircraft, drew a large sign, and held it in a building window. Their sign said "YOU ARE IN A HELICOPTER." The pilot smiled, waved, looked at his map, determined the course to steer to SEATAC airport, and landed safely.

After they were on the ground, the co-pilot asked the pilot how the "YOU ARE IN A HELICOPTER" sign helped determine their position in Seattle. The pilot responded "I knew that had to be the MICROSOFT building because, similar to their help-lines, they gave me a technically correct but completely useless answer."

2014 Events & Dates

1st/2nd November

C&AMC

Glyn Memorial Stages

Ty Croes

8th November

Bolton-le-Moors CC

Neil Howard Memorial

Oulton Park

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

22nd November

Clitheroe & DMC

Hall Trophy Stages

Blyton

WRC GB

13th - 16th November

Radio Crews Needed

I have a lots of room for more radio crews on Friday on both the Hafren stages SS 3/7 & 4/8, and all the recce stages on the Tuesday and Wednesday

Gemini Communications Team

MOTORSPORT

MANAGEMENT

SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicommunications.org.uk

Bill Wilmer

07973-830705 or

w.wilmer@btinternet.com

Daylight Savings confuses me.

Not sure I'm doing it right.

I moved my clock forward and it fell off the mantelpiece.

Radio Mutterings....Gemini 23

Ah Autumn is upon us and the months ahead promise some excellent rallying opportunities, including our own WRC round. For me the first event of the month is the Cambrian Rally and a return to some of the 'old' Lombard stages in North Wales. I'm allocated a 'new' stage for me over at Crafnant, run as the first stage of the rally with a rerun just after lunch as Stage Five.

The journey across from Liverpool is uneventful and once off the A55 it's a gentle early morning cross country drive to arrive at the stage just after 7am to sign on with Stage Commander Phil Mostyn. The queue to sign on is a good indicator that Phil and the team have managed to attract a good pool of volunteers to marshal this fast 4.79 mile stage. After a quick briefing it's time to head into the stage and drive the 4.3 miles out to Junction 13 my post for the day. The stage is fast and in places waterlogged, with plenty of challenging twists and turns to catch out those not paying full attention. Once parked up I introduce myself to the two marshals allocated to my post, Richard and his son Nathan.

We are running a positive reporting channel on the event in addition to the MSA 81 safety frequency and unfortunately the difficult atmospheric conditions mean that I have to step in and cover the 'C' system controller role as Dave Mostyn out at post 9 can't be heard by all of the monitoring radios. The stage begins with the 1400's at 08:51 and Car 201 a Ford Ka piloted by Mat Smith with Giles Dykes alongside. The 37 cars in this section of the field all manage to safely navigate the stage and we then head into the 2 wheel drive 100's class and the fun really starts. These cars seem to have a magnetic attraction to the many obstacles and ditches throughout the stage. Our first victim is Car 101 driven by Ieuan Rowlands with Emyr Hall in the Co-driver's seat; they are reported on three wheels at Post 3 and eventually leave the stage at the next junction. They are followed by problems for Cars 107, 120 and 124, although the real 'action' is with my colleague Marches 13 at Junction 12 who reports half a dozen or more cars off at this difficult bend. Thankfully there are marshals and plenty of spectators on hand to help most of the competitors back onto the stage, although Car 124 (Stone and Hutchings) is reported as "well off", ten feet down in a ditch with an expected very long recovery at the end of the day. Of the 58 starters in class, 54 manage to somehow get to the end of the stage.

Once the cars that are 'off' have been assessed by the intermediate 'closer/opening' car we start with the 'big boys' and an eclectic mix of four wheel drive cars. Super fast through the stage, the real challenge for me is to spot the numbers and check their progress through the stage as they flash past my narrow but necessary view of the stage safely parked back in the tree line. There is the usual mix of WRC cars but for me the highlights are at the back of the field and the brace of Land Rover 'Bowler' Defenders all giving it there all. These crews are all out to compete with each other, but really look as if they are having great day out, and acknowledge the marshals as they pass. Thankfully all manage to keep themselves just about on the stage and safely exit the stage, with 34 starters and 34 finishers.

I would like at this point to express my admiration for Graham Cookson in Gemini Control, with four stages all running simultaneously Graham was faced at times with an almost continuous torrent of safety calls and incidents. I can't remember an event which seemed to have so many cars all deciding to either go off, go missing or create problems at the same time. Graham and the team in control dealt with each and every incident thoroughly professionally, responding to 81 calls alongside the management frequency and constant calls to Rally HQ. I really take my hat off to Graham for what must have been one of the most intensive 'shifts' in radio control for some time.

Back at Crafnant after a brief probably one hour break the action resumed for SS5 at a little after twelve thirty, with the return of the 1400's, this time down to 31 starters. The last car 236 (Gordon and David Alexander) is lucky to get a run, as he arrives late after the course closer has entered the stage. Thankfully Phil via Radio Control manages to get the closer car pulled off the stage at Junction 6 and Car 236 starts, only to reward this generosity by having problems and pulling off the stage at Junction 10. We lose a further couple of cars in stage, testimony to the difficulty of this short but fast stage.

The 2 wheel drive field is also somewhat depleted and a total of 42 start the stage, which again takes its toll with a couple failing to finish. Finally we wait for the 4 wheel drive class, which after problems on the earlier stages arrives somewhat in dribs and drabs, with fast and slower cars jumbled up. With this mix likely to cause some difficulty our Stage Commander takes a very sensible decision to allow a three minute break as one of the Land Rovers Car 34 starts ahead of a Subaru and Phil allows a three minute start gap. By the time the Scooby arrives at my post the gap is down to less than 90 seconds, so a wise and sensible precaution. Again surprisingly all of the crews manage to complete the stage safely. Finally it's time to break up the stage furniture for collection and follow the course closer out and head for home.

Before closing I should like to make a few other observations on the event. After my comments last month about confusion surrounding the use of the 'yellow flag', hats off to the North Wales Car Club team for providing marshals and radio crews with a short guide that included a briefing on the use of the flag, including a photograph of how to display the flag correctly to competitors and what action they should take..well done. Less appealing on the event was the behaviour of some 'so called' rally fans, on our stage we had problems with spectators standing in a dangerous position near the Flying Finish (one of the most dangerous areas) and refusing to obey the courteous instructions of the marshals and radio crew. Even more alarming were the reports from my colleague Gemini 14 on Stage 7 of arrows and stage furniture being deliberately removed by spectators. Such behaviour for obvious reasons is unbelievably stupid and downright dangerous, thankfully the stage and event teams dealt with these problems, but next time who knows ?.

Ian Davies (Gemini 23)

With only a few weeks to go before Wales Rally GB, we are approaching all marshals that have previously held a licence to see if we can entice you back to the event.

You may have heard that there is a new team in place this year. Ben Taylor has come in as Managing Director of IMS and has recognised that the event has perhaps become detached from the real people within the sport. In recent months, Ben has repeatedly stated his desire to return this event to the people who make it happen at the clubs, volunteers, officials and competitors to ensure that Wales Rally GB is seen as the culmination of the British rally season and as an event that everyone feels part of.

To this end, the event has made a number of changes for this year. All marshals / radio crews will receive a selection of gift items, including programme, lanyard, pen, rally pin and rally plate, as well as a different goodie for each day of the event (rather than ending up with three of the same!). If you are able to get to the Service Park on Deeside at any stage of the event, the organisers are also providing a food voucher which you will be able to redeem at the food stalls there.

For the first time ever, one pre-registered event volunteer will win a fantastic trip for two to a European round of their choice on the 2015 WRC calendar. This prize includes tickets, flights, accommodation and a hire car. Entry is automatic and your chances of winning increase with the number of days you attend the event.

The clubs also stand to benefit, as any club sending more than 10 marshals to the rally will receive a pair of WRGB tickets, while the best turned out club on the stages will receive a cash prize of £500.

The move to North Wales last year provided a fabulous event, a great atmosphere, lots of spectators and new stages. Starting on 11th November we have two days of Reconnaissance, then run into the Shakedown stage on Thursday morning, before starting the event with the evening Ceremonial Start at the Eirias Stadium in Colwyn Bay. Over the following three days we have 23 Special Stages for the WRC and running alongside will be the National Rally teams having the chance to compete on a single run of all the stages, before arriving in Llandudno for the finish on Sunday. The uptake has been amazing among competitors and we have a full entry of 160 cars, with a reserve list of a further 20 entries.

We are now writing to all marshals who in the past have held a licence on the National Marshal Register. If you would like to join us on the event, we would love to have you along to help us to deliver a fun, well organised and safe event for all concerned. If you would like to attend, please register via www.RallyStageTeam.co.uk and follow the online instructions.

Should you have any queries or require assistance in registering, please contact:

- **Event Staffing Officer:** Neil Cahill 07411 806677
neil.cahill@wrgb.co.uk
- **General marshalling and radio marshalling enquiries to** staffing@wrgb.co.uk

We really hope to see you on the rally.

More information can be found at
www.walesrallygb.com/marshals



The poster for Wales Rally GB 2014 features a dramatic, dark background with a car's headlights cutting through the night. At the top left, the Wales Rally GB logo is displayed. The main title 'WALES RALLY GB' is prominently featured in large, bold, white letters, with 'RALLY OF LEGENDS' written below it. The dates '13-16 NOVEMBER 2014' are at the top. The website 'WALESRALLYGB.COM' is at the top right. Below the title, the text 'MAKE A DATE IN YOUR DIARY!' is written in large, bold letters. The poster is divided into three main sections: 'WALES RALLY GB' (13-16 NOVEMBER), 'WALES RALLY GB NATIONAL' (14-16 NOVEMBER), and 'WIN YOUR ENTRY WITH THE ROAD TO WALES'. The 'ROAD TO WALES' section lists various championships and series that qualify for free entries. At the bottom, there are logos for sponsors and partners, including Conwy, WRC, and various Welsh organizations. The website 'WWW.WALESRALLYGB.COM/COMPETITORS' is at the bottom.

Knowldale Car Club

will be running the

Mini Miglia

touring assembly

on **Saturday 14th March 2015**.

The event will once again start from NWA auctions at Crooklands and finish for fish and chips at Bannys.

Please email me

(steven.warrington@sky.com) if you would like a set of regs sending out in the new year, please also feel free to send the email onto anybody you feel would be interested in the event. We would like to get some feedback from last years competitors to find out what they did and didn't enjoy.

We would like to know if you would like the event limited to just classic cars and if you would like more tests to run or non at all?

Please feel free to send me your comments.

Thanks

Steve

telephone 01706 642302

www.knowldale.co.uk

Licence & permit fees frozen for a year

The MSA has frozen the cost of certain competition licences and event permits for 12 months in a move designed to help thousands of competitors and organisers preparing for the 2015 motor sport season.

All 2015 competition licences at National B level or below will remain at their 2014 prices next year. This accounts for the majority of all competition licences issued each year by UK motor sport's governing body.

Additionally, all 2015 event permit fees will be kept at 2014 prices. The MSA issues approximately 5,000 permits per year to event organising clubs.

"The MSA is committed to keeping UK motor sport at the forefront of the sport worldwide. That means supporting our competitors and the organisers of the events they compete in," said Rob Jones, MSA Chief Executive.

"As such, we are pleased to be able to freeze the costs of event permits and the majority of competition licences for 2015. We hope this will encourage our members by easing some of the financial pressures they may feel, particularly as the economy continues its long road to recovery."

The MSA Board has also agreed to freeze per capita insurance fees for the sixth consecutive year, meaning that they will remain at the current level in 2015.

Scottish Government motor sport safety review publishes initial findings

The Motor Sport Event Safety Review Group, which was set up by the Scottish Government following the 2014 Jim Clark Memorial Rally, has published its initial findings.

The group includes representation from the MSA alongside Police Scotland and other key stakeholders. Its initial findings, which can be found at www.scotland.gov.uk, include steps that organisers are recommended to take to further improve safety. The MSA worked with organisers of the Mull Rally (10-12 October) to help them implement these proposals so that their impact could be assessed ahead of the review group's final report.

"We have been very impressed by how quickly the Motor Sport Event Safety Review Group has undertaken this considerable task, and the depth of understanding of our sport that it has acquired in a very short period of time," said Rob Jones, MSA Chief Executive. "We welcome today's interim findings and have immediately engaged with the sport regarding the proposals. Safety and risk management are an absolute priority for the MSA and UK motor sport."

Helmets

Advice has been given before that the "wrapping" of helmets is not acceptable. Vehicle wrapping is commonplace now, and the reason for not accepting it on helmets is simply that it can easily cover up cracking and other damage. The same applies



to helmets where decals have been applied. A number of Scrutineers have reported having helmets presented to them with stickers randomly applied and – after digging a little deeper – have found that the reason is to hide damage. Scrutineers have the right to remove the MSA helmet sticker and may impound the helmet for the duration of the meeting if there is cause for concern.

FIA-homologated overall embroidery

The images below were forwarded to us by a Scrutineer following a recent event; quite correctly the suit was rejected on the grounds that the embroidery is sewn through all of the layers of the suit. Details of the FIA 8856-2000 standard, including requirements for embroidery, can be found on the FIA website here: www.fia.com/sport/homologation



ROPS welding

MSA Regulation (K)1.3.8 is headed, "Guidance on Welding." It contains the following advice: "Although good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship."

Some methods of welding are inherently better looking than others. For example, a skilled welder using TIG can produce a very neat weld. However if using MIG, the same skilled welder will not be able to produce the same weld appearance.

In the images the weld fillet is inconsistent in section and has not been applied continuously, with there being clear stops and re-starts. It is not continuous, for there are voids and it appears that there is also a lack of penetration. This is clearly not the work of a skilled welder and is not acceptable.



Cameras

The first image was captured at a recent event and it is believed that the device – or the fixing – was not in place when the car was presented for scrutineering. This would contravene MSA Regulation (J)5.20.5. which reads: “Be prohibited from carrying cameras/videos unless authorised by the Chief Scrutineer and Event Organiser.”

The MSA Technical Department also wishes to reiterate that a suction mount is never acceptable as a primary fixing, even if there is a secondary fixing. If a camera has an acceptable mount and the competitor wishes to add a suction mount to minimise the possibility of ‘camera shake’ then that is acceptable.

The second image shows another mount above the rain light; the aluminium bracket is acceptable but the plastic mount is not. The image also shows the competition number, which does not meet the requirements set out in MSA Regulation (J)4.



FIA-homologated overall embroidery

The images below were forwarded to us by a Scrutineer following a recent event; quite correctly the suit was rejected on the grounds that the embroidery is sewn through all of the layers of the suit. Details of the FIA 8856-2000 standard, including requirements for embroidery, can be found on the FIA website here:

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Battery boxes and securing batteries

Competitors are advised that when using a battery box, not only should the box be secured within the vehicle but the battery should also be secured within the box, as per the image (right).

In this example, the battery box has a base plate through which suitable fastenings have been passed to secure the plate and the box to the car structure. The battery is clamped to the base plate, so the box is doing what it should be: acting as an enclosure to contain the fluid content of the battery and to prevent the terminals from shorting.

It does not matter whether it is a battery, a fire extinguisher or any other piece of equipment, unless it is adequately secured, in an impact it will break loose!

Consider the example right, which is clearly an inappropriate securing method, regardless of what the tank may contain.



Historic Rally rule change

The FIA has announced a change in Historic Rally Regulations allowing for cars built up to 1990.

The decision means that in national historic stage rallying, cars of FIA period J2 01/01/1986 - 31/12/1990 are eligible in the FIA Appendix K category from 2015, providing that they comply fully with Appendix K.

The FIA announcement can be found here: www.fia.com/news/latest-decisions-concerning-historic-motor-sport-0

Inside the Industry with Paul Gilligan

September Sales Boom

September brings the second registration plate change of the year, therefore it is the second biggest volume month of the year after March, so very important to the industry as a whole. This year sales (or rather registrations) totalled over 425000, over 5% up on last year and the biggest September total since 2004. Some of the biggest winners were those doing badly this time last year, like Renault, Mitsubishi, and Volvo. Some were new entrants like Dacia and Infiniti. BMW were again beaten by Audi and were almost 10% down on last year in a market that was 5% up. Mercedes were 10% up on last year and almost caught BMW. It seems that the plan Merc set out two years ago to catch and overtake BMW and Audi by the end of 2015 may well be achieved. There must be some very worried people in Munich just now, and their sleep patterns won't have been helped by the imminent arrival early next year of the new Jaguar XE which will give the 3 Series some serious competition. A BMW dealer told me recently that the manufacturer isn't now looking at their own performance, only at what Audi and Mercedes are doing!

Boom At What Cost?

The range of incentives poured into the market in September seemed wider than ever. Manufacturers seemed to have a bottomless pit of money to throw at both dealers and customers to achieve the sales volumes. Dealers I know were offered registration bonuses of up to £17000 in addition to normal margin on some expensive cars, and an extra £1300 on an £8000 car at the other end of the scale. Customers could obtain discounts of over 30% on some cars as a result, so why not buy a new car?

As ever dealers were forced to take drastic actions to achieve the sales targets set and therefore be paid the vital bonuses that result. One large local dealer registered nearly 50 unsold cars at the end of September to get to target, that's about £750,000 worth which shows you how big the bonuses are!

The elephant in the room is a glut of used cars which has been building up in the trade for some months now. You'll see many manufacturers now nationally advertising that their dealers are holding "Used Car Events", with special offers designed to encourage more people to buy used cars. Manufacturers are only getting involved because dealers are generally overstocked with used cars, therefore they are less eager to take any more part exchanges, which hurts the new car sales the manufacturers want. The auctions are full of cars, they literally don't have space for any more. And of course the cheaper new cars become the less attractive a used one looks. It's all a balancing act and it looks like it's out of balance just now! – which will bring used car bargains for the rest of this year at least.

Death Of The (Car) Salesman

Many car buyers hate the buying process, and in particular the salesman they are forced to deal with. Increasingly they do their research on the internet, but eventually most will go to a showroom, although I know some who don't. I have a customer in London who's on his 4th Porsche Cayenne and has never ever been to a Porsche dealer for sales or service. Everything is done for him by remote control.

This month one manufacturer (Hyundai) and a large dealer with 6 sites in Yorkshire have announced they will shortly be opening showrooms with no sales people employed. The Hyundai showroom is at the Bluewater Shopping Centre where footfall is 27 million visitors a year, so won't be a small investment! Staff will be available but are strictly to answer customers' questions NEVER to attempt to sell. Hyundai's research has confirmed that many customers find the sales process they are subjected to in dealerships both intimidating and very unpleasant. The Yorkshire dealer says that sales people are simply "Not needed" as customers have done all their research on the internet and know what car they want before they ever arrive in the showroom. The 21 dealer provides "guides" who will assist in providing any further information required. They intend to replicate the way Argos operates.

Whilst it seems likely that many customers will prefer this approach, there is on every big benefit for the dealer. Sales people are expensive and "guides" will be much cheaper, helping dealerships improve their thin profit margins, so perhaps both dealer and customer will win. Not the sales people though!

Hard Times For Small British Sports Car Manufacturers

Aston Martin, Lotus, and Morgan have all released bad news recently. Aston announced a £25M loss for the last year. Less than the £36M for the previous year but still not good for a company strapped for cash to develop the new models they desperately need. As the only global luxury maker not owned by a large manufacturer it seems more and more likely that AM will end up being owned by Mercedes, who already hold a 5% stake. Interesting that over 20% of the loss was £5.2M spent on a "Concept Car". Who authorised that in a company losing money and short of cash I wonder?

Lotus have announced that the business needs to be "restructured" to "build a strong and sustainable future". That means a 25% reduction in staff with compulsory redundancies not being ruled out. It seems that Lotus, like Aston, needs a relationship with a large manufacturer to survive. Without that new model development costs will be unaffordable, and the result sadly inevitable. Last year Morgan dismissed Chief Executive Charles Morgan, a shock to all and a move not welcomed by many loyal customers. The reasons have never been made clear and Mr. Morgan has remained silent. It is clear now that this is for legal reasons as in their latest accounts Morgan have been forced to make a financial provision of £320,000 to cover a "legal dispute with an ex-employee".

Another famous British motor sport name experiencing bad times is Cosworth. Losses of £7.6M last year meant that the company breached the terms of its bank loans, and the US owners were forced to pump in over £14M in loans to keep the company afloat. Withdrawal from F1 has hurt badly, but it is said that many new large contracts have been won and the business is on the way back to good health. Hopefully so!

Continued on Page 44

Vauxhall Drop Lifetime Warranty

Early last year Vauxhall announced their cars would now be covered by a warranty that lasted for as long as the first owner kept the car up to a maximum of 100,000 miles. New car warranties that not that long ago were limited to 12 months and 10000 miles have been lengthening with 3 years and 60000 miles now about the minimum, and some manufacturers offering 5 and even 7 years cover.

Now Vauxhall have reverted to the 3 year/60000 mile norm. The official Vauxhall reason is that because so many buyers both private and fleet change cars after 2 or 3 years to fit in with their finance agreements very few customers actually benefited from the deal.

However sources tell me the real reason is that the fleet industry, not being stupid, took advantage. Where cars and vans were likely to cover over 60000 miles during their 3 year life Vauxhalls were chosen. I know one leasing company that ONLY quoted Vauxhall when the customer

was asking for a total mileage of over 60k in the contract life. Thus the future warranty costs Vauxhall were facing were simply unaffordable, and they have had to pull the deal. Not the brightest idea ever perhaps, and there are still lots of bills to come stretching into 2017.

All Change at Ferrari (Almost)

The exit door has been pretty busy at Maranello lately. First the top F1 engine man went, paying the price for his 2014 creation being 80 bhp down on the Mercy. Then his boss the Team Principal went presumably for the same reason, to be replaced by the man in charge of Ferrarisales in North America. Next Ferrari's longest serving senior figure, and the MOST senior, President of the company Luca di Montezemelo announced his departure. Clearly not his choice but over 25M Euros in compensation clearly eased the pain, and Fiat boss Sergio Marchionne took over, for the moment at least.

Amidst all this high level turmoil there is one very senior Ferrari executive that has remained, in fact he's been employed there for almost 50 years now and Vice President for 26 of them. So low profile he's almost invisible, the clue's in the name, Piero Ferrari, Enzo's illegitimate son. He owns 10% of the shares in the company (Fiat own the rest), but his power and influence goes way beyond that. He is, and has been for a long time, the "bridge" between Fiat and Ferrari. Of course it wouldn't be his decision that di Montezemelo (his boss officially) should go. But he would have been consulted by Fiat, and it seems he perhaps was responsible for finding an elegant solution to a difficult situation.

L di M is as high profile as Piero is low. 25M Euros is OK but he wanted to be seen to be moving on to a new and big challenge. It's not officially announced yet, but it seems almost certain he's to become Chief Executive of Alitalia, Italy's struggling state airline. It is also rumoured that Alitalia will soon be taken over (rescued may be a better word) by Abu Dhabi's Eithad airline. Which is owned by the Abu Dhabi royal family and is part of the same group of companies as Mubadala. Which company was brought into Ferrari 8 years ago as an F1 sponsor by one man and one man only, Piero Ferrari. For a time they were a major shareholder, which gave Fiat cash it desperately needed at the time, and Fiat bought the shares back as agreed when they could afford to. All this and the purchase of the bankrupt Piaggio aero company by Mubadala were his work.

So, it is said, were the concepts for all the low volume super cars, F40, F50, and La Ferrari. And he's thought to have a greater influence over who gets to drive the scarlet single seaters on Sunday afternoons than anyone else, including the Team Principal. So perhaps Piero's currently grappling with whether or not Fernando Alonso is next through the exit door, and if so who replaces him.

Paul Gilligan pg@gvcontracts.co.uk

WRC Commission to submit proposals for World Motor Sport Council approval

Munich, Germany, 16 October 2014 – The World Rally Championship Commission met today to discuss future plans for the series and while all the proposals are subject to the approval of the next World Motor Sport Council meeting in December, WRC Promoter can reveal various changes being proposed.

From next season rallies will continue to be organised over two-and-a-half days, from Friday to Sunday, with a minimum of 300km of special stages and the potential for a ceremonial start on Thursday.

Importantly, however, organisers will be given a degree of freedom, with the approval of the FIA and WRC Promoter, to ensure their event has unique qualities, giving a distinctive flavour year-on-year.

Organisers will be encouraged to include new and longer stages and there are plans to have reduced parts available at remote services to add to the sense of adventure and endurance, as well as provide greater opportunities for the media.

It is also planned that the running order for WRC events will be in championship order for Friday and Saturday, while on Sunday crews will run in reverse rally classification order for the closing stages.

Currently, no further changes are being made to the format of rallies, prior to more consultation.

In an effort to boost entries on events outside Europe, for 2015 nationally homologated cars will be permitted to participate in non-European events, without the eligibility to score Power Stage or championship points.

Finally, at the request of the organiser of Rally Argentina, the date of the 2015 event has been moved to conclude on 26 April.

OVERHEARD IN CHURCH

"Dear Lord," she said, "This has been a tough two or three years.

You have taken my favourite actor Richard Attenborough.

My favourite pop singer Michael Jackson.

My favourite Blues singer Amy Winehouse.

My favourite actress Elizabeth Taylor.

My favourite football manager Bobby Robson.

My favourite golfer Seve Ballesteros.

My favourite singer Whitney Houston.

My favourite comedienne Joan Rivers.

I just wanted you to know that my favourite politicians are:

Alec Salmond, Ed Balls, Tony Blair,

Gordon Brown, John Prescott,

Nick Clegg, Ed Miliband Amen."

Classic Corner

NESCRO

North of England and Scottish Classic Rally Organisers



If you are interested in Historic Road Rallies and Motorsport in general you will find information on the NESCRO Website (www.nescro.co.uk) that will help you find out more about this form of motorsport in the North of England and Scotland.

If you need any further information please feel free to contact any of the representatives of the clubs participating in NESCRO.

What is NESCRO

NESCRO was formed in 1999 and represents the organisers of events in Northern England and Scotland whose aim is to promote inexpensive competitive events for the owners of Classic Sports and Saloon Cars. The events range from very simple multi-venue autotests designed for beginners through to the more competitive 1950's style road rallies involving navigation, regularities and timed tests. Whilst some of the events require competition licences issued by the MSA most require no special licence and are aimed at the classic car owner interested in competing in their first event. On all of these rallies there is a strong emphasis on the social side of the event. Why not come along, make new friends, and enjoy a day out with like minded enthusiasts.

LeJOG 2014

Here we go.. Now looking to recruit marshals for LeJog 20th edition, this will be a superb event, with many of the original regs and tests being used, alongside other never used before sites. As always, we welcome anyone who is interested, whatever your level of experience.

http://www.heroevents.eu/Events/LeJog/le_jog_2014/ is the website for the event and includes a marshal sign up page also.

The Department of Transport has solved an age-old problem of where to store traffic cones when there are no road works being done.

They're using the two left-hand lanes of the M6.

Many scientists agree the only way to solve the planet's worsening energy crisis is for the whole world to convert to solar power.

That's not going to happen overnight.



RETRO-SPEED

The classic on-line car magazine

www.retro-speed.co.uk

Classic car and classic motorsport magazine on-line.

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

Blackburn star claims triumph in Touring Cars

ADAM Morgan celebrated with a 'couple of beers' after winning his first ever British Touring Car Championship race at Brands Hatch.

The Blackburn ace took top spot in the second race at the famous GP circuit in the final round of the season.

For the 25-year-old it was just reward for the hard work of his family-run Ciceley Racing team this season, driving a WIX Racing Mercedes-Benz A Class. It was also the first time a Mercedes car had won a BTCC race, capping a fine weekend for the German outfit, who celebrated winning the Formula 1 constructors championship with another one-two in Russia. But for the Morgan clan all eyes were on Kent as they ended their 2014 season on the ultimate high.

"I was chuffed, to finish the season with a win is mega," said Morgan. "I knew the car had the pace to win, it was absolutely on rails, it was unbelievable to drive all weekend. To win and have a two-time champion behind me was pretty special."

It was something of a bittersweet moment for Morgan though. He was handed victory when Jason Plato, who crossed the line first, was given a 20-second time penalty for an incident with Colin Turkington earlier in the race. Morgan had driven a superb race to battle through to take the lead, but he lost it to Plato three laps from the end.

"It was a little bit mixed feelings at the time," he said. "I was in the lead but had a bit of a slide at Dingle Dell and lost the rear, you learn from it. "At first I was just told that Jason was going to be given a 10-place grid penalty but then they changed that to a 20-second time penalty, which meant I found out just before race three started that I had the win. "I had to get back to concentrating pretty quickly because it was torrential rain for race three, it came down pretty hard and the race was shortened by a couple of laps, visibility was horrific."

This has been Morgan's first year in the Mercedes-Benz car, and as the sole driver for the team he has had to lead the development on the car, which has improved as 2014 has gone on. Morgan, who finished the season 10th in the championship, hopes that the work spent developing the car this season will mean they can start well next year.

"The car is dialled in now, it's the quickest it's been running all year," he said. "It gives us a lot of a confidence that we can be challenging pretty early on next year. "We've been to every track now and have got a lot of data for every track, so next year we can hit the ground running. We have worked unbelievably hard this year."

"People think we just turn up at the track and drive home."

"After the three races you have to pack up, then I drive the truck home, often we don't get back until three in the morning and then Monday morning you are back at the unit unloading the truck, so this is our reward for that hard work." That wasn't the case on Sunday though, with most of the teams staying down in Kent to let their hair down at the end of the 10-round, 30-race championship, which allowed Morgan and his team to toast their first victory.

"We had a couple of beers on Sunday night," he said.

"Everybody was a bit rough on Monday and I had a bit of a headache, but it was a great way to finish the season."

Lancashire Telegraph

A serious accident involving Marussia's Jules Bianchi overshadowed Lewis Hamilton's victory in the Japanese Grand Prix.



Bianchi was to hospital unconscious after a crash that caused the race to be stopped. Hamilton took his eighth win of the season after passing team-mate and title rival Nico Rosberg for the lead around the outside of the fast Turn One.

Red Bull's Sebastian Vettel was third ahead of team-mate Daniel Ricciardo and McLaren's Jenson Button. Hamilton's eighth victory of the year extends his championship lead to 10 points with four races to go and 125 available. The race was held in treacherous wet conditions as storms that preceded the approaching typhoon Phanfone hit Suzuka. After a stuttering attempt to get the race under way, including a safety car start, a red flag after two laps, and a further eight laps under the safety car, it evolved into a duel between Hamilton and Rosberg.

Hamilton started the race in second, with Rosberg on pole, and once the race finally got under way, the Mercedes drivers were soon into the pits for intermediate tyres.

Rosberg stopped after three laps, Hamilton four, and then the battle between them began for real.

Hamilton was 2.2 seconds behind after their first stops, but began inching closer to Rosberg, piling on the pressure, and was within a second by lap 24, when conditions had improved enough for the DRS overtaking aid to be enabled. Hamilton pressured Rosberg hard for five laps before making the decisive move at the start of lap 29. He was close behind his team-mate as they exited the chicane, closed in with the help of the DRS and as Rosberg defended to the inside, Hamilton dived around the outside of Turn One to take the lead.

David Coulthard described Hamilton's overtake of Rosberg as one that "other drivers will remember" "That was bravery in the extreme," said the BBC F1 co-commentator. "That is an overtake other drivers will remember."

Hamilton then pulled away quickly, sometimes extending his lead by more than two seconds a lap, until he was 16 seconds ahead when the race was red flagged again, and then declared over, after 44 laps.

The stoppage came as a result of Bianchi's crash, that happened as conditions worsened, with rain intensifying and light fading. Bianchi's car hit water on the track at the fast uphill Dunlop corner and aquaplaned off at the same spot where recovery vehicles were attending the Sauber of Adrian Sutil, who crashed at the same spot the lap before.

Governing body the FIA said Bianchi was unconscious as he was taken to hospital.

Behind the Mercedes, Vettel took third on countback. Lewis Hamilton's victory was his eighth of the season, twice as many as Rosberg. The German gained the position by passing McLaren's Button and the other Red Bull Ricciardo with an earlier stop for second set of intermediate tyres. He lost it by stopping again for another set on lap 45 but was promoted back ahead of Ricciardo as a result of a rule that dictates the result is taken from the end of lap before the race was stopped.

Button was in the fight with the Red Bulls for a podium finish thanks to an inspired call to make an early stop for intermediate tyres just after the safety car pulled in on lap 10.

Williams drivers Valtteri Bottas and Felipe Massa were sixth and seventh, ahead of the Force India of Nico Hulkenberg, Jean-Eric Vergne's Toro Rosso and Hulkenberg's team-mate Sergio Perez.

Alonso, who had qualified fifth and is always strong in the wet, did not even get a chance to race on the weekend it emerged that he will leave Ferrari at the end of the year, two years before the end of his contract. The double world champion's car ground to a halt with what appeared to be an electrical failure while the race was still under the safety car on lap five.

FIA Formula 1 Drivers' World Championship

1	Lewis Hamilton	GB	Mercedes	266
2	Nico Rosberg	Ger	Mercedes	256
3	Daniel Ricciardo	Aus	Red Bull	196
4	Sebastian Vettel	Ger	Red Bull	136
5	Fernando Alonso	Spa	Ferrari	133
6	Valtteri Bottas	Fin	Williams	130
7	Jenson Button	GB	McLaren	82
8	Nico Hulkenberg	Ger	Force India	76
9	Felipe Massa	Brz	Williams	71
10	Sergio Perez	Mex	Force India	46

Caterham owners' row with Tony Fernandes puts future in doubt

Further doubt has been cast on the future of the Caterham team following the revelation of a dispute between their old and new owners.

The new owners have threatened to quit the team, a day after the company that built the cars was put into administration. A statement threatened legal action against founder Tony Fernandes for not transferring shares to the new owners.

The Malaysian businessman, who announced he had sold the team in July, Fernandes, who owns the Air Asia airline and Queens Park Rangers football club, later tweeted: "If you buy something you should pay for it. Quite simple."

Insiders say the dispute is about whether the new owners have paid for the team, fulfilled their obligations under the deal they struck with Fernandes or carried through on the guarantees they gave as part of the sale. But the statement from the company that agreed to buy the team from Fernandes in July said Fernandes would now run the team "as an owner".

The development brings into question Caterham's participation in the forthcoming US Grand Prix, which takes place in Austin, Texas on 2 November, and the race in Brazil the following weekend.

The Caterham F1 statement revealed the buyer's identity for the first time as a company called Engavest SA, based in Switzerland.

The dispute has emerged the day after a company called Caterham Sports Ltd, which built the F1 cars for the team, was put into administration. Caterham F1's statement said the administrator was appointed on behalf of a Malaysian bank that is a creditor of Fernandes and the Caterham Group, which he still owns. It said: "The administrators' appointment has had devastating effects on the F1 team's activities." It added that since the agreement to sell the team, Fernandes and his partners had "refused to comply with [their] legal obligations to transfer their shares to the buyer. "The buyer has been left in the invidious position of funding the team without having legal title to the team it had bought.

"This is in total contradiction to the seller's press release of 3 October 2014 which stated that Mr Fernandes and his Caterham Group had no longer any connection with the Caterham F1 Team."

The new owners are facing employment tribunal proceedings from 38 former employees, who are claiming wrongful dismissal. Earlier this month, Caterham were visited by bailiffs, who seized several items from the team. The new owners have insisted that Caterham Sports Ltd is not related to them, because they have transferred operations to the holding company of the team, 1 MRT.

Formula 1 boss Bernie Ecclestone has said Caterham and Marussia will both miss the US Grand Prix.

Caterham are in administration and have also been granted permission to miss the Brazilian Grand Prix while Marussia are struggling financially. Marussia driver Jules Bianchi remains in hospital having sustained serious head injuries in an accident at the Japanese Grand Prix on 5 October.

"Neither of those two teams are going to go to America," Ecclestone said.

Both teams are based in Oxfordshire.

Marussia's absence will leave the grid in Austin, Texas with only nine teams and 18 cars.

It also means American Alexander Rossi, the Marussia reserve, will not make an appearance at his home race.

A doctor who treated Michael Schumacher for nearly six months after his brain injury in a skiing accident says the F1 champion has made "some progress".

Jean-Francois Payen, a doctor at the French hospital in Grenoble where he was treated, warned that any recovery would take time.

The typical convalescence period was one to three years, he suggested.

Schumacher, 45, was skiing in the French Alps last December when he fell and hit his head on a rock.

The seven-time world champion from Germany was placed in a medically induced coma to help reduce swelling in his brain as he underwent treatment in Grenoble and then in Lausanne, Switzerland.

He has now been taken out of the coma and is being looked after at his home in Gland, Switzerland, where Prof Payen still visits him to track his progress.





Jari-Matti Latvala achieved a career-long dream by securing his maiden asphalt win at Rallye de France-Alsace

His 12th FIA World Rally Championship victory was the first by a Finn since four-time world champion Tommi Mäkinen triumphed in Italy in 1999. It ensured the fight for the drivers' title continues to the penultimate round in Spain later this month.

Latvala came close to breaking his asphalt curse in Germany in August but crashed out of the lead on the final morning. He made no mistakes here to lead for all but one of the 18 special stages in a Volkswagen Polo R to win by 44.8sec.

Team-mate Andreas Mikkelsen matched Latvala during the first day and led briefly, but settled for second for the third time this year. Kris Meeke was 20.5sec behind in third, taking his fourth podium of the season in a Citroen DS3.

Robert Kubica was on course for a career-best fourth after demoting Dani Sordo on the final morning, but spun his Ford Fiesta RS into a ditch in the final test. Sordo secured the place, his Hyundai i20 12.0sec ahead of Mikko Hirvonen.

Elfyn Evans was sixth after a final day duel with Mads Østberg ended when the Norwegian missed a pace note and went off the road briefly in the final stage. The gap between them was just 1.7sec.

Hyundai duo Thierry Neuville and Bryan Bouffier were eighth and ninth, with Martin Prokop completing the leaderboard.

Sébastien Ogier took maximum bonus points by winning the live TV Power Stage, some consolation after a faulty gearbox sensor and a timing error ruled him out of contention on the first day. He will be champion if he scores one point more than Latvala in Spain.

The mixed surface Rally RACC Rally de España is based in Salou on 23 - 26 October.



SG Petch Tour of Hamsterley Rally 2015

It is with regret that we have to announce that the SG Petch Tour of Hamsterley Rally will not be a competing round of the RAC Rally Championship in 2015.

Whilst this is very disappointing for the whole team of organisers and our supporters, not to mention our principal sponsors SG Petch Garages, especially when we have gone to extreme lengths to maintain our position in the championship over the last two years. Indeed the rally did not make a profit this year as we expended extra monies on running the event and securing the stage in Raby Castle to provide what we believe is one of the best organised events in the Country.

Unfortunately, we were advised by the RAC Championship Manager that many of the historic competitors thought some of the roads in the Hamsterley complex were not smooth enough for them. With these competitors apparently preferring to rally on the "motorway" style forest roads elsewhere in the UK.

As you can imagine in the last few weeks there have been many rumours circulating around about the various National Championships and other events and we have been made aware of dialogue that has taken place which leads us to believe that this may not be the only reason we have been "squeezed out" of the Championship.

However, despite all of this we remain committed to Hamsterley and are not giving up because the North East needs a professionally organised forest rally that encourages grass roots competition and we do not want to let down those competitors, marshals and spectators who have supported this team since 2009.

The event will also run on an alternative yet to be confirmed date but one that will give the chance of much better weather and road conditions in the forest.

*Steve Waggett/Derek Holgate
Joint Clerks of the Course*

RALLYE de ESPANIA

Sébastien Ogier clinched back-to-back world drivers' titles by winning RallyRACC - Rally de España

He took victory by 11.3sec in a Volkswagen Polo R from team-mate Jari-Matti Latvala, the only man who could beat him to the crown. The Frenchman becomes the eighth driver to lift the title more than once and did so with one round remaining.

Ogier built a comfortable lead on the first full day of the mixed-surface event. Latvala, who was disappointed with his speed on that gravel leg, attacked hard during the final two days on asphalt but an unflustered Ogier measured his pace perfectly. His only scare came on Saturday afternoon when he drove 20km with a damaged tyre, fearful it would deflate and require him to stop and replace it. 11.3sec behind his team-mate Ogier Ogier's victory was the 23rd of his career and Volkswagen's 11th of the season, equaling the record set by Citroen in 2005 and 2008.

Mikko Hirvonen's third place in a Ford Fiesta RS was his second podium of the year, the Finn too strong for Mads Østberg and Andreas Mikkelsen on asphalt. He finished 1min 42.2sec behind Ogier and 31.1sec ahead of Østberg, a Saturday afternoon puncture ending Mikkelsen's hopes.

Dani Sordo closed on Østberg throughout the final leg in his Hyundai i20 but the Spaniard fell 8.9sec short in fifth. A first-leg error when co-driver Marc Marti miscalculated a stage start time and they waited for almost 30sec proved costly.

A puncture on the final stage cost Ken Block 10th place. Mikkelsen passed Thierry Neuville for sixth in the penultimate stage. However, he incurred a 10sec penalty after a timing error at the start of the final test and dropped behind again. Martin Prokop, Hayden Paddon and Nasser Al-Attiyah completed the leaderboard, Al-Attiyah inheriting 10th when Ken Block punctured a front left tyre in the final stage.

Unseasonably high temperatures ensured tough conditions for tyres and brakes during the 17 stages covering 372.96km in the Tarragona region, south of Barcelona.

The final round, Wales Rally GB, is on 13 - 16 Nov.



Sex after surgery!

A recent article in the Dominion Post reported that a woman, Anne Maynard, has sued Wellington Hospital, saying that after her husband had surgery there, he lost all interest in sex.

A hospital spokesman replied:

"Mr. Maynard was admitted for cataract surgery. All we did was correct his eyesight

ADGESPEED



Unit 14, Thames Trading Centre,
Woodrow Way, Irlam,
Manchester. M44 6BP.

Telephone

Unit - 0161 777 9949

Mobile - 07960 964069

Fax - 0161 777 9948

E-Mail

Adge - adge@adgespeed.co.uk

Sales - sales@adgespeed.co.uk



Tel: 07814 953346

Caernarvonshire and Anglesey Motor Club Ltd

The Pentraeth Group Glyn Memorial Stages.

1st/2nd November 2014

The event will again be run over 2 days, using the usual format of a later start on the Saturday and earlier finish on the Sunday, with hopefully 4 stages run in the dark on the Saturday night.

Once again, we welcome the Juniors to the event. As well as the following championships:

Steve Harkness Competition Tyres Welsh National Tar-macadam Championship

ANWCC Stage Rally Championship,

ANWCC Ladies Rally Championship

ANWCC Allrounders Championship

Formula 1000 Stage Rally Championship

Kick Energy Junior 1000 Rally Championship

Brick & Steel Construction Junior 1000 Ecosse Challenge

McGrady Insurance Junior 1000 Rally Challenge Ireland

Glyn Edwards Memorial Championship

Anglesey Rally Challenge

Regs are available online on the club's website <http://www.camconline.co.uk/> or on the ANWCC or WAMC website.

As usual, we are using the online entry system which can be found here <https://www.rallies.info/webentry/2014/bentry.php>

Postal entries will still be accepted.

We look forward to welcoming you all to Anglesey in November for an enjoyable weekend's rallying.

I need help from marshals, radios and timing crews to run stages on the Malton and Roger Albert Clark rallies.

Malton Forest Rally – Gale Rigg, Sunday 2nd November. (north west of Pickering)

5 miles, 12 junctions not sure about timings yet.

Roger Albert Clark Rally – Kershope, Saturday 29th November. (40 mins north of Carlisle on Scottish border)

9 miles, 22 junctions, first car approx 1544, last car approx 1908 so signing on will be at a very reasonable 1300 to 1400.

Both stages will be run twice and you will get the usual goodies at signing on, chocolate, crisps, drinks and whatever I can get out of the organisers.

Please get in touch if you are interested and let me know if there is any particular job that you would like.

As always we will be setting up on the day before each event, if you would like to help with this then you will be fed and watered just let me know that you will be coming so that I can buy enough food.

I still need marshals for Cropton (north west of Pickering) on the Trackrod Rally Yorkshire on Saturday 27th September and a little further ahead **The Riponian on Saturday 21st February**, also our road rally **The Jackson Trophy on October 4th/5th** around Derbyshire is desperately short of marshals.

If you can help on any of the above, ring or text me on

07792 375371

Thanks Tony Jones



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

SD34MSG

Wednesday 19th November

(3rd Wednesday of every other month)

8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX

Just off M61 at J8 : 109 / 583 181

ANCC

Monday 26th January

2014

8.00pm

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout Junc 26 of the M62

www.ancc.co.uk



Next Meeting

Monday November 24th 2014

8.00pm

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

www.anwcc.org

DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

Contact

Gemini Communications

Bill Wilmer 07973-830705

w.wilmer@btinternet.com

Specialising in the Art of Communications

Matlock Motor Club Dansport Road Rally 15th - 16th November 2014

Thanks to Dan and all at Dansport for their continued sponsorship of this event.

This year, as previously, we are raising money for the Derbyshire, Leicestershire and Rutland Air Ambulance – do please try to make a contribution to this worthy cause when you place your entry.

Regs : www.matlockmotorclub.co.uk

Furness District Motor Club

Grizedale Stages Rally 2014

Saturday 22nd November 2014



I remember the 'good old days'



when 'snap, crackle and pop' were sounds
I heard from my cereal, not my body!

Malton Forest Rally on Sunday 2nd November.

I'm Running Gale Rigg which is 6.5 miles long. For those of you that don't know where Gale Rigg is, it's approx 5 to 10 mins north of Pickering. It's stage 1 in the morning with first car at 0925, the stage is then reversed and will be stage 5 with first car at 1314 so hopefully we will be done by 1500. I need radios and marshals to cover ATC, Start, 15 in stage locations, Flying Finish and Stop. In return you'll get crisps, chocolate and drinks (named brands and in date!), whatever I can pinch from the organisers and a big smile at signing on from the **best looking stage commander**.

Signing on will be at the stage start from 0645 until 0715. Please let me know ASAP if you can help and if you'd like any particular job, by emailing me at

tonyjones28@btopenworld.com

or ringing/texting me on 07792 375371

Thanks, Tony Jones, Commander Gale Rigg

Northallerton Automobile Club is pleased to announce the confirmed date of Sunday 28th December 2014 for the Christmas Stages Rally, to be held at Croft Racing Circuit

PokerStars RALLY 2014 7TH & 8TH NOVEMBER

18 STAGES COVERING APPROX 100 MILES OF ALL TARMAC RALLYING
COMPACT ROUTE FOR EASE OF RECCE

ENTRIES CLOSE ON 24TH OCTOBER 2014 AT STANDARD RATE
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ENTER NOW VIA WWW.MANXAUTOSPORT.ORG

FOR FURTHER INFORMATION PLEASE EMAIL ENTRIES@MANXAUTOSPORT.ORG



Some 2015 Stages Dates

1st	Feb	Red Kite Stages	
14th	Feb	Wydean	BTRDA
1st	Mar	Mid Wales Stages	
7th	Mar	Malcolm Wilson	BTRDA
18th	Apr	Somerset	BTRDA / Challenge
16th	May	Plains	BTRDA
29th/30th	May	Jim Clark	BTRDA / Challenge
31st	May	Mini Epynt	
13th	June	Carlisle	BTRDA
11th	July	Nicky Grist	BTRDA / Challenge
2nd	Aug	Tyneside	BTRDA / Challenge
15th	Aug	Neath Valley	
30th	Aug	Mewla	BTRDA / Challenge
5th	Sept	Woodpecker	BTRDA
26th	Sept	Trackrod	BTRDA / Challenge
4th	Oct	Cheviot	
17th	Oct	Cambrian	BTRDA / Challenge

Barbon Hillclimb

We are pleased to announce that the 2015 Barbon Hillclimbs will be held on 13th June and 4th July 2015

The June event will be the regional championship National B event as usual, but there will be a significant change of date for the Nat A British Hillclimb Championship event that's usually held in May. For 2015, in an attempt to find better weather and to give the ground a chance to dry out, we're moving it to July. Spread the

CadwellPark

MSV

NHMC Cadwell Stages Rally

Sunday 16th November 2014



Jari-Matti Latvala/Carl Williamson - Citroen Saxo
Event: Sea King Stages (Leconfield) 16 August 2002
Promoting Club: North Humberside Motor Club Ltd

NORTH HUMBERSIDE MC MAKES A RETURN TO ALL TARMAC SINGLE VENUE RALLIES!

NHMC will promote the NHMC Cadwell Stages at Cadwell Park Race Circuit, near Louth. This is a class tarmac venue and will be the first time since the 2002 Sea King Stages that NHMC has run a 100% tarmac stages rally.

The core organising team is the same one that that organised the Sea King Stages and the same core team from the North Humberside Forest Rally that won the award for the Best Event in the BTRDA Rally series in 2004.

The event will be limited to 85 starters and offers approximately 43 stage miles including 2 stages in the dark for £250 payable by installments or in full.

The event is a round of:

- The Roadrunner Phoenix Awards ANEMMC Multi-use Stage Rally Championship 2014 (supported by Pantry Catering and Slicks Tyres) and
- The Rainworth Skoda EMAMC Single Venue Stage Rally Championship 2014 (supported by Slicks Tyres)

Entries are available on line via the event website: www.nhmccadwellstages.org.uk

Marshals are requested to contact John Newlove at: marshals@NHMCCadwellStages.org.uk or on Tel. 01904 608524

Andrew Jackson

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Knockhill To Celebrate McRae Anniversary With Rally Challenge



Knockhill, Scotland's National Motor Sport Centre, is delighted to announce the creation of a special rally festival event on **May 16/17th 2015** to mark the 20th anniversary of the late, great Colin McRae winning the World Rally Championship in 1995.

Knockhill has long been the venue for rally action, previously hosting stages of the Scottish Rally, the UK Rally Challenge and currently hosts the opening round of the Scottish Tarmac Rally Championship every year. This new event will be a multi-discipline, multi-action rally festival, not only celebrating the achievements of Colin, but the world of rallying, both old and new.

The sporting element of this unique event will feature an invitational competitive rally for three classes, bringing together current competitors in their latest machinery. These will include competitors in classic rally cars and the next breed of rally stars. The Brick and Steel Junior Rally Championship will feature at this event allowing our future young stars to showcase their potential.

The event will use a combination of tracks within the Knockhill venue including the famous racing circuit, the Knockhill rally stage and abundance of perimeter roads, all providing an exciting and challenging single venue rally format for the drivers and crews.

Organisers are working with the McRae family and an impressive display of Colin's cars will not only take centre stage on display at the event, but will be driven on stage too.

More information will be released over the coming weeks as to the event format, timings and costs to enter, and for Clubs and Trade stands to become involved too. Details will be on the Knockhill website www.knockhill.co.uk soon with more content being added during the coming months.

Stuart Gray added: *"We believe this will not only be a special event for Colin's 20th anniversary, but will also be a showcase event for all of rally sport in the UK. With the unique amphitheatre nature of Knockhill and the stage miles available, we hope it will become an annual event, bringing top class rallying to the people, and off track entertainment and enjoyment too with different themes and content each year."*



Cheviot Keith Knox Rally

Otterburn Army Ranges

Sunday the 9th November.

We are pleased to welcome two new sponsors to the event ALM Engineering Solutions Newton Aycliffe and Ford Parts Dunston, with grateful thanks to Tony Thompson and Trevor Gamble for their support.

The event will consist of 9 stages of approx 80 Tarmac miles in a total distance of 140 miles.

The Recce, Scrutineering & Signing On will take place on the Saturday, with the event being scheduled to finish at approx 15.30 on Sunday to stay in daylight

Regs are available at www.cheviotstages.org.uk

**And Online Entry Form at
www.rallies.info/webentry/2014/cheviot/**

**The event is a Qualifying round
in the following championships:**

REIS MSA Asphalt Rally Championship

AS Performance North of England

Tarmacadam Rally Championship

SG Petch A.N.E.C.C.C Championship

Threshfield Garage, Ravenol Oil, Midgley Motor Cars

ANCC Stage Rally Tarmac Championship

THREE SISTERS TRACK DAYS

We have some dates for your diary for taking your road car onto the track...

Ever wanted to take your own road car on a real race circuit, now you can bring your own road car and put it through its paces on the circuit and feel its true performance through the twists and bends of the Three Sisters Race Circuit.

SUNDAY 9th NOVEMBER 10 AM till 8 PM

Tuesday 18th November Time: 3 pm till 9 pm

Track time for all the events is available at £20 for 10 laps and an extra £5 for a passenger. It will be run as Arrive & Drive on the day, first come – first served! No drifting on the track.

The cars need to be fully road legal and you will need to bring BOTH your driving license and a current MOT certificate. If you have your own helmet then bring it along or we have some available on the day for hire..

On the day there will be lots of different groups and cars.

Fancy having a stall on any of these days? Promoting your business or club?

£30.00 for the space for the day. You will need to pre-book these stall spaces ASAP.

Food will be available throughout the day's from our on site café.

If you need any further information:

Lynn Lackey

Three Sisters Race Circuit Ltd

Tel: 01942 290992

lynn.lackey@three-sisters.co.uk

Roger Albert Clark Rally

28-30 November

Sunderland to host 2014 Roger Albert Clark Rally

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

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

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

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

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

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

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

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

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

www.rogeralbertclarkrally.org



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MOB: 07771 76-86-57
EMAIL: phil@pro-rally.co.uk

Mini Cooper Register Northumberland Borders Rally Saturday 15th November

Entries are invited for the seventh running of this Mini-only navigational road rally taking place on Saturday 15th November. Sponsored once again by YBracing and also new sponsors Vallum, it will cover approximately 120 miles of classic roads on OS maps 87 (Hexham & Haltwhistle) and 88 (Newcastle upon Tyne). Following the excellent feedback from last year's event, preceding the traditional navigational exercise through the lanes after dark will once again be half a dozen driving tests on private ground. These will be conducted on a mixture of non-damaging surfaces and comprise a variety of layouts to both entertain and challenge crews. They will also utilise a number of new venues not used previously by any event. In a change to 2013, there will be no regularities, the tests simply being linked by short transport sections. For those relatively new to the sport and first time rallyists, there will again be the Tynedale Rally for novices. Crews on this event, which will alongside the Borders, will also have the opportunity to do the tests but cover less mileage, around 85 miles in all, and be given much simpler navigation. The navigation used for both events will be plot and bash, with different levels utilised for the three classes of competitor – Expert, Newcomer and Novice. They are open to classic Mini saloons from members of selected MSA member clubs including the HRCR. For further details, the regulations and an entry form please visit the rally website www.northumberlandbordersrally.co.uk/

13-16 NOVEMBER 2014

WALES RALLY GB

RALLY OF LEGENDS

13th - 16th November

WALESRALLYGB.COM

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Compete against the best in the world on the classic Welsh forest stages. Incentives for British Amateur entries make it easier than ever to compete on your home WRC round.

WALES RALLY GB NATIONAL 14 - 16 NOVEMBER
The hugely popular Wales Rally GB National, encompassing the best of the WRC stages, is the perfect end to the national rallying season.

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

WWW.WALESRALLYGB.COM/COMPETITORS

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Email: sales@rsmmotorsport.co.uk

Malton Motor Club Limited **Sunday 2nd of November** **Malton Forest Rally**

starting and finishing at Adderstone Field, Dalby Forest, Pickering, North Yorkshire.

The event will be a qualifying round of the following championships:

Motoscope Northern Historic Championship

Threshfield Garage Ravenol Oil Midgley Motor Cars

ANCC Stage Rally Championship

SG Petch ANECCC Stage Rally Championship

The Sheffield Rolling Road EMAMC Multi Venue Stage Rally Championship

Roadrunner Phoenix Awards ANEMMC Stage Rally Championship

Regs : maltonmc.co.uk

8/9 November **The D.G. Jones Agri Ltd** **Powys Lanes Rally**

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

Regs will be available on our website

www.epyntmc.co.uk

from the 16th September.



Manx Auto Sport

is pleased to announce

The PokerStars Rally

(Tarmac - National B)

7th/8th Nov 2014



**CHAMPIONSHIP AWARDS
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SATURDAY – 6th DECEMBER 2014
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e-mail: postmaster@dtlittler.f9.co.uk

Telford Auto Club
The RoamerLite Novice Rally
6th/7th December 2014

Starting in: Much Wenlock, Shropshire.

Map 138 only. Ninety mile route. No whites.

Regs : www.telfordautoclub.co.uk (soon)

2015 Riponian Rally **Feb 21st 2015**

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

The Riponian Rally will run on February 21st

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

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

"When we heard that the Riponian may not run next year, we contacted Ripon MSC and offered any help we could. The Riponian is a great early season rally and we are very pleased to be helping keep it going" said Dave Scrimmour, Chairman of Whitby & DMC.

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

Acknowledgements

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

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

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

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

Terry Martin,	Malcolm Hague,
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Ian Mitchell	Tony Vart
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Dave Williams	Rachel Bourne
Bill Wilmer	The Gemini Communications Team
Keith Lamb	(Gemini 9) Ian Davies (Gemini 23)
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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 forward to their
Club Members as they wish.

Deadline for copy for the December
edition is Thursday the 27th November
which is due out on

Sunday 30th of November

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

Clitheroe & D.M.C. Hall Trophy Stages Rally 22nd November 2014



A round of the following Championships

SD34MSG Stage Rally Championship
ANCC Stage Rally Championship
AEMMC Stage Rally Championship
ANWCC Stage Rally Championship
F1000 Junior Stage Championship

regs : www.cdmconline.com



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www.blmcc.co.uk | #nhstages

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

The event will run on Maps 102, 103, 97 and 98 and
will be approximately 148 miles.

It will run on a road rally permit and is likely to include a
'beginners' road rally within the overall rally in an effort to
attract newcomers to the sport, as well as expert, semi-
expert and novice classes.

Regs available at www.sd34msg.ork.uk