

September 2013



Motor Sport Group

www.sd34msg.org.uk



Larne Motor Club
Millers Oil Northern Ireland Hill Climb Championship
Cairncastle

See pages 25 & 26

Photos courtesy of Phillip Stewart
philips279@googlemail.com

spotlight



Chairmans Chat

August was filled with non race/rally events, including the only hillclimb in the calendar, but September will be balanced with an equal number of rallies and non race/rally events. There is the possibility of a 3 event hillclimb championship at Scamonden next year and I am keen that as well as the Pendle & District MC event, we invite the other two events to our championship. This will provide a much better balance of the non race/rally events but we will need to be careful that the number of non race/rally events doesn't create an imbalance over the number of rallies in the calendar which I regret has happened this year.

One option may be to split the non race/rally discipline into an autotest/autosolo/PCA discipline and a sprint and hillclimb discipline as we used to have, they were only combined because the number of contenders in sprints and hillclimbs was low year by year, perhaps this may have changed. I appreciate that all events organised by member clubs automatically go into the calendar, unless a club doesn't want an event in, but we must strive to have a balanced calendar so that all clubs have a fair chance of scoring in the Interclub League.

When different clubs 'specialise' in different disciplines then it's easy for an unfair advantage to be created if there are some disciplines with more events than others. People may say that all clubs can compete in all events but some clubs may not wish to, or be able to, support all disciplines.

It's the competitors reading '*spotlight*' that know which sort of events they enjoy so I'm quite happy for anyone to let us have any suggestions with regards to the makeup of the 2014 championship calendar.

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

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SD34MSG - Member Clubs & contact details



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Bolton-le-Moors MC

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Tel. : 01772-626116
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CSMA (NW)

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Clitheroe & DMC

Contact : Terry Martin
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Contact : David Grady
Email : abandito@hotmail.com
Tel. : 07957-642855
Website : www.fyldemotorsportclub.co.uk



Garstang & Preston MC

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Email : margaret.duckworth42@btinternet.com
Tel. : 01772-700823
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High Moor MC

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Email : gary.heslop@btinternet.com
Tel. : 0161-6430151
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Lancs & Cheshire CC

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Lightning MSC

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

Lancashire A.C.

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



Manx AS

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Motorsport (NW) Ltd

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



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Website :

Stockport061MC

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Tel. : 07879-657580
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Wallasey MC

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



Warrington & DMC

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



Wigan & DMC

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



2300 Club

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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 Sport Club
www.fyldemotorsportclub.co.uk



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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

ADVERTISING in the 'SPOTLIGHT'

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

Sent to all **21 member clubs** and then
forwarded to club members + another 5000+ on
the distribution list (21 X 100 + 5000 = 7000+ readers)
All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

Steve Johnson

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

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

Port Sunlight Village Social Club
Bridge St, Port Sunlight CH62 4UP



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

Garstang & Preston MC

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



Bolton-le-Moors MC

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



September Meetings

5th	Table Top Rally
12th	Marshals Meeting
19th	Rally Meeting
26th	Committee

WARRINGTON & DMC

Warrington & District Motor Club
Meet Every Monday

**"The Antrobus Arms" on the A559,
8-30pm**

between Warrington & Northwich. CW9 6JD.



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

September Club Nights

September 5, 2013	Noggin & Natter 8:30 pm, Club Night
September 7, 2013	Promenade Stages 8:00 am, Stage Rallies
September 12, 2013	Board Games 8:30 pm, Club Night

Lookers Citroen in Preston



Supporting SD34MSG and
motor sport in the North West.

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

Matt Kiziuk

Lancashire & Cheshire Car Club



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

2013 Calendar of L&CCC Events

- 30/1 Sept : **Ty Croes Weekend Sprints**
www.ty-croes.com
- 12 Sept : Indoor Autotest (tbc)
- 29 Sept : **Chairman's Challenge Autotest
at Demon Tweeks, Wrexham**
- 10 Oct : Tranter's Teasers
Quiz games for a laugh!
- 14 Nov : Ian Harwood Inter-Club Quiz
- 12 Dec : AGM & Social

Fylde MSC

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



Class 4 and 7 MOT Testing | Private Hire Testing | Servicing and General Repairs

Steve Price
Tel: 07814 953346
Gilnow Road,
Bolton, Lancs, BL1 4LL

CLITHEROE & DMC



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

Forthcoming Clubnights

Tuesday 3rd September,
owner of the Kick Energy rally
team, sponsor of the
VK Derbyshire road-rally,
STEVE PEREZ.



There is not much else to say to introduce Steve, well known from the grass routes of rallying, right though to the WRC, and what a car collection he has, Stratos, WRC Focus, 240Z and Audi Quattro.

This will be an all ticket only night, with CDMC members getting theirs for free, but must be obtained before hand.

To non CDMC members it will be £5.00, there will only be 70 tickets available in accordance with the clubs health and safety policy, so no ticket, no entry.

Tickets will be available from 23rd July, on club nights or SAE from Heidi Woodcock or Terry Martin.

The second Tuesday (10th September) of each month is Committee night.

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

Tuesday 17th September
Malcolm Hague
(Warrington & DMC)

The chap who did the commentary
at the Myerscough Autotest

Tuesday 24th September
Pre Clitheronian Night

What happened in August

Tuesday 6th August Annual Golf Competition



The annual golf tournament!

Joint winners Terry Martin and Paul Flynn.

Following the tournament it was off to the Hoghton Arms for refreshments

Tuesday 20th August Bentham Autotest



A total of 9 competitors tackled the compact venue at the premises of A.I.Harrison at Higher Bentham.

Alec Tunbridge in his Caterham 7 took FTD and 1st in Class A but only beating young Ayrton Harrison by 6 seconds who comfortably won Class B

Many Thanks to Marina Harrison for her duties on the BBQ

Tuesday 27th August Navigation Training (AKA 'How to get lost Efficiently)



Steve Butler with hindrance from Maurice Ellison took the assembled throng through the trials & tribulations of Road Rally Navigation. Starting with preparing maps, Map Boards, what is and isn't required, how to be more efficient, plotting the route, NAMS, Timing, and finishing off with a Q&A session

CLITHERONIAN ROAD RALLY 28/29th SEPTEMBER

With a month to go the Entry is already FULL

O/S maps 97, 98, 102, 103

Marshals Wanted

Contact : chiefmarshal@clitheronian.co.uk

SD34MSG 2013 Calendar

31-Aug	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
1-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
7-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
14-Sep	Road Rally	No	Spadeadam MC	Countdown Navigation Rally	
15-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Macro, Preston
15-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Macro, Preston
28-Sep	Road Rally	Yes	Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
29-Sep	Autotest	Yes	Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham
29-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool
11-13-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
13-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Macro
13-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Macro
13-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
19-Oct	Road Rally	Yes	Bolton-le-Moors CC	Bolton Road Rally	
20-Oct	Autosolo	No	Knutsford	Autosolo	
20-Oct	Autotest	No	Knutsford	Autotest	
01+02-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
2-Nov	Road Rally	No	Hexham & District MC	John Robson Navigation Rally	Northumberland
23-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
23-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec	PCA	Yes	Under 17 MC NW	Training event 4	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes	Accrington MSC	Winter PCA	Lymm Services
8-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4



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2013 SD34MSG Championship Rounds at a Glance

SD34MSG Stage Rally Championship

Date	Event	Club
September		
7th	Promenade Stages	Wallesey MC
29th	Heroes Stages	PDMC & GPMC
October		
11-13	Mull	Mull CC
13th	Adgespeed Stages	Wigan & DMC
November		
8/9th	Poker Stars Stages	IOMAS
23rd	Neil Howard Memorial Stages	BLMCC
23rd	Hall Trophy Stages Rally	CDMC

SD34MSG None Race/None Rally

Date	Event	Club
September		
1st	Sprint	L&CCC
15th	AS / PCA	BLMCC
29th	AT	L&CCC
October		
13th	PCA / AS	BLMCC
20th	PCA	Knutsford MC
December		
7th	PCA	U17Club NW
8th	PCA / AS	Accrington MSC
8th	AT	CSMA NW

SD34MSG Junior Championship

Date	Event	Club
September		
15th	PCA	BLMCC
October		
13th	PCA	BLMCC
20th	PCA	Knutsford MC
December		
7th	PCA	U17Club NW
8th	PCA	Accrington MSC

SD34MSG

Marshals Championship

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

SD34MSG Road Rally

Date	Event	Club
September		
14/15	Countdown	Spadeadam MC
28/29	Clitheronian	CDMC
November		
2nd	John Robson	Hexham DMC
30th	Beaver	Beverley & DMC

Lookers Citroen in Preston



Supporting SD34MSG and
motor sport in the North West.



CITROËN

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

Matt Kiziuk

SD34MSG Inter-Club

Table Top Rally Challenge

Following Round 3

See page 39 for round 4 details

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

G

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2013 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

Please register me for the SD34 Championships listed below;

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

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

**Please forward the completed SD34 registration form with registration fee of £5.00 to; SD34 MSG
 ,c/o Mrs.M.Duckworth,12 Silsden Ave.,Ribbleton, Preston.PR2 6XB
 Registration commences on date of receipt of application form or on advance notification by e-mail.**

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

CLASSES

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

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

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

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

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

/None Rally B = Saloon cars up to 13ft long and over 1400cc.

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

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

E= Sports cars.

F = Specials.

G = Special Stage rally cars.

2013 Championship Tables

Road Rally Championship

O/A	Driver	pts	Club
= 1	Pete Tyson	32	CDMC
= 1	Pete Jagger	32	BLMCC
3	Steve Mitchell	28	CDMC
4	Simon Boardman	24	CDMC
5	Paul Buckel	23	CDMC
6	Ian Bruce	21	BLMCC
7	Tony Harrison	20	CDMC
8	Steve Hudson	19	G&PMC
9	James Taylor	16	CDMC
= 10	Matthew Kiziuk	14	CDMC
= 10	Dave Whittaker	14	CDMC
= 12	Andy Ritchie	9	CDMC
= 12	Steve Kenyon	9	G&PMC
= 12	John Gorton	9	CDMC
15	Derek Long	6	BAC
16	Myles Gleaves	0	G&PMC

O/A	Navigator	pts	Club
1	Neil Harrison	30	CDMC
2	Steve Butler	23	CDMC
= 3	Chris Williams	18	CDMC
= 3	Paul Taylor	18	CDMC
5	Andrew Long	14	BAC
6	Ian Mitchell	13	CDMC
= 7	Maurice Ellison	9	CDMC
= 7	Jason McTear	9	CDMC
9	Terry Martin	8	CDMC
10	Alan Barnes	7	G&PMC
11	Mark Shepherd	6	G&PMC
12	Matthew Worden	5	CDMC

Last Updated : 17th July

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Phil Jennings	Y	107	C	WaDMC
2	Arron Newby	Y	81	C	CDMC
3	Phil Merrills	Y	80	C	SO61MC
4	Hazel Johnson	Y	78	A	U17MC
5	Keith Dowthwaite	Y	0	C	Wall
6	Graham Chesters	N	54	B	GPMC
7	Steve Johnson	N	53	A	U17MC
=8	John Gorton	N	27	C	CDMC
=8	Danny Brown	N	27	B	U17MC
=10	Jim McDowell	N	26	B	Mull
=10	Michael Judson	N	26	C	CDMC

O/A	Co-Driver	Q	pts	Class	Club
1	George Jennings	Y	107	C	WaDMC
=2	Steve Butler	Y	80	A	CDMC
=2	Jason McTear	Y	80	C	CDMC
4	Tony King	Y	0	C	Wall
5	Steve Coombes	N	54	C	GPMC
6	David Barratt	N	52	A	AMSC
=7	Darren Riley	N	27	A	U17MC
=7	Gary Heslop	N	27	D	HMMC
= 7	Mark Shepherd	N	27		GPMC
=10	Ian Rayner	N	26	B	CDMC
=10	Paul Blanchard	N	26	C	CDMC
=10	Mathew Faulkner	N	26	A	AMSC
=13	Alan Barnes	N	0	B	G&PMC
=13	Chris Melling	N	0	D	Lightning

Last Updated : 11th July

Individual Championship

O/A	Competitor	Q	pts	Club
1.	Stephen Johnson	Y	55	U17MC
2.	Steve Price	Y	54	BLMCC
3.	Hazel Johnson	Y	52	U17MC
4.	Steve Butler	Y	37	CDMC
= 5.	David Barratt	Y	33	AMSC
= 5.	Jason McTear	Y	33	CDMC
7.	Matthew Faulkner	Y	20	U17MC
8.	Steve Hudson	Y	19	G&PMC
9.	Ian Bruce	Y	18	BLMCC
10.	Matt Kiziuk	Y	14	CDMC
11.	Simon Boardman	Y	13	CDMC
12.	Pete Jagger	Y	11	BLMCC
13.	James Taylor	Y	5	CDMC
12.	Simon Robinson	N	69	U17MC

Last Updated : 22nd Aug

Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Simon Robinson	68.69	U17MC
2.	Steve Lewis	58.60	CDMC
3.	David Robinson	52.94	U17MC
4.	Steve Johnson	52.61	U17MC
5.	Steve Kennell	50.35	CDMC
6.	Hazel Johnson	48.59	U17MC
7.	Steve Price	46.23	BLMCC
8.	Daniel Barker	39.31	AMSC
9.	David Goodlad	19.76	BLMCC
10.	Ian Bruce	10.00	BLMCC
11.	Will Jarman	9.96	U17MC
12.	Angela Jones	9.52	U17MC
13.	Matt Faulkner	9.39	U17MC
14.	David Barratt	9.30	AMSC

Last Updated : 18th August



2013 SD34MSG MARSHALS CHAMPIONSHIP



Last Updated
15th July 2013

Accrington MSC

David Barratt 20

Bolton-le-Moors MC

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

Bury AC

Clitheroe & DMC

Chris Woodcock	60	Heidi Woodcock	40
John Gorton	40	Matt Kiziuk	30
Maurice Ellison	30	Paul Moon	30
Simon Boardman	20	Steve Butler	20
Gav Holmes	10	Paul Buckle	10
Chris Mclvor	10	Steve Brocklebank	10
Paul Flynn	10	Steve Flynn	10
Jason McTeer	10	Domonic McTeer	10
Kevin Howarth	10	James Hargreaves	10
James Taylor	10		

CSMA (NW)

Eve Fisher	20	Graham Bray	20
Steve Johnson	10		

Fylde MSC

Garstang & Preston MC

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

High Moor MC

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

Lancs & Cheshire MC

Lightning MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Alan Shaw	30	Andrew Brown	30
Ian Brown	30	Ray Duckworth	10
Peter Wright	10	James Wright	10
Steve Dixon	10	Mick Tomlinson	10
Chris Andrews	10	Rod Breerton	10

Stockport 061

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

U17Club NW

Wallasey MC

Warrington & DMC

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

Wigan MC

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

2300



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Marshals Championship Table - See page 11

**Lookers Citroen
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seen us in the SD34 magazine for a further dis-
count against your next van or car.

Matt Kiziuk

SD34MSG Inter Club League

Division A			
Club	Points	Position	
		Div	O/A
Bolton-le-Moors CC	755	1	1
Clitheroe & DMC	582	2	3
Warrington & DMC	359	3	4
Stockport061	340	4	5
Wallasey MC	183	5	6
Accrington MSC	155	6	8
CSMA (NW)	49	7	14
Division B			
Club	Points	Position	
		Div	O/A
Wigan MC	158	1	7
Garstang & Preston MC	133	2	9
Lancs & Cheshire CC	131	3	10
Manx AS	127	4	11
Pendle & DMC	118	5	12
High Moor MC	62	6	13
Mull CC	19	7	16
Division C			
Club	Points	Position	
		Div	O/A
U17MC-NW	710	1	2
Lancashire A.C.	36	2	15
Bury AC	16	3	17
Fylde MSC	15	4	18
2300	0	=5	=19
Lightning MSC	0	=5	=19
Motorsport NW Ltd	0	=5	=19

Last Updated - 22nd Aug 2013

'SPOTLIGHT ON'

Kev Haworth

Name : Kev Haworth

Born : Bury, Lancs, 1967

Live in : Aintree, Liverpool.

Married ? : Live with Wendy, my second Missus, although I'm not married (as yet!)

Earn a crust : Driving HGV's, sometime earn a little crust from writing for Motorsport, Angling and Amateur Radio Publications

Motor clubs : Currently Clitheroe and District as my local club, I am also a member of Matlock Motor Club as I want to support what I feel are the two best clubs in England.

How did you get involved in motorsport. : My Cousin is Bury Automobile Club's Ron Davies. He got me into rallying through his involvement with the club. He taught me to plot, my other map reading, regularity and navigational skills are self taught. My first ever involvement in Motorsport was aged 12 at a schoolboy motorcycle trial at Hornccliffe Quarry, Darwen. I'll never forget receiving the results through the post and letting my Grandad read them first..

"Tha's strongest lad in't trial tha knows?" Said Harry.. My chest swelled up with pride and he then grinned and looked at me, " 'Cos tha's holding every other bugger up above thee"... He had a way with words.

1st car was : A hand painted battleship grey Singer Stilleto with a black vinyl roof! Ron (Davies) ended up helping me change the doughnuts on a car park at Knott End On Sea after an over exuberant right boot from me...

1st comp car : Never owned my own competition car.

Favourite car (s) : Of all time are Metro 6R4 (for the sound it makes going through the woods), Lancia 037 for its sheer beauty and aggression and the one and only Mk2 Essie.
Favourite road car ever was my £300 Peugeot 405 who was named "shed"! Three years and never missed a beat!

Competition cars I've sat in as a co-driver.

Mini, Clubman, Cooper and Cooper S. Escort Mk1,2 and 3. The Mk3 was a rear wheel drive with Paul Twentyman, that lad could pedal a Pinto! Avenger Tiger, RWD Corolla, Sapphire Cossie 2 and 4WD. Escort Cosworth Group N and Group A. Derek Bell's old RAC Astra (Ian Curwen, top lad) Vauxhall Corsa and Nova (Frank Helders, the nicest lad in motorsport). Final car I sat in was with Mark Fairbrother, a beautiful Evo 6 that had reputedly come from Patrick Snijers. Other cars are F2 Astra (with Neil Wearden, but not on event!). Subaru ImprezzaWRC and Escort Cosworth WRC. There will be some more, but my memory can't recall.

First event. : 1984 Lightning Trophy rally with a lad called Brian Hall. We were in a thrown together Mini and got lost round the back of Beacon Fell when you could use the roads round there! We cut a huge section out, but completed the 75% rule and finished 18th Overall on what was a massive event in its day.

Most Frightening (yet funny) moment. : Oaks Stages, 1998 sat with the wonderful Rick Lyons. I used to work for Rick, we got on like a house on fire and used to have amazing fun in the Sapphire Cossie. We were lying second overall with a Red Group A Escort Cossie taking time out of us hand over fist. They broke a strut and we went for it. For those who remember Flookburgh, we were running into the farmyard from the race track, the "back straight" had a pair of fearsome gate posts you went through, and a la Ari Vatanen on the Manx we were flat and the back stepped out.. Not much was said until we cleared the control and I put the helmets in the back. Rick said to me " O! Did you close your eyes when we went through that gate?" I replied " No? Why?", Rick cracked up laughing and swore, " I bleeping did!".. We went out next stage with a broken driveshaft.

Biggest accident. : Been very fortunate as to never have had a big off.

Best event. :

Road Rally, Kick Energy run by Matlock.

Stage Rally (Tarmac) Tyneside Stages, Otterburn.

Stage Rally (Woods) Pirelli or Kidland Forest.

Spotlight on 'Kev Haworth' - continued from page 13

I had hoped for a few more photos but with house moves the Rally photos seem to have got lost

Biggest Hero. : It would be easy to say Colin or Richard here, but my all time rally hero is Neil Wearden. I used to help Neil a little when he was driving for Vauxhall, when he went on to Peugeot (Grifone) and then the one event for Subaru All-Stars. He is a great lad who so nearly made it. I was so proud when he was setting top 5 times in WRC New Zealand in the Pug, and to foil this, devastated when the engine let go in the F2 Astra in Parliament Square, Ramsey, robbing him of the British Championship. Proud to have helped him even just a little bit.

Funniest moments.

Besides the gate posts at Flookburgh, snapping an exhaust in Derbyshire with Terry Martin and singing "Echo Beach" over and over to drown it out, Terry won a championship that night if I remember rightly? Same driver and out practicing one night, we swung into a tight hairpin left on the handbrake, spot lights fully on when a 3 series BMW was sat at a junction. The lights came round in a perfect arc, catching him right in the face. Terry and I cracked up as you saw his jaw drop, and an oath come muttering from his lips as we disappeared into the night howling.

Harry and Ivy Road Rally with John Livermore, Winster Ford was swollen and there was a code board the other side, "We going for it" Said Livvy, "Go on" I urged, we were leading by a country mile. The Corolla went in, spluttered and died, suddenly we were a submarine, Livvy was going purple and my maps were starting to float, somehow, the Corolla fired up and dragged us out, we smashed a rim at Damson Dene too costing us a win, laughing, wet through and knackered we made it back to The Heaves Hotel. Last one is back to Flookburgh, this time with Ian Curwen as the driver. We were going the other way into the racetrack when the Astra cut out, skidded across a field and we toppled a post over with a Bull right behind it, the Bull snorted, and trotted away across the field, I jumped out to push, Ian dropped the clutch and covered me head to toe in cow poop and Flookburgh mud.. We didn't stop laughing until the control where as we pulled away Ian told me I had dropped something, I jumped out and he sped off, leaving me to walk through the Service Area covered in poop...

Biggest Influences. : Rick and Bob Lyons, Neil Wearden, Ron Davies, Terry Martin, Bob Hargreaves and Malcolm Grisdale

Biggest regret. : Not being able to sit with Rick Lyons again, we are no longer in touch, and Rick doesn't race anymore.

Most help from : Frank Helders, Terry Martin, Bob Hargreaves, Malcolm Grisdale, Neil Harrison, Rick and Bob Lyons.

If you were starting again what would you do different. : Nothing. I have had a wonderful time with rallying, from watching as a young man to competing up to my mid 30's.

Ambitions for the future. : It's time to give back to the sport, so now I would like to help with running events, marshalling and maybe in time an odd single venue/forest in a decent car. My ultimate ambition would be to get in a Mk1 Escort on the Historic road events. Stuff of dreams that. PS, I would like my last ride as a single man to be in a 6R4, if anybody would do that for me, I will gladly pay all costs!

Championships. : Bit leftfield this now, nothing to do with Motorsport! I am currently UK and European record holder for a score I set in an Amateur Radio Contest! I was top English and European station in 2011, I am also proud to have come 4th overall in the world out of 3000 entries in the same event.

Advice to newcomers to the sport. : Don't do too much at once. Take your time learning from the old hands, get to know them, show them you want to learn from them. Stay away from beer as you'll never see a portly co driver in a WRC car now!

Most remembered comment. : "Thanks Kev, hope we can do another event" Andy Sanderson said to me after the Devils Own Classic in whatever year. It was Sandy's second event only, the first being a twelve car. Somehow we nailed it that day, second overall, but being Post Historic we weren't eligible for an overall. We were Top Experts. He died within 12 months of this, sadly never got to sit in that John Livermore built Avenger Tiger again.



Thanks to Maurice for asking me to do this, it has made me realise how much I have enjoyed my rallying.

LYNCH MAINTAINS PODIUM RUN IN BELGIUM

Wigan racer Tony Lynch secured another podium finish in the latest round of the Monster Energy MSA British Rallycross Championship to close to within eight points of the championship lead in the BMW Mini class.

The team were looking forward to returning to the Belgium track this year as we were due a change of luck at this venue, which has been unkind to us in the past, both on and off the track. Preparations had been frantic after the Mallory round where the rear suspension took a real pounding, and then problems with the service vehicle as well.

As Sunday dawned we were feeling really good, the weather was warm and dry and forecast to get a lot warmer. The circuit is tight and twisty which should suit the nimble BMW MINI.

Heat One

Following the practice session the boys dialled out some understeer, so as I lined up on pole I was conscious that I had to make the most of the start position because overtaking is very difficult here. I made a great start and lead into the first corner, from here I was able to drive a neat racing line and keep the pack behind me. On lap three, of four, I took the joker lap and returned to the main circuit still in first place, that I held to the chequered flag.

Heat Two

Starting from the second row, in the by now very hot temperatures I was aware that it was going to be a tough race, this circuit is basically a continuous series of tight bends and sweeping curves, so overtaking would be difficult unless someone made a mistake.

My start was another good one but the guys on the front row locked me out so all I could do was stay in tight and wait. As we approached the joker loop I decided to break the dead lock and try and give myself some space to put some quicker times in. Kris Hudson made the same decision as he changed his line very late to take his joker as well.

I chased hard for a couple of laps and on lap three, as we came down the hill towards the finish straight I pushed a bit too hard and ran wide, Keifer took his opportunity and pushed me down to fourth place.

Heat Three

This would be another chance to get a decent result as I was in the middle on the front row next to Keifer.

I got a fantastic start, and pulling away from the Keifer as we approached the first corner, I started to take my racing line for the hairpin as I was well ahead of him. Keifer had other ideas and didn't yield at all, even though my in-car cameras showed that his door mirrors were clearly visible through the back window. So I would have thought that the corner was mine, anyway I ended up being pushed sideways into a three foot high concrete wall.

Obviously I never give up, having got off the wall I gave the car a quick driving check to make sure she was still drivable and then gave chase. As I caught back up to Keifer I saw a chance to take the place back, I went for it, I will be honest we did make contact, but I was surprised to be black flagged for, as I discovered, aggressive overtaking. I accept the officials' decision without complaint. The incident was just another, in what feels like a regular occurrence, where results are affected by his aggressive driving style. I accept that rubbing paint is good hard racing, but, I hope we can put this incident behind us and get on with some tough, close, fair racing.

The Final

I was starting on the second row, with the front row made up of David Bell on Pole, Kris and Keifer Hudson to his left. We all made good starts and ran through the first corner and hairpin in close convoy. Being in fourth place I had to find some clear space so that I could push on as I could feel that I was being held back by the leaders. I took the joker loop on lap one and gained the breathing space I needed to push. It worked I pushed hard, and as the other drivers took their joker loops I could see that they were rejoining the race behind me. I never really got involved with racing directly against anyone, always being in space. As Dave Bell completed his joker lap I could see that he was ahead of me. I was pleased with second place, first would have been nice but in fairness to Dave he drove brilliantly all day setting fastest time of the day and getting pole position.

Time was marching against us as the final started at about 7:30pm and we had to catch the 11:30pm ferry to get home. The lads had packed away so that as the car came into the paddock area she went straight onto the trailer and we left the circuit. We did manage to catch the ferry, but it was close.

A massive thanks to all the team for changing the rear suspension arms in time for the final after the incident in heat three and for all their efforts in getting the car ready for the event following the last Mallory round.

So after five rounds we are in joint third place in the championship, but there is only eight points to the championship leader, so everything to go for.

Next round, Lydden Hill, one of my favourite circuits.



Round Six, Lydden Hill, 25 and 26 August 2013.



The drive down did not bode well, the traffic was extremely heavy and the weather got worse and worse the further we drove south. We arrived at the venue at about 7pm, unloaded the car and reserved a spot for the Lucas Oil Team Geriatric encampment. Normally we would set up all the tents and be virtually ready for the morning, but as the racing wasn't to start till the Sunday afternoon, and it was raining, we thought better of it. Instead we went to a local Indian Restaurant, the RajMahal. we can strongly recommend it.

Sunday morning dawned nice and dry with a bit of cloud cover and as a result the team were in good spirits. When we went out for the practice session it became evident that we BMW MINI's were to be combined with the Super 1600s for the racing. All went well but for a slight shudder from the front off side when turning left. The car felt really good and it felt considerably better than the last time we were here, back in March, literally a few days after we got the car.

Racing started at about 1:30 in the afternoon, by which time the sun was out and it was very warm, just as we like it. As we lined up on the back row of heat one I could see that we were starting behind two rows of Super 1600s, now these guys are known for not taking prisoners and I did not want to be caught up in their battles, after all I was not racing them. But as the lights went to green I got a great start and as we went into the first long loose hairpin, Chessons, I found I was in third place overall and first in class. It was great following the Super 1600s as it gave me something to focus on, and I am sure it helped my lap times. On lap two I took the joker loop and still came out in third overall and first in class, and that is where I stayed upto the chequered flag.

Heat two was late in the afternoon and I was starting on the next to back row, inside David Bell, my biggest rival today and my nearest championship contender. In front of me, on pole, was my old friend from my time in the Suzuki Swift Johny Bean and on the second row was Fons Picavet who had made the trip over from Holland to race a Swift.

At the start, my get away was not the quickest, compared to rival Dave and Fons, they simply left me, so I made a last minute decision to take the joker loop straight off the start and it paid off as I re-entered the main circuit in clear space, so I had the room to push hard without getting involved in traffic that inevitably slows you down, when Dave did his joker lap I could see it was going to be close, but I had done enough to get ahead of him, Dave didn't relent though, he pushed me hard all the way to the flag and as the chequered flag fell I was in third place overall and first in class.

Two wins in the first two heats should mean that I am on pole for my class in the final on Monday. Anyway we left the track in bouyant mood, looking forward to heat three and the Final on the Monday.

For heat three I was starting on the outside of the third row, with new boy Steve Gaunt inside of me, Ken on the inside and David Bell on the inside of the back row. As the lights changed I got another good start and dived for the joker loop, with Steve behind me. Again I came off the loop in clear space and was able to push instead of getting tangled up in traffic. As the laps went by and people took their jokers I found myself in third overall and that is were I stayed upto the chequered flag.

So with three wins in three heats I have secured the bonus point for Fastest Time of Day (FTD) so all I have to do is a repeat in the final.

For the Final the BMW Minis where racing on their own. Starting from pole position I knew I had to get a good start because I had Dave Bell on the outside of me and Steve Gaunt on the outside, Ken on the second row.

As the lights went green I got a near perfect start, the plan was always to go for a normal lap and push as hard as I dared, trying to put space between me and Dave. I think Dave took his joker on lap two, but I continued pushing until lap three when I took my joker loop. I knew it was going t be close, but I managed to regain the circuit just in front of Dave, who kept me under pressure to the chequered flag. The result, my second win of the season is a real bonus for the team as they have all worked really hard to make the car competitive for me, and another bonus is that the car has suffered no damage at all, even coming home with both door mirrors. **Tony Lynch Wigan Motor Club**

WARRINGTON MOTOR CLUB TASTER EVENT 3rd AUGUST

NEWTON-LE-WILLOWS TOWN SHOW

Warrington & District Motor Club got their first chance to put on a taster event for the public at Newton-le-Willows Town Show. The organisers kindly gave us an old tarmac play area from a demolished school to use for the event.

The club purchased a Nissan Micra for the event and we put on an arrive and drive autosolo plus a display of club members competition cars. Sadly the car cried enough half way through the day but other club members stepped in with their cars to make the display an entertaining experience for the crowds who turned out in their hundreds to see the show.

The whole event was received well by the community of Newton-le-Willows with many people taking part in the live show and it also gave the club members something to talk about in the coming months.

Hopefully the club will arrange something similar in the future to keep bringing motorsport to the public in the area.



Warrington & District M.C. Chairman George Jennings presenting the Awards from the Newton-Le-Willows Town Show.

'Spirit of the Event' Award, Went to John Boggs for his all day tyre torturing efforts.

And, Autosolo Event Winner Damien Butterworth. Colin B, collected the award on his behalf....



Pryce takes maiden BRC win in Ulster

20 year-old Welshman Osian Pryce won the fourth round of the 2013 **MSA British Rally Championship**, Todds Leap Rally NI this weekend, becoming the youngest driver to win a BRC event since current WRC front-runner Jari Matti-Latvala in 2003.

The victory with co-driver Dale Furniss came after a nail biting first day, in which first Alastair Fisher/Gordon Noble, then leaders Tom Cave/Ieuan Thomas crashed out of the event, which had started with torrential rain in Enniskillen.

Rewarded for their consistency and tenacity were series leaders Jukka Korhonen and Marko Salminen, climbing from a lowly eleventh place on the opening stage. They extend their lead at the head of the tables to a huge seventeen points and must now be favourites for the title.

Northern Irish pride was upheld by Mark Donnelly, who recorded his best result this season in the **Pirelli Star Driver** car and helped DGM Sport stay at the top of the **BRC Teams Cup**. He and Welsh co-driver Dai Roberts eventually clicked with the Citroën DS3, buoying their confidence with some fastest stage times.

After an eventful first day in which DGM Sport lost Fisher from their stable and Morris Lubricants DMS, who only have Cave scoring, lost their man from the sharp end, Saturday looked like being a tussle be-

tween Pryce and Korhonen. Culina Palletforce crew John MacCrone and Phil Pugh were lucky not to receive more serious injuries as they crashed out at high speed too. They were both hospitalised, but given the all clear, although MacCrone's face was badly bruised and Pugh also took a bump to the head. The Finn had already rocketed to second overnight, 4.4 seconds down on Pryce. But the Welshman had the bit between his teeth and belying his tender years, drew clear of his more experienced rival as the day progressed.

Korhonen admitted that he was playing it safe, having never driven on wet asphalt before and playing the championship game. The pair even made a little pact that if one backed off, so would the other!

Nevertheless, the result is a momentous one for the Citroën DS3 driver from Machynlleth and after the rally he was clearly pleased: "We thought it was all over on the very first stage when we hit a bank, but we must have found the softest one in Ireland and to come back from sixth was fantastic. They were that hardest stages I have ever done, but it felt like the right time to win a BRC rally and I was three times hungrier for it than last year in Yorkshire, when we came so close."

The sensation of day one had been County Fermanagh youngster Jon Armstrong and new co-driver Karl Atkinson in the Fiesta R2. He stunned onlookers with an outright fastest time on the day's second stage, holding third place overnight. But Saturday's second test would not be so lucky for the eighteen year-old. Despite crashing out of the event he was prevented from heading home by a phone call from the BRC team, informing him of his **Pirelli Star Driver** nomination. The nomination was well received by many fellow competitors and his local supporters too. Armstrong's departure meant all but the top pair shunted up one, fellow Irish Fiesta crew Daniel McKenna and Arthur Kierans taking third place and top **Fiesta Sport Trophy** after some storming driving. They would be victorious once more in the **BRC RallyTwo** championship at the end of the event, eventually taking fifth place overall into the bargain.

Reigning **Pirelli Star Driver** Donnelly was one of two who leapfrogged McKenna, his countrymen Jonny Greer and Jonny Hart slipping past too for a season-best fourth. One of a very few English drivers, Callum Black also had a red letter day in yet another DS3, posting a personal best sixth after a rally that everyone agreed was ultra-tough.

With James Morgan on the 'notes, the 22 year-old from Brackley managed to fend off Steve Røklund and James Aldridge, who were consoled with the RallyTwo runners-up spot and seventh overall. Alex Parpottas and Jamie Edwards took to the **RallyTwo** podium for the first time this season in third, finishing with a flourish of fastest Fiesta time on the last stage.

Rounding off the top ten were Citroën C2R2 crew David Carney/Ray Fitzpatrick and a pragmatic Tom Cave/Ieuan Thomas, carrying a ten minute penalty after their off. Carney was really disappointed to have spent nearly two minutes beached on a bank, but took top honours in the **Ravenol Oils Newcomers Trophy** and now lies second behind Armstrong and ahead of Ben Mckay.

Kit & Tim Leigh, Ben & Jason Mckay and Harry Threlfall/Andy Bull were the final finishers who didn't use Super Rally, unanimous in their conclusion that it had been a truly demanding rally.

The battle for the **MSA British Junior Rally Championship** and **Twingo Renaultsport R1 Trophy** went the way of the Mckays again, drawing four points clear of Threlfall/Bull. Both drivers were blown away by the stages and conditions, but Mckay had pulled clear in the early stages and never looked back.

Of the cars that used Super Rally, Alastair Fisher & Gordon Noble grabbed enough points to stay second in the **Citroën Racing Trophy** behind Korhonen, with Cave third. And with another all-Citroën podium it is unsurprisingly Citroën UK which dominates the **MSA British Manufacturers Rally Championship**.

The final award, the **Mantis Best Presented Car** trophy and cheque for £250 wasn't claimed at the weekend. Not because Joe McGonigle's car wasn't pristine, but because he was one of several caught out by the difficult conditions, crashing out close to the place that Armstrong came unstuck

Seventh Heaven For Newby

Fresh from taking his sixth outright victory in last month's Manx-based Dave Corris Autos Forest Rally, Carnforths Arron Newby kept his sensational run going when he won the Jane Cowling Memorial Phoenix Stages Rally.

Comprising of 55 miles of mixed surface at Fulbeck in Lincolnshire and complete with a very strong entry, the 18-year-old Lancastrian knew it wasn't going to be an easy task to come out on top and as main rivals Rob Lowe (MG Metro 6R4) and Martyn England (Mitsubishi Evo 8) had opted for tarmac tyres, Newby and co driver Alex Lee decided to use a Pirelli Gravel tyre as punctures were a big risk.

Newby knew that he needed to extract the maximum from the TEG Sport Subaru Impreza to give himself a good chance of the victory meaning it was all out attack on the loose sections as he would lose out on the asphalt.

His plan worked well as he set a string of fastest times on the opening stages before the rain started to fall which allowed Arron to gain a 20 second lead which he managed impeccably throughout the remainder of the event and held on to claim one of his most impressive victories to date.

Arron Newby: ***"The new style Pirelli gravel tyre we got sent only two days prior to the rally was absolutely brilliant and just the job for today's conditions. The tyres combined with the new Alcatek diff ECU we were testing proved a fantastic combination meaning the car performed and handled better than ever. Thanks to Alex for a great job and the TEG Sport team as well as VP Racing Fuels and our other sponsors for making this possible."***

Stuart Newby, TEG Sport Team Owner: ***"Arron had to work hard for this win as the competition up front was stiff but he kept a level head and drove faultlessly all day. His speed over the gravel was outstanding so once again the whole TEG Sport team is chuffed to bits for him. That's seven wins in total and three in a month so hopefully we can keep the run going."***

Newby doesn't have to wait long before he's in action again as he plans on competing next on the Used Car Parts Solway Coast Rally.

Well he was going to be doing the Solway Coast but the car is in need of some new bits for the suspension. These bits wont turn up until after the event, so Arron has had to pull his entry and is now planning to do the Centenary stages instead in preparation for the Manx International. 190 stage miles of bumpy tar and narrow lanes!

Jane Cowling Memorial Phoenix Stages Rally



Picture courtesy of David Dudley Photography

TEG SPORT



BARCUD RALLY

BROTHERS Dominic and Jason McTear faced a race against time when they contested the Barcud Rally – and that was just to make the start.

The pair were making their first appearance in road rallying for almost two years, using the Aberystwyth-based event as a shakedown for next month's 'home' rally, the Clitheronian.

"The Barcud is a round of the Welsh championship and hugely-popular, with a full 75-entry and reserves in every class," explained Jason.

"We only secured a place with two days to go, but then hit trouble with our Peugeot 309GTi, which developed an engine misfire.

"Luckily, Anthony Edmundson, from A D Edmundson Rolling Road Tuning in Lower Darwen, stepped in to help.

"They diagnosed a head gasket problem, and rebuilt the top end of the engine and got it running brilliantly with less than 24 hours to go."

But Dominic and Jason, who are both members of Clitheroe DMC, had mixed fortunes on the rally, running in the top 20 for the first half of the event.

Trouble struck just before the petrol halt, when they got caught on a difficult white.

"It was halfway up a mountainside, and the car in front got stuck, and then the car behind us got stuck. We couldn't go forwards or backwards. As a result, we ended up going OTL.

"But we weren't disappointed with our performance. It was our first road rally for two years, so hopefully we'll get a good result on the Clitheronian."

Neil Johnson - Lancashire Telegraph



Photo : Rallyaround Photography



Rainworth Skoda Centenary Stages

Having taken a seventh outright victory in less than 18 months on the Jane Cowling Memorial Phoenix Stages Rally earlier in the month, Arron Newby continued his meteoric rise by adding the Rainworth Skoda Centenary Stages title to his list of achievements this weekend.

Comprising of 58 miles of sealed surface at RAF Barkston Heath and complete with another very strong and competitive 100-car entry, the 18-year-old Lancastrian once again dominated from the very first stage and was never headed.

Along with co-driver Gary Tomlinson in the TEG Sport Subaru Impreza, the pair were fastest on every stage in the morning loop and by the midway point, held a 30 second advantage over rivals Rob Lowe and last year's winner Nigel Mummery in his Ford Focus WRC.

With a healthy lead, Newby, from Carnforth, controlled the pace at the front but continued to set fastest stage times to emerge at the finish some 1 minute and 13 seconds clear of his nearest rival to claim win number eight and to once again lay claim to his place as one of the country's brightest young stars.

Arron Newby: "We took a gamble on tyres and ran a Pirelli RX9 dry tyre and they worked from the moment we set off. Because the stages were only seven miles long at most, we survived the day and made eight tyres last the whole event. I can't believe I've won yet another rally and having never been here before it made it all that little bit more special. I can't thank my sponsors enough for supplying me with quality products every time I go rallying especially Pirelli tyres and VP Racing Fuels and also the TEG Sport team and my co driver Gary."

Stuart Newby, Team Owner: "The run continues and I'm pretty speechless again! To win any rally nowadays is hard work whether it is a clubman event or WRC round; you need lots of luck, a reliable car and a good driver. After eight wins in a short period of time, I guess we've got the ingredients right at TEG Sport and hopefully Arron can continue his great run."

A refuse collector in Cairns, Australia, is driving along a street picking up the wheelie bins and emptying them into his compactor.

He goes to one house where the bin hasn't been left out, and in the spirit of kindness, and after having a quick look about for the bin, he gets out of his truck goes to the front door and knocks.

There's no answer.

Being a kindly and conscientious bloke, he knocks again - a bit harder and then harder still.

Eventually a Chinese man comes to the door.

"Harro!" says the Chinese man.

"Giddy, mate! Where's ya bin?" asks the collector.

"I bin on toiret," explains the Chinese bloke, a bit perplexed.

Realising the fellow had misunderstood him, the bin man smiles and tries again. "No ! No ! Mate, Where's your dust bin?"

"I dust been to toiret, I toll you!" says the Chinese man, still perplexed.

"Listen," says the collector. "You're misunderstanding me. Where's your 'wheelie' bin?"

"OK, OK.." replies the Chinese man with a sheepish grin and whispers in the collector's ear. "I wheelie bin having sex wiffa wife's sista!"

One summer evening during a violent thunderstorm a mother was tucking her son into bed.

She was about to turn off the light when he asked with a tremor in his voice, 'Mummy, will you sleep with me tonight?' The mother smiled and gave him a reassuring hug.

'I can't dear,' she said. 'I have to sleep in Daddy's room.'

A long silence was broken at last by his shaky little voice:

'The big sissy.'

TEACHER: Donald, what is the chemical formula for water?

DONALD: H I J K L M N O.

TEACHER: What are you talking about?

DONALD: Yesterday you said it's H to O.

Turnbull Trophy

Gibson grabs the glory.

Pete Gibson driving his usual Mitsubishi Evo 6 picked up his first ever podium finish in the scorching heat of sunny Stamfordham on the recent Turnbull Trophy. Once again, Tynemouth Motor Club set out 8 tests all about 10 miles long around the runways and perimeter roads of Albemarle Barracks to give 53 competitors a real testing rally. And they managed to get some good summer weather for the day as well. The action kicked off with Gibson setting 5th fastest time over the opening run despite clouting a straw bale. A couple of stages later and he clipped one of the many marker cones but he found this one was supporting an arrow and stake. The post flew up into the air and smashed into the middle of his windscreen. Visibility wasn't impaired too much and once the scrutineers gave the thumbs up, he was able to continue. Last stage before lunch and he over braked himself into the chicane prior to the split over the back of the circuit. He immediately thought he had picked up a puncture so he turned off the antilag and backed off. It soon became apparent that the tyre was still inflated and the noise was coming from panel damage to the front quarter. Time loss was enough to drop him behind a flying Citroen Saxo of Chris and Katherine Singer and into 4th overall.

Over the long lunch halt as the stages were 'turned around'; Pete talked things over with the team manager and formulated a battle plan for the afternoon. With all the body damage and now running out of tyres, he decided to reel in his attack and tidy up his style to drive with his head. Along with new co-driver for the day, Jo Emma Hind, they set about the business in the afternoon and the times were still very much on the pace. And within 2 tests were up to 3rd overall – a placing they'd hold unto the end thanks to a trouble free session.

Finishing right behind in 4th overall was Paul Swift in his Ford Escort with Jessica Bell alongside him. These was Jessica's first time co-driving so they had a slowish start and were down in 14th after the first test. After that it was a case of onwards and upwards as their partnership grew. A temporary loss of power steering and concern over tyres were the only concerns on their way to 9th at the half way. Things just got even better in the afternoon as they recorded a 2nd, a 3rd and two 4th fastest times to end up 52 seconds adrift of Gibson and Hind.

Chris and Katherine Singer riding on a high from their finish on the Clark, they were in maximum attack mode from the off. A couple of 6th and 7th fastest times over the opening 4 stages catapulted them into 3rd overall at the lunch halt. It hadn't been without a worry though as they entered first service with steam bellowing from beneath the bonnet of the Saxo Kit Car. A new pressure cap from Barry Lindsay seemed to sort them out and they continued on their way. The first 3 runs after lunch were consolidation but an engine mount broke near the end of the penultimate stage. All they could do was strap / tie the mount up and hope it would last over the final 10.1 miles. And they were disappointed at the end but also relieved to just drop about a minute. They still managed 5th overall, the class win and their second consecutive finish.



Pete Gibson and Jo Emma Hind in the Mitsubishi Evo6



Jimmy and Alastair Knox in the Peugeot 106



The Citroen Saxo of Chris and Katherine Singer



Paul Swift with Jessica Bell

Turnbull Trophy *Continued from Page 21*

Just over 2 minutes behind was local boy Stuart Wilson with Steve Dargan alongside in the left hand seat for the day. His little Vauxhall Nova had stood idle in his garage since last year's Turnbull, so his decision to rebuild the engine in the weeks leading up to the rally looked to be a wise one. Unfortunately, he struggled with very low oil pressure before a change of bearings solved the problem. And the engine ran without a hitch all day – their only worry being whether they'd have enough tyres to see them through all 8 stages.

Finishing in a lowly 16th place was the unique GTM Coupe of Ed Todd and Andy Brown. After their early season problems of getting the car ready, a test at Crail recently went well and gave the Durham crew some confidence. The 2 litre powered motor was certainly being thrown around the stages with plenty of aggression and at lunch they were happy to be in 14th place with everything going well. More steady runs, save for a big spin on SS7, and a good finish was on the horizon until 2 bolts sheared on a steering arm link on the hub a few miles from the end of the last test. With only one wheel steering, they dropped 5 places down the leaderboard and were completely dejected at the finish.

Phil Kenny found another empty co-driver's seat and took the opportunity to help Steven Hay and his Vauxhall Corsa around. Their only major problem was lack of brakes on the opening test. Once the system was bled things improved and they had a clear run.

Next up was our first Dad and Lad combination of Jimmy and Alastair Knox. The day started badly for them when their Peugeot 106 was found to have a cracked rear disc – before they left for MC1. A temporary 'fix' by clamping off the brake pipe got them started and they coped with 3 wheel braking. As other crews around couldn't help, the service crew started ringing around locals and eventually traced another disc that had to be collected 20 miles away and then fitted. They almost made it to the finish unscathed until a rear arm detached itself and left the wheel wobbling a bit too much for Jimmy's liking. Alastair made it through his first event without any mistakes too.

Nick Thorne was next in his Honda Civic with a new co-driver. His regular man had to pull out on the Sunday morning so it was lucky that one of his service crew had brought his overalls, helmet and licence along on the day. A puncture on the opening run lost him about a minute before regular top 20 times started happening. Then on SS6 he went off while attacking the 'panhandle' corner flat in 6th. He just understeered well off into the grass and only just missed collecting a tree. A bit of manual handling by the man from the silly seat and plenty of pushing got the car back on track but they had to take a stage maximum and they slipped down the order from 15th to 29th. Despite a couple of good times over the last pair of stages, they would only move up 4 places to end the day in 25th overall.

Chris Purvis was another man sitting in with a new driver for this rally. His move up to a Mitsubishi was to help a driver from the Isle of Mull on his first visit to the area. Things got off to the worst possible start with a puncture and the stage maximum time awarded. Next time around they picked up 7 minutes of time but it was always an uphill battle to make progress on the folk above. No more dramas for the rest of the rally and they ended up in 30th place.

On such a hard venue for cars, it was only natural that there were a few retirements. The first was James Thomson and Shona Hale when their Vauxhall Nova stopped after 3 corners of the opening test when the ECU plug came adrift. Further on in the same stage Stuart Walker / Julie McGuire were parked up with transmission woes or hopefully just a clutch problem. Next to go was Don Bramfoot who was co-driving for John Nicholson and they managed to complete the first stage and drive their Ford Escort into service. The front wheel was having quite a wobble though and they decided to retire when a worn suspension bush was discovered. Richard Stewart and Lewis MacDougall made it half way around SS2 when a small fire in the wiring loom of their Corsa ended their day. The Subaru Impreza of Howard Chopping was in an excellent 2nd overall when he too suffered what appeared to be a terminal clutch problem after the third test.

Jon Old retired his Seat Cordoba at the lunch halt complaining of a noisy gearbox. Barry Renwick and Paul Hughes were setting top ten times in the morning despite a power steering problem and running short of rear tyres for their Ford Escort. A change to narrower tyres for the afternoon didn't last long before they lost their brakes. They managed to drive back to service and into retirement from a fine 6th overall. Our final retirees were the Lindsays in their Peugeot 106. This isn't their favourite rally as they always seem to retire but a steady morning's work found them sitting in 11th place. The car failed to start during the lunch halt but eventually Barry managed to coax some life out of it and get through the next pair of stages. However, it wouldn't restart to go out for SS7 and despite trying everything, they finally gave up once OTL.

Woman: Do you drink beer?

Man: Yes

Woman: How many beers a day?

Man: Usually about 3

Woman: How much do you pay per beer?

Man: £5.00 which includes a tip

Woman: And how long have you been drinking?

Man: About 20 years, I suppose

Woman: So a beer costs £5 and you have 3 beers a day which puts your spending each month at £450. In one year, it would be approximately £5400. Correct?

Man: Correct

Woman: If in 1 year you spend £5400, not accounting for inflation, the past 20 years puts your spending at £108,000, correct?

Man: Correct

Woman: Do you know that if you didn't drink so much beer, that money could have been put in a step-up interest savings account and after accounting for compound interest for the past 20 years, you could have now bought a Ferrari?

Man: Do you drink beer?

Woman: No

Man: Where's your Ferrari?



Wilkinson Maintenance Tyneside Stages Rally

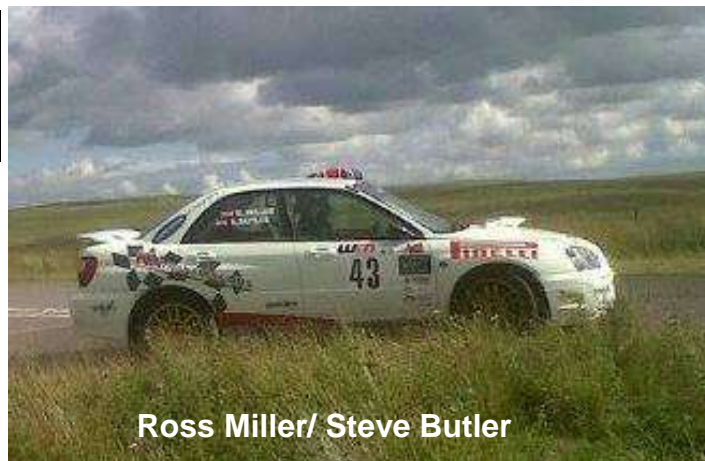
Tales from the Service Area

An innocuous comment at a CDMC barbeque, offering my van (plus windscreen washing skills) to Ross Miller/Steve Butler as a service barge, led to the van being loaded up with everything that a modern rally car requires one Friday night prior to heading up to Otterburn for the Tyneside Stages.

Not having done this before I was amazed at the amount of fuel that was being loaded and couldn't believe the cost of it.....surely if everyone had to use pump fuel, with appropriate mapping, this would reduce the cost considerably to everyone?

The Saturday morning became lunchtime as two tyres were replaced on the trailer within 5 miles of Ross's house followed by a surreal detour down a country lane towards Asda to get some fuel for the L200 that was pulling the Scooby. . I was accompanied in the Vivaro by the well known Clitheroonian Rally head honcho "Paul the Proton" Buckel. On the way up the M6 I discovered that Paul had originally had ambitions to match Chris Boardmans success on two wheels, but gradually realized it was not to be, when the last he usually saw of Chris was at signing on.....! Upon reaching Northumberland, Paul and I kept our silence and dutifully followed when the Butler/Miller lead vehicle decided to take a shortcut that involved a yellow cross roads, a stop, much gesticulating and then the bizarre sight of one of CDMC's leading navigators consulting a 2006 AA road atlas before deciding to head up a tarmac white (he later claimed it was a yellow.....) that was just wide enough for the trailer ! After the laughter in the Vivaro subsided we the convoy eventually arrived at Otterburn slightly late for the start of recce so it was unload and rush the car to scrutineering. Now to say that Ross wasn't happy when he came back with "a fail" was an understatement.....the scrutee had ruled that the pipes from the pedal box to the brake resevoirs through the bulkhead should have been braided – a pass was eventually given after Paul wrapped a load of reflective tape around the offending pipes.....how that made any technical difference whatsoever I do not know, but hey, it was game on ! Ross/

Steve set off on the last of the recce convoys and that was the last we saw of them for hours....felt like we were the last humans on the ranges by this time.....they eventually returned with the L200 just about out of fuel again. A worried team arrived in Bellingham well late for a pre arranged meal but Avril and Chris, our hosts for the overnight stay, were superb and sorted us out with a later table plus parking for the team in the NHS facility next door. We had been joined by Glynn (the spanners) and Dave (the photos) by this time, and after Ross had surprised us all by getting ready in less than an hour, a most enjoyable meal was had – enlivened by the entrance of a beautiful blonde plus a real time divorce taking place behind us! Rally morning dawned early, and after an enormous breakfast Glynn had pumped some more fuel out of the Vivaro to put into the L200 we set off for the ranges and parked up next to Major Motorsport (plus the blonde!) where we admired the quickest tarmac MK2 in the land. New tyres were picked up and a good morning exchanged with a dapper, in red, Terry Martin (if Top Shop did nomex.....) who had survived the night in a tent with some lads from Wales – I hadn't the heart to tell him that a bed went spare in our beautiful country house! Whilst his rally was to be a short affair unfortunately, Ross/Steve started steadily and gradually increased their pace throughout the day and started gaining places as others fell victim to the hard terrain. Paul and I spent the downtime talking to the Scottish crew next to us (difficult to tell but I think they preferred Evos to Scoobies – gearboxes heh..... which was to be prophetic) and Paul admitted a liking for Chase & Status..... the Accrington Massiive ! A mid afternoon spell watching, saw us present when Steve Simpsons WRC shed a wheel at high speed, in what could have been a major accident, but the car and errant wheel both stopped safely.....eventually! The final service arrived with a problem in that the front diff/gearbox was making expensive sounding noises.....a debate with Chris W (with Heidi, making it a real CDMC day out) ensued in which it was decided to do the final stage, albeit at a conservative pace. Despite the noise the lads cruised round and finished a satisfying 22nd overall on their first visit to the ranges and all that remained was to pack up , fill the L200 up yet again and head for home after a great weekend in good company . All in all an adventure for me and I observed that at this level of rallying, even with all the money being spent, a well driven little'un can still do very well (Barry Lindsay – finished 12th), with the new Fiestas looking downright gorgeous with the Millington engined cars sounding superb !!



Ross Miller/ Steve Butler





Wilkinson Maintenance Tyneside Stages Rally

Defending MSA Asphalt Rally Champion Damian Cole won the Wilkinson Maintenance Tyneside Stages Rally for the third consecutive year in his Ford Focus WRC. He and co-driver James Morgan finished the event just two seconds in front of the Darrian T90 GTR of John Indri/Peter James after nearly 90 miles of special stages on the Otterburn Military Ranges. 2010 Tyneside Stages winner Simon Mauger, with Brian Cammack reading the route notes, was third in his Ford Escort MkII, a handful of seconds behind the top two crews. Peter Taylor/Andrew Roughead took a fine 4th place in their Ford Focus WRC while Irishmen Robert Barrable/Stuart Loudon, who finished in the points on the Finnish round of the World Rally Championship last weekend, continued their test programme in their Ford Fiesta R5 with 5th overall. They re-join the WRC at the end of the month on Rallye Deutschland. Cole's win puts him back into the lead of the MSA Asphalt Rally Championship, but the result could have been so different. Steve Simpson/Patrick Walsh looked on course for victory in their Subaru Impreza WRC but, with just one stage to go, a front wheel parted company with the rest of the car and instant retirement ensued!

On a mainly dry day on Otterburn, roughly a third of the original starters failed to make it to the finish. Prior to the start there were high hopes for the Wilkinson Maintenance-sponsored Ford Fiesta of Chris Anderson/Chris Thirling who put in a giant-killing performance to take runners-up spot on the 2012 event. Unfortunately, it was not to be this time as the car went out two stages from the end. However, one crew who didn't actually make the start were Chris Jones and Ashley Trimble. Having scrutineered their Ford Focus STI on Saturday, the car was on its way to the Ranges when a problem with the rear brakes saw them catch fire. Although quickly extinguished, the damage was such that they put the car back on its trailer before it had turned a wheel in anger!



Terry Martin - SS1



Terry Martin - SS2



Damian Cole



John Indri/Peter James

A little boy was doing his maths homework. He said to himself, 'Two plus five, that son of a bitch is seven.
Three plus six, that son of a bitch is nine.....'
His mother heard what he was saying and gasped, 'What are you doing?'
The little boy answered, 'I'm doing my maths homework, Mum.'
'And this is how your teacher taught you to do it?' the mother asked
'Yes,' he answered.
Infuriated, the mother asked the teacher the next day, 'What are you teaching my son in maths?'
The teacher replied, 'Right now, we are learning addition.'
The mother asked, 'And are you teaching them to say two plus two, that son of a bitch is four?'
After the teacher stopped laughing, she answered, 'What I taught them was, two plus two, **THE SUM OF WHICH, is four.**'

A husband walks into David Jones to purchase a sheer negligee for his wife. He is shown several possibilities that range from \$250 to \$500 in price - the more sheer, the higher the price.
Naturally, he opts for the most sheer item, pays the \$500, and takes it home. He presents it to his wife and asks her to go upstairs, put it on, and model it for him. Upstairs the wife thinks (*she's no dummy*), 'I have an idea. It's so sheer that it might as well be nothing. I won't put it on, but I'll do the modelling naked, return it tomorrow, and keep the \$500 refund for myself.' She appears naked on the balcony and strikes a pose.
The husband says, 'Good Grief ! You'd think for \$500, they'd at least iron it !'
He never heard the shot.
Funeral on Thursday at Noon.
Closed coffin.

A little girl asked her mother, 'Can I go outside and play with the boys?'
Her mother replied, 'No, you can't play with the boys, they're too rough.'
The little girl thought about it for a few moments and asked, 'If I can find a smooth one, can I play with him?'

A certain little girl, when asked her name, would reply, 'I'm Mr. Sugarbrown's daughter.'
Her mother told her this was wrong, she must say, 'I'm Jane Sugarbrown.'
The Vicar spoke to her in Sunday School, and said, 'Aren't you Mr. Sugabrowns daughter?'
She replied, 'I thought I was, but mother says I'm not.'

Record breaking weekend at Cairncastle.

Larne Motor Club returned to Cairncastle for another double header weekend of the Millers Oil Northern Ireland Hill Climb Championship hoping that the driving would be the main focus rather than the weather conditions like the maiden two day event in 2012.

The Ballycoose Road provided the battle ground for thirty-nine competitors on the Friday and with the weather forecast looking bleak for Saturday we saw several drivers showing blistering pace and several records broken.

Rod Brereton travelled from across the pond in Lancashire to compete in his first Cairncastle hill climb and managed to finish second in class 11 in his Renault Clio behind Conor Lavery. Although he had clutch trouble throughout the weekend he had an enjoyable trip.

Class 8 provided everyone with great entertainment when father and son dual entry Rudi and Roger Gage laid down the rubber to take class honours. The times were close throughout the day but it was young son Roger on his first ever hill climb who was triumphant not only beating dad in the Maguire Mini but setting a new class record with a time of 77.24s. Class 9 also saw a new record set by Rory Stephens in his Radical again on his first time up the hill winning the class with a time of 75.99s. Previous record holder David Francis joined in with the Gage battle and was happy to at least beat Rudi to the top.

The weather was definitely on Larne MC's side and the king of the hill Graham Thompson set about to get the thing he has craved for several years - John Morgan's hill record which was set in 2006. Graham has been close to making the record his own over the years and on his second timed run he achieved his goal, breaking John's record with a new record time of 65.63s. Graham was clocked at 107 mph at mid-point which showed his determination in breaking the record. This time was undefeated for the remainder of the day with nobody else managing to break to 70s barrier and he won the event overall. People in the paddock were wondering if Cairncastle can ever be completed any quicker. Only time will tell, congratulations Graham

<http://www.larnemotorclub.co.uk/>

Well that's the brief, and the mention I got ,but what actually happened !!!!

Way back in March on Anglesey at the Lee Holland Rally we had a Formula Junior driver ...supported by his parent a one time top Irish Tarmac rally driver and he mentioned that closed road events in Northern Ireland came under the jurisdiction of the MSA and therefore the Blue book ruled !!!!, No Hans devices etc etc. Not that I have anything against these safety items ...its just the cost ...for me in the twilight years of competing.

So one quiet night after a bottle of red and a few beersA late night search on "GOOGLE"!!!! and so another seed started to germinate.

The Clio rally car had not done anything save being driven to Kitchens of Burnley since I competed on the 2009 Tour of Mull with "Ticker" nuff said !!!

I did a quick reckon up and decided to contact the organisers ...cheeky as ever asking if there were any ferry deals etc .Being ever honest, I told them I was a stump of a driver but liked a drop or two of Bushmills Irish Whiskeya reply come through "be jessus, a man after me own heart ".

So first thing get the car sortedEnter Phil Merrill he of the Honda Civic rally car preparation, any chance of doing a few jobs on me car, "no problem" so my trusty steed was whisked of to darkest Radcliffe for some long overdue TLC.

In the meantime I asked Mick Tomlinson for the use of his van...any chance of coming with youHappy days not only got a van but a very competent spanner man and more importantly a safe trailer driver. Ian Mills also volunteered to go so everything was go go go ...to quote Murray Walker.

First off book the ferry or get a price ,oops for the van trailer and 3£430 aargh that's a lot ,enter Larne Motor Club and there contact with NUTTS travel ...who I believe is run /owned by Dessie Nutt ex Irish Rally cross/Rally champion ...Ferry fare now £350 !!.



Photos courtesy of Phillip Stewart
philips279@googlemail.com

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Record breaking weekend at Cairncastle.

Continued from page 25

Regs came out entry fee for each day £85 or £140 for the two days (Friday & Saturday) be rude not to do both. Entry accepted and a phone call with regards accommodation to John the chairman, leave it with me. Fast forward a few weeks until the Wednesday before the off...Ferry booked for 10:30 sailing to Belfast from Liverpool cheaper than Cairnryan (Stranraer), Text message from Stenna Linesailing delayed until 14:30 due to technical problems no big deal more sleep, another text message at 5pm Wednesday delay now 6 hours !!!..not looking good finally a text message at 11pm that sailing cancelled, please ring the booking office for an alternative bookingguess what at 11pm how many ***** booking offices are open at that time. So I rang every number on the Stenna website and eventually got a container booking office at Felixstowe !!!!!,who then proceeded to book me on the Stranraer ferry for 2:30pm Thursdayearly set off o drive up there basically turn left of the M6 at Lockerbie !!!!

Eventually we got to Belfast to be rung by John who directed us into Larne, where he met us and took us down to our digs 3 double beds and an en suite in one room ...gives you some idea of the size all this and a breakfast for £25 per night The Manor Guest house was our domain for the next three nights. By coincidence it was 100yards from the Larne ferry terminal ...worth remembering for 2014.

John our guide nowsuggested we dump our gear and follow him up to the hill etc etc., A drive up the hill in the van and yup my pre event nerves were starting ...saving grace here only Mick & Millsie knew me Back to the pub for some foodfish and chips and a look at the photos of the celebrity visitors in this small local pub, the late Dave Allan and singer Christy Moore.

Up for a fine Irish fry up breakfast with freshly home baked soda bread and off we went, for scrutineering

What number am I? I asked reply "well seeing it's your first time in Larne, we thought number one would be appropriate".

I saw the scrutineer and asked her ... yup a female scrutineer of 18 years standing, could you please scrutineer the Clio ...done it ...not Sat in a Rally Clio for ages she said, please may I see your helmet and overalls ...job done,

Serious time now begins .me on the start line crowds around me and light goes to green, wind it up drop the clutch and watch the car lunge forward breaking the beam in plumes and plumes of acrid white smoke as the wheels are just spinning away as the clock is tickingcrowds loved it cheering and clapping, disastrous run 125 plus seconds...me hoping to get down to below 100.....no chance.

Second run eased off the line then "flooded!!!" it into third ,back to second what the ***** hell is up with this car dying off in third etc, still a better time 115 ish.

I then decided to ring Neil ..who built the engine to find out what was up.

I said I rev it in second put it in to third and it goes flat,

Rod .Neil says, " when you say you rev it ..too what exactly ...I reply I'm well on around 5000rpmstunned silence then outburst of laughterIts red lined at 8200rpm oops

Mick then commenting I should stop lazy driving like my diesel.

So onto timed runs I'm going it for it now second gear all the wayJesus this thing has a mind of its own still my best time was 112.12 so quite an improvement, unfortunately my earlier antics of holding the car on the clutch etc had a detrimental affect so I called it day to save the clutch for a run on Sunday

We paid £8 for the Bar-b-que and went to the prize giving ...surprise surprise I got second in class ...out of two to an ex Prodrive Tarmac BMW full house car..

Sunday was much the same but a couple of incidents and wet weather curtailed time runs somewhat so me with a slightly "iffy" clutch an even iffier Alternator just did one timed runback at the Barbie and guess what another second in class ...I came home with two Dublin Cut glass whiskey glasses.

Of the event ...110% brilliant, the course is actually the first part of a stage on the Ulster Rally .The people just go the extra mile to ensure you get the best deals etc ...I believe there will be three Pendle crews on the event next year myself, Mick and Simon Nicholson.

The fastest bloke was in a single seater who did the whole 1.65 miles in 65 seconds!!!! Touching 150mph, makes my 76 mph a bit tameresults etc are there website also on there website are several u tube videos which are well worth a watch.



*Photos courtesy of Phillip Stewart
philips279@googlemail.com*



picture courtesy of Scott Turner

Perez Takes Datsun 260 To Class Victory In Wales

Triple British champion Steve Perez got back to his winning ways when he contested the Neath Valley Stages at the weekend as part of his preparations for the Kenya Airways East African Safari Classic Rally later this year.

Driving the Amigos Tequila-flavoured beer branded Datsun 260Z in which he has contested the Safari Rally on three previous occasions and will do so again this year, Perez, from Chesterfield, and co-driver Sasha Heriot battled against a couple of handling issues to emerge in 12th overall and third in class B12 but took the Series 6 class victory to add to previous successes this year.

The 2003 British Historic, 2004 National ANCRO and 2010 BTRDA champion also netted maximum points in the WWRS RAC Rally Championship class, declaring the event a success and he was happy with the result:

"This was mission accomplished this weekend with a great test in Walters Arena on Friday followed by a good, clean run in the rally without any major problems. Because the car is built to withstand the rigours of the Kenyan terrain, it's very heavy and uncompromising so we couldn't be as competitive as what we'd have liked but we still got some big air on a couple of the jumps! To put it into perspective, the whole rally this weekend was less than half the mileage of the first stage of the Safari Rally but it was good to give the Datsun a shakedown and it was a bonus that we achieved a good result against more modern cars. What it also means is my fellow competitors in the Gentlemen's World Rally Class (G-WRC) Andrew Siddall and Geoff Bell will have taken notice of this result and will need to up their game in their respective similar cars when we get out to Africa!"

The Kenya Airways East African Safari Classic Rally takes place between 21st and 29th November 2013 whereby Steve has seconded legendary co-driver John Millington into action, but before then, Steve will be in action on the forthcoming Ulster Historic Rally as well as the Roger Albert Clark Rally in November, both of which he will contest in the Amigos Tequila-flavoured beer



Image thanks to Gasmark Media

GEORGIA SHIELS Flying again at the Neath Valley Stages Rally Saturday 10th August 2013.

As the sun shone down on Neath Valley Stages in Wales, Georgia and the ACW Motorsport team arrived at the start-line in good spirits and determined for a good result.

Neath Valley Stages contain some 45 miles of demanding forest conditions, some of which include the likes of world famous **Rheola** and **Margam** Forests which are regularly used on the challenging and demanding Wales Rally GB calendar.

The morning stages started well for Georgia, and the immediate pace was exceptional for only her 3rd gravel rally. On SS1 the pace increased and Georgia caught up with the car ahead, which started 1 minute earlier. On SS2 Georgia continued the increased pace and again caught the car ahead and this time passed it. This was quite something, as the dust being thrown up meant that Georgia was driving blind with visibility down to a mere few meters ahead.

The pace continued through SS3 and this time Georgia had a clean run with no obstacles or cars to pass. After lunch however, Georgia (and co-driver Chris Davies) encountered a puncture on SS4, so decided to push on to the end with around 2.5 miles to go. A massive amount of time was lost, but maximum attack again as the punctured tyre was replaced with seconds to spare before the final Stage SS5. With a clean run, Georgia was again driving exceptionally well and due to set a blistering time over the longest stage, but with only a few miles to go to the finish line; a driveshaft broke on a hairpin right. It was game over and Georgia was "gutted" to have encountered a failed driveshaft with only minutes of driving remaining and what could have been an easy 2nd in class and around 17th overall.

Although it was not the ending any of the team wanted, Georgia Shiels/Chris Davies, plus the whole ACW Motorsport Team agreed that many positives could be taken away from the weekends rallying. Most importantly, Georgia was showing many of the more experienced drivers how it's done and all from a mere handful of hours behind the wheel of a rally car. With continuing improvement across the board and ability to put into practice the recently learned pace-note training, the whole team agreed that Georgia is learning her 'TOTAL' rallying craft at an amazing speed, with lots more excitement still to come..... Just watch me fly!

Like' my rallying page on Facebook for regular news and updates.

Geogia Shiels

Scammonden Dam Sunday 18th August. Arrowsmith wins, Taylor gets record.

A disappointing entry of just 25 competitors were greeted with a wet and windy morning at Scammonden Dam, when **PDMC** ran their August Hill Climb, which was also the third and final round of the Scammonden Challenge, rounds one and two were run by MG Car Club (North West) and Mid Cheshire MRC respectively.

Two practice runs and one timed run were completed before a further seven runs were run after a lunch break. Fortunately the heaviest rain of the day fell during the break and when competition resumed out came the sun and with a drying wind the competitors got ideal conditions for all the remaining timed runs.

Richard Arrowsmith in his Force PC was the class of the afternoon, during his last six runs he became Mr consistency his times all in the 26 second bracket and varying by just 0.49secs with the **FTD** being **26.15** sec on his seventh run.

Claiming second overall and setting a new class record to boot was Paul Taylor from MCMRC in his Mitsubishi Evo, his time of 27.86 seconds beat the previous best by just 0.04 set way back in 1999.

Paul's time of 27.86 just piped Martin Walker (Westfield) who made his best at 27.87 to claim third.

Another closely fought class was class SB, for Standard Saloons and sports cars 1400cc to 2000cc, where Luke Pinder, Renault Clio, won the class with a time of 30.77, just inching ahead of Stephen Byrne, Toyota MR2, by 0.11 secs.

Another notable performance came from **Mark Hughes** who claimed a class win and sixth overall in his beautifully prepared Ford Escort Mk11 with a time of 29.14.

Results

FTD.	R Arrowsmith	26.15
Class SB.	L Pinder	30.77
Class 1A.	M Coggins	33.09
Class 1B	S Price	29.82
Class 1C	P Taylor	27.86
Class 1D	R Holt	31.44
Class 2A	M Walker	27.87
Class 2B	S Nicholson	28.21
Class 4A	J Lambert	29.28
Class 5A	R Arrowsmith	26.15
Class 5B	S Cawley	29.44
Class R1	M Vary	29.91
Class R2	M Hughes	29.14

Thanks to all the people who made this event a success notably all the marshals' and those who donated towards the marshals' draw.

Ray Duckworth : Pendle DMC



FTD. : Richard Arrowsmith



Paul Taylor on his record breaking run

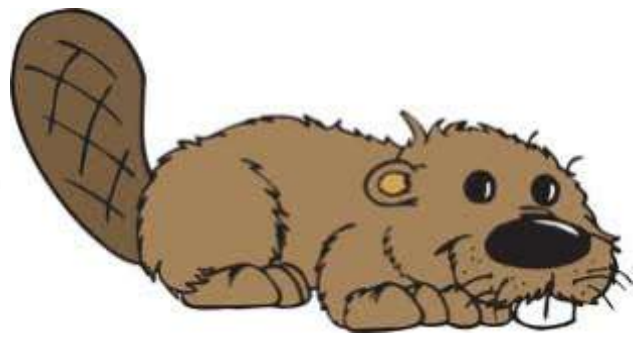


Martin Walker took 3rd in his Westfield

**LIVE EACH DAY
LIKE IT'S YOUR LAST.**
One day, you'll get it right.



Beaver *(Matt Kiziuk)* Tales



Team Blacksheep's Bank Holiday Bonanza

Well its been a busy old bank holiday weekend for myself and Ste. Saturday night saw us down in Welsh Wales watching the Breidden Road Rally, and on Monday we had a little jolly down to Oulton Park to watch the Rallying with Group B Boys doing their demonstrations.

Breidden Road Rally

This was my first excursion down to Wales to watch some Road Rallying and I have to say I was mighty impressed with the entire setup. The start venue was a wood yard just outside Welshpool which I believe was owned by the infamous "Mad" Mick Jones. In the grounds of the wood yard, Mick had built a gravel special stage which ran through the yard and over the fields and hill opposite. The 2 laps of this stage gave the 1000 plus spectators a great view of the action.

After this it was out into the lanes. We had managed to grab a local to guide us round, trying to keep up with him was fun !! The first spot we stopped at was a NAM through a farm yard. The farmer, his wife and children as well as half the village were all out watching as the cars slotted right into his yard, down to the house, round the back of the cow shed, through the cow shed and back out onto the main road. This was a great spot and the craic was fierce! All the locals were cheering on the top lads and Merrion "the stallion" Evans did not disappoint, throwing it sideways into the yard and keeping it lit!

From here we headed to a control with Dan and Robbie, our Welsh guides. This was the end of a competitive section, the top crews just cruised in with time to spare but some of the later crews were still pushing hard all the way to the control.

All in all it was a brilliant night, I was surprised by the number of people watching and to be fair, we didn't really see any of the "trouble" people go on about with Welsh rallying. We met some belting people who were more than happy to welcome us to their event, saw some amazing drivers who were really quick through the lanes and generally enjoyed ourselves. I'll definitely be back to watch in the Welsh lanes and hope to do an event their next year. I'd thoroughly recommend anyone to go and watch down in Wales, quite simply one of the best nights rallying I've ever seen.



From here we headed to a control with Dan and Robbie, our Welsh guides. This was the end of a competitive section, the top crews just cruised in with time to spare but some of the later crews were still pushing hard all the way to the control.

Oulton Park Gold Cup

After the fun of the Breidden, Sunday was spent recovering with the aim to go fishing on Monday. However, Monday came and both Steve and myself realised we had no bait !! A quick scan of the internet and we decided to head to Oulton Park to watch the Gold Cup event.

This basically was classic single seater race cars and touring cars out doing demo races round Oulton Park. The main attraction for us though was the Rallying with Group B lads and their demo runs on the drifting circuit. It was a great experience to be able to get up close to so many great machines and hear them spitting and growling. If I'm being brutally honest, a few of the guys seemed to be holding back a bit, mind if I was driving a car worth as much as some of these machines on a surface with zero grip, perhaps I'd be steady on the throttle too.....

Well that was the bank holiday, next outings are The Countdown competing with the grumpy old git in the silly seat, then the Clitheronian with Tony Vart pointing me round. See you all on the lanes



Matt Kiziuk

PRIMROSE TROPHY, 12 Car Rally

August has been a bit on the quiet side for Road Rallies so Beaver (Matt Kiziuk) and I have been busy putting together a 12 Car Navigation Rally for CDMC. Beaver as Clerk of Course (Chauffer, Ideas, Route & everything I refuse to do) and me as general dogsbody (Entries Sec, Event Sec, Chief Marshal, Results etc!)

Despite how the above might sound - we have had a great time working together to get it all ready.

We have learned how to use MAPEX (the electronic means for submitting your route to both the msa & RLOs) Well - sort of learned how to struggle through it - could do with some expert tuition though

The Event is planned for Thursday the 5th of December and covers approx 40 miles of all tarmac roads on sheet 102

The idea is to get 6 Novice Navigators sat in with 6 Expert Drivers & 6 Expert Navigators with 6 Novice Drivers so that the Novice will gain some good advice and tips from the more experienced competitor.

Regs should appear on the CDMC Website early in October (Got to get the Clitheronian out of the way) and entries will be accepted on a 1st come 1st served basis. Navigators and Drivers will be paired up by lot and will need to submit an entry each

MARSHALS WANTED

Tel. Maurice 07788-723721

Or email : sd34news@gmail.com

The Barrow Taxi

You might just have noticed that for the 1st time ever there is no Barrow Taxi column this month.

The 3rd Wednesday of the month is Kirkby Lonsdales normal club night.

Every other month this clashes with the SD34MSG bi

-monthly meetings and I cant be in 2 places at once. The KLMC meeting in August was KLMCs Concours night and despite their Newsletter clearly stating that it started at 6-30pm - yours truly did not turn up until the normal clubnight start time 8pm (must read the newsletter more carefully!). A whole host of very desirable cars were on display and quite a few 'Old Faces' to natter to but I couldn't find Paul Brereton anywhere and we had arranged to meet up to discuss the 'Doonhammer', 'Durham Dales' and Solway rallies that we had entered . I rang him but failed to get an answer. Five minutes later I get a call from Paul - he is unwell, finding it hard to chat he says he will phone later.

Thursday evening I get a text telling me that he is sat in Barrow Hospital and will let me know how he gets on.

I have phoned his office and the Rottweiler's that man his call centre are well trained and give nothing away.

I eventually managed to contact his son Andrew and Paul has since contacted me. He might need surgery

Get well soon Paul

I know there was not much on in August to write about but the lengths that Paul will go to get out of writing the odd piece for me is truly amazing !!!!!!!!!!!!!!!!!!!!!

Ps He was more upset that he couldn't go rallying than the thought of Surgery !!!!

I have managed to get another ride for the Durham Dales but I am now looking for a ride on the Doonhammer. Paul has also cancelled his entry on the Countdown & Clitheronian



Mo's Mutterings

or

'Grumpy Old Git' gets on his Soap Box'



Back in June I collected Malc Graham from his house to take him to do his stint as Guest Speaker at Waddington Club.

On the way he asks me how we had done on the G&PMC Memorial Rally. So there I am explaining how we had a bit of a wrong slot in the fog on Lythe and how searching for the none existing Code Board on Marsha Fell had cost us time, plus the silly envelope code prior to Petrol and with the odd 'if and but' we could have won it.

So why didn't you, he says.

Well we put it off into a ditch on Dandy Birks, says I. So hadn't you warned your driver about this ditch, he says.

Not about the ditch, I say, I didn't know it was there but I did tell him to take it steady as it would be slippy going down Dandy Birks.

ITS STILL YOUR FAULT - he says. You obviously didn't tell him right or he wouldn't have gone off !!!

Bloody Drivers Union !

How do you argue with Malc?

On the same subject : Following the event we had a look at the tyres. Our (only done 8 miles) ex Forest Stage Rally Tyres (E marked) had almost become slicks. Slightly worn! No wonder they didn't grip going down Dandy Birks. I assume Malc would blame me for this too - me not checking tread depth at petrol ! New Tyres obtained for the Morecambe and this event is then Cancelled - At least we now have some new rubber for the Clitheronian



Rally of the Tests

I am informed by my driver for this event that it is traditional to wear period dress.

Despite my efforts to retain my favourite clothes from the 70's my wife was in the habit of removing them from my wardrobe whilst I was out earning a living and disposing of them in the bin. (despite my best efforts - the Kaftan, psychedelic shirts and flairs have all gone) I have been on line to look what might be available

Found this fetching little number (above)

However, I am not sure that I want to look an even bigger pratt than I normally do.

I sent the above image to Paul Crosby (my driver for the RoTT) and he commented that the period dress referred to was more 50's & 60's.

Any body know where I can get either a Teddy Boy suite (complete with Brothel Creepers) or a Clement Attley suite, Oxford Bags and trilby?

Inside the Industry

UK Car Sales Surge, European Sales Bounce Off The Bottom At Last?

I won't bore you with all the details of July UK car sales, suffice it to say sales were almost 13% up on last July. Audi sold more than 25% more than BMW and are now about 10% ahead of their rivals YTD. Mercedes continue to make more progress than either, so it should be a 3 way fight by 2015 as Merc predicted last year. The big battle is about to commence with September being the second biggest monthly market in the year.

Meanwhile there was a hint of hope that European sales are beginning to recover. In July sales in total were almost 5% up on last July, although the YTD figures are still well down. Ford, BMW, and Mercedes are doing best of the big boys, VW (surprisingly) are down and Opel Vauxhall doing very badly (see below).

Depreciation

Most people who buy new or near-new cars know that the biggest cost of ownership is depreciation, the loss in value from the price you buy at and the price you sell at a few years later. Of recent years the rate at which manufacturers replace models has increased. While consumers demand the latest technology these shortened product life cycles are increasing depreciation rates as cars become "old" more quickly. The original Ford Fiesta was introduced in 1976 and continued largely unchanged until 1983. The 2008 Fiesta was replaced in 2012. Similarly the original Golf was introduced in 1974 and replaced in 1983. Golf model changes are now about every 4 years as well.

A recent industry analysis of varying car depreciation rates showed clearly that those which are update more frequently depreciate more quickly, all other things being equal. There is, as they say, no such thing as a free lunch!

BBC Industry Analysis

On August 4th BBC Broadcast a programme "Das Auto: The Germans, Their Cars And Us". This purported to be a serious analysis of the rise of the German car industry since 1945 and the decline of the UK industry in the same period. The BBC managed to carry out their "serious" report concentrating almost exclusively on what was Austin and Morris, became BMC, became British Leyland, became nationalised, became Rover, became part of BMW, became bought by the infamous "Gang of Four", became bankrupt, became Chinese.

There was a fleeting mention of Ford (who have actually been market leaders for most of the period since 1945), and the Beeb felt no need to mention Vauxhall or Rootes became Talbot became Chrysler became Peugeot at all! The programme quite fairly accused BL of having poor management I once met Donald, later Lord Stokes, their Chief Exec. He didn't have the faintest idea what happened at dealer level, laughable. However in the 1960s and beyond I would contend Ford had BRILLIANT management, and that is why they were able to move from being a poor second to BL in sales to being way ahead. Ford were run by Sales & Marketing, Product Planning, and nobody dared ignore the dreaded bean counters in Finance. BL were run by engineers, in particular the brilliant Alec Issigonis, who designed the wonderful Mini (BL Finance analysis was so poor they lost money on every one!) after the Mini Alex was BL God, and they made and tried to sell whatever he designed.

The very same evening Top Gear (of which I'm not often a fan) quite rightly paid tribute to the record volumes of cars coming out of UK factories just now. OK these are largely foreign-owned but they pay thousands of British employees and suppliers every month. TG also managed to mention that one third of the Ford diesel car engines sold in the WORLD are made in the UK. And that of the 22 cars that line up on the F1 grid every couple of weeks 16 are made in the UK.

Just another example of the BBC using OUR money to unfairly run the country down.

Lotus Revival?

It was recently announced that Lotus felt they were "ready" to work on new products, and 45 specialist engineers are being recruited. Currently production is down to not much more than 1000 units a year, so we shall see. I would advise against holding your breath on this one!

Watch Out There's a Lib Dem About

I have no intention of straying into politics. Some of my best friends are Lib Dems. OK ONE of them. However I was concerned that the LDs have recently proposed a policy that will only allow electric, hybrids, or hydrogen powered cars on UK roads by 2040. That may seem a long way away, and many of us are confident of not being around to witness it, but if you think about it the cars being bought in 10 years time may be illegal before they have reached the end of their working life. All the problems associated with zero emission cars like cost, range, infrastructure for re fuelling and recharging and so on will need to be solved by 2030, because nobody will buy a petrol or diesel much after that.

As far as enjoying your classic cars is concerned, don't bank on an exemption!

Where Will You Buy Your Next New Car?

I have written about this before. Some research has just been published showing that 31% of UK buyers under 35 years old are happy to purchase a new car online, and 28% of those over 35. BMW are about to launch their new electric car range, the i3. You will be able to buy one over the internet it is said. Most customers will lease not buy. Many will arrange a test drive at their home or office. Many will NEVER visit a dealership.

What price all those multi-million pound showrooms the manufacturers have forced their dealers to build in recent years by 2025 I wonder? And quite frankly dealer standards are often dreadful. I have to be careful because as many of you know I was one. Now I'm on the other side of the fence seeking cars and vans from dealers for my

Continued on page 32

Inside the Industry

Continued from page 31

customers. So many dealers don't respond, or respond so slowly. This week I got an enquiry for a new Bentley, a mere £160k. I e-mailed 10 Bentley dealers giving them 24 hours to respond (which is what the client had given me). 5 responded in time, 1 was late, 4 didn't bother. The internet isn't like that, it always responds.

Old Question:

"Why don't car salesmen spend time in the morning standing around looking through the showroom window scratching various parts of their bodies?"

Answer:

"Because if they did they would have nothing to do in the afternoon."

By the way the discount I eventually negotiated on the Bentley was amazing, even I won't detail here!

GM Europe

I've written about the problems of Vauxhall/Opel before. Of course Ford Europe has similar problems but seems to be climbing out of the mire. Not so GM. As mentioned above their sales are falling across Europe whilst Ford's are rising. Problem is that consumers are just not *excited* by the products. The cars are often good, and better ones are said to be coming, but if there is no strong desire for the brands GM are back to selling to the rental industry and other big fleets at big discounts that leave no profit.

GM Europe has racked up \$14 BILLION in losses over the last 12 years. However it would cost a one-off \$13 BILLION to close it. Better to struggle on one analyst suggests as no GM CEO is going to write off that much in one year, they would rather take a loss of approaching \$2 BILLION EVERY year.

However the US is the home of country music, and as Kenny Rogers said:

"You gotta know when to hold 'em, know when to fold 'em, know when to walk away."

Anyone in Detroit fancy a game of cards?

Paul Gilligan

pg@gvcontracts.co.uk



Many congratulations to

David Wright and the new **Mrs Shelly Wright**

(nee Rogerson) on their recent wedding. David has had a bit of a mixed season so far this year, including a pretty expensive car rebuild after an incident on the Malcolm Wilson. How the wedding costs compare to a car rebuild will rightly remain a secret. And maybe an extra benefit of marrying another competitor is that there will be less 'discussion' about the importance of the rally budget!



A man walked out to the street and caught a taxi just going by. He got into the taxi, and said, "Perfect timing. You're just like Andrew"

Cabbie: "Who?"

Passenger: "Andrew Sullivan. He's a guy who did everything right all the time. Like your coming along when I needed a cab, things happen like that to Andrew Sullivan, every single time."

Cabbie: "There are always a few clouds over everybody."

Passenger: "Not Andrew Sullivan. He was a terrific athlete. He could have won the Grand Slam at tennis. He could golf with the pros. He sang like an opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."

Cabbie: "Sounds like he was something really special."

Passenger: "There's more. He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, which foods to order and which fork to eat them with. He could fix anything. Not like me. I change a fuse, and the whole street blacks out. But Andrew Sullivan, he could do everything right."

Cabbie: "Wow. Some guy then."

Passenger: "He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them. But Andrew, he never made a mistake, and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was in the wrong; and his clothing was always immaculate, shoes highly polished too. He was the perfect man! He never made a mistake. No one could ever measure up to Andrew Sullivan."

Cabbie: "An amazing fellow. How did you meet him?"

Passenger: "Well, I never actually met Andrew. He died. I'm married to his bloody widow!"

WRGB
Radio Crews & Marshals
Radio Staffing Report,
20 August 2013:

Summary:

Following a tremendous response to our invitation for radio cover most stages are now full. There are a few places still available, please see the below lists.

RST Registrations:

Within the next couple of weeks I will be allocating all the registered crews onto the posts on each stage - PLEASE NOTE THIS IS IMPORTANT - There are a small number of radio crews who have informed me of their requirements and still need to register or up-date the RST event data base. IF YOU ARE NOT REGISTERED ON RST I CAN'T AND YOU WON'T BE ALLOCATED A POST., please do it now if you are one of those. rallystageteam.co.uk/

The Event Management System or the A System:

If you have been invited to help with the A system network and haven't advised me, please do so in order I can keep my lists up to date.

The Event Car Tracking back-up, the B System:

A few still needed - anyone is interested to join a team, please let me know.

REECE Registrations:

Loads of room for more radio crews on most stages, any help would be appreciated, just let me know.

Heroes Stages Rally
(Supporting the "Help for
Heroes" Charity)
Weeton Barracks
30th September 2012

From the same team who run the successful Lee Holland Stages on Anglesey. - This is to welcome, advise and invite you to help with Safety Radio cover on this new event, It may seem a little early to notify you as we still over a month away, but it will give you chance to plan ahead and fill in your diaries - The Clerk of the Course will be our own Alan Shaw, Gemini 39 and his team have promised us good action all day. Alan tells me he is hoping for a full entry of 80 cars, the first car will become competitive at 09:01. and hopes to run all 12 stages.

OUT & ABOUT
With Gemini

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

Following the first 13 rounds in this years championship here are the leaders.

1	Peter Langtree	G 48	40 points
2	Tony Jones	G 56	38 points
3	Ian Davies	G 23	35 points
4	Adrian Lloyd	G 14	30 points
5	Stuart Dickenson	G 13	26 Points
= 6	Eve & Graham	G 18	26 Points
= 6	Chris Woodcock	G 25	26 Points
= 8	Mark Wilkinson	G 11	21 Points
= 8	Keith Lamb	G 9	21 Points
9	Alan Shaw	G 39	20 points
10	Lee Skilling	G 37	18 points
11	John Ellis	G 33	17 points
12	Ian Winterburn	G 4	15 points

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

As a reminder to register your attended events with Dave Thomas - at the August ANWCC meeting we had another winner of £25 being won **by Keith Lamb Gemini 9**

Welcome to the 2013
Pendragon Stages Rally

May I welcome and invite you to assist with Safety & Medical Radio Communications Network on this year's Pendragon Stages. This year event will again be running as a single venue rally on the unique Warcop Army Range close to Penrith in just a few weeks time. We still require lots of radio crews and if you are free to help please let me know. I would also like to confirm the event is definitely on the **22 September**, some of you have queried this but it has been for most of this year, in fact the change was confirmed just as the MN Diary had gone to press! Apologies for any confusion. Same format as 2012, except we will start first pair of stages on Pinsent Way, just as we finished ss7 & ss8 last year. There may be some minor tweaks to individual stages, says Bob Milloy. I look forward to hearing from you

2013 Events Dates
RADIO CREWS REQUIRED
For the following Events

Contact : Bill Wilmer
Gemini Communications

Stobart Rail
Pendragon Stages
Warcop - Cumbria
Sun 22nd Sept

P&DMC + G&PMC
The Heroes Stages
Weeton,
Sun 29th Sep

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

Wales Rally GB
Final WRC Round of 2013
NORTH WALES
13th to 17th Nov

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

Clitheroe & DMC
Hall Trophy Stages
Blyton
23rd November

Gemini
Communications Team
MOTORSPORT MANAGEMENT
SAFETY SYSTEMS
Serving Motorsport
for 45 Years
www.geminicommunications.org.uk
Bill Wilmer 07973-830705
w.wilmer@btinternet.com

Fire !!

August 9th 2013 and Accrington Cricket Club (known to all as the home of a good fire and a pie) is the venue for the annual rally marshals fire safety training organised by Steve Johnson with support from 'Volunteers in Motorsport'. This year Steve is assisted by the first class organisational skills of Jan Baddeley (online bookings, signing on and certificates ! and of course Derek Machin). The hands on training is delivered by our friends at Pennine Fire & Safety Limited, but more of them later on.

As an 'officially' recognised Gemini Communications event, the Gemini radio team are well represented including our newly registered Gemini Recovery crew, with Bill as ever present as our team leader, radio co-ordinator and general 'elder statesman'. Bill makes a fine 'royal' entrance chauffeured by Chris Jarvis and co-driven by Tony Lee, making a regal royal wave to the crowds from his elevated rear seat

(at least I think that's what the hand gesture was) as he sweeps into the venue in Chris's Freelander.

It's a fine evening after I drive over from my Liverpool base and find my way to the cricket club, arriving about 6:45pm as the evening fitness and batting practice in the nets starts. After "signing on", we are briefed and Steve has organised a choice of theory followed by practical training for new or inexperienced marshals and for those with experience there is the chance for a longer practical session.

With many years of experience between us the Gemini team quickly decide upon the practical session and gather on some waste ground to the side of the cricket pitches. Our trainer from Pennine Fire & Safety introduces the practical training and explains the series of fires he is going to set. A line of three cut down steel drums filled with what looks like petrol and finally one with a tyre for added effect are lined up and are soon well alight after a little help from a propane torch. We pair up, one with a powder extinguisher to knock the fires down and than a second marshal with a foam extinguisher to cool and seal the fire, hopefully preventing re-ignition. With the obstacles well alight we approach the line of fires and our instructor provides guidance and advice as we tackle them. His direction is calm and directive, helping the trainees gain in confidence and technique. Once the fires are out, we rotate the pairs so everyone has the chance to use both the powder and foam extinguishers.

The training is relevant, very real and our trainer engages with the Gemini team as we reflect upon the realities of rally marshalling. His talk of recent circuit training and marshals' posts at Oulton Park with their fire extinguishers, teams of marshals, toilets and meal breaks puts a smile on our hardened rally faces. For us the reality out in the forest stages particularly is usually very different, the next marshal to your radio point can often be some considerable distance away and any equipment, including fire extinguishers is what you have personally put in the boot of your car.

Even as experienced radio crews we value this hands on opportunity for some practical fire training, something all marshals should prioritise. With the clouds of powder and black smoke hanging over the pitches, batting practice appears to have halted, or maybe they just finished their session, anyway the umpires would have probably called 'bad light'. Our friends from Pennine Fire & Safety then offer us the opportunity to take away a free extinguisher, in return for a donation to the fire service benevolent fund. The extinguishers may have been recently withdrawn from a commercial site, but they are full, serviced and perfectly usable and this helpful gesture is much appreciated. The company website of this family run Lancashire business can be found at www.penninefire.co.uk and if you ever need any training or equipment you could do worse than get in touch with them.

We return to the main club pavilion and the bar, with a round in we sit and reflect on the training and as ever share increasingly 'tall' stories of rallies and colleagues past and present. In the background Steve has footage showing of a recent rally at Weeton and he then shares a slide show of his adventures as one of the organisers of the Help for Heroes Rally back in 2010, touring the WWI & II battlefields. The mood is a little serious as we all remember the sacrifices made past and present, although as ever black humour returns as we see Steve managing to strand his Land Rover Discovery in a quarry ditch !. With the other classes now finishing their training we all gather in the bar for a well deserved and much appreciated evening meal, pie and pees. All in all another fine evening of good company, underpinned by some serious yet enjoyable training.

Finally thanks once again to those who organised and delivered the training, our venue hosts and the catering team. We must also not forget the Motorsport Training Trust for funding the event. Hopefully the completed evaluation forms will help support similar training in the future, perhaps in addition to fire training some basic life support/first on scene training would be welcomed.



Wales Rally GB

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

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

For further news and press releases please visit

www.walesrallygb.com

TV Coverage

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

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

National Rally

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

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

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

Marshal Registration

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

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

Radio Crews

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

These are;

Thursday : Llandegla, Gwydyr, Penmachno, Clocaenog

Saturday : Gartheiniog, Chirk Castle

Sunday : Penllyn, Clocaenog, Kinmel Park

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



Thursday 14th - Morning

Qualifying and Shakedown - Llandegla 07:00

Service Park - Deeside 11:37

Thursday 14th - Evening

Holding Area - Llandudno 17:00

Start - Conwy Quay 18:30

SS 1 - Gwydyr 19:07

SS 2 - Penmachno 19:40

SS 3 - Clocaenog 1 20:46

Service Park - Deeside 22:03

Friday 15th

Service Park - Deeside 06:30

SS 4 - Hafren 1 09:43

SS 5 - Sweet Lamb 1 10:28

SS 6 - Myherin 1 10:46

Regroup & Remote Service - Newtown 12:12

SS 7 - Hafren 2 13:54

SS 8 - Sweet Lamb 2 14:39

SS 9 - Myherin 2 14:57

Service Park - Deeside 18:25

Saturday 16th

Service Park - Deeside 06:00

SS 10 - Gartheiniog 1 08:29

SS 11 - Dyfi 1 08:56

Regroup - Machynlleth 09:37

SS 12 - Gartheiniog 2 10:28

SS 13 - Dyfi 2 10:55

SS 14 - Dyfnant 1 12:40

SS 15 - Chirk Castle 1 14:21

SS 16 - Chirk Castle 2 14:34

Service Park - Deeside 15:34

Sunday 17th

Service Park - Deeside 06:30

SS 17 - Dyfnant 2 08:59

SS 18 - Penllyn 10:01

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

SS 20 - Kinmel Park 1 12:09

SS 21 - Kinmel Park 2 12:17

SS 22 - Great Orme 13:08

Podium - Llandudno 13:30

Parc Fermé - Deeside 15:00

Stockport 061 are jointly running Clocaenog on

Wales Rally GB - we are running stages on Thursday

14 November and Sunday 17 November - if you're

available to help, please email

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

on www.rallystageteam.co.uk



sportscotland boost for motor sport north of the border

Scottish Motor Sports, the new strategic body representing the interests of both two- and four-wheel motor sport in Scotland, has secured funding from **sportscotland** to recruit a full-time Development Officer.

The MSA and the Scottish Auto Cycle Union (SACU) founded SMS in 2011. The group provides a single channel for the sport to communicate with the Scottish Government and its associated agencies, such as **sportscotland**, Event Scotland and Visit Scotland. Reporting to the SMS group and acting as an integral part of the SMS management team, the role of National Development Officer will be to:

Lead and manage the Development function of SMS, taking responsibility for the creation of a new SMS Strategic Plan

Shape the strategic direction of Scottish Motor Sports at senior management, local and grass roots levels

Provide impetus to vital development priorities

Maximise the benefits to both four- wheel and two-wheel motorsport of strong partnerships at national, regional and local levels.

“This is an exciting time to be involved with motor sport in Scotland,” said Tom Purves, SMS Chairman and a non-executive Director of the MSA. “Initially we wanted to demonstrate the significance of the sport to our country and I am delighted that as a result **sportscotland** has subsequently supported our funding application. The role of the Development Officer is now a critical one; he or she will be required to work with us in establishing what the sport needs in Scotland and how best that can be achieved. If we get this right, it will have a significant impact on our sport and all its participants.”

Louise Martin CBE, Chair of **sportscotland**, added: “We are delighted to have supported Scottish Motor Sports with an investment of £40,000 to create a Development Officer role. Scotland has a proud motor sport history, and this position will help the next generation of champions to flourish, as well as providing a solid base from which to progress the sport to another level.”

The full job description and application form can be found at www.scottishmotor-sports.co.uk/news

For further information, follow @SMS_Scotland on Twitter or download the SMS brochure here:

www.msauk.org/uploadedfiles/SMS_brochure.pdf

Countdown to ASI 2014 begins

AUTOSPORT INTERNATIONAL

The Racing Car Show

9 - 12 January 2014 NEC

Tickets for Autosport International 2014, which takes place at Birmingham’s NEC on 9-12 January are now on sale with a £5 discount for MSA members.

Event organisers will make a headline guest and feature announcement in the coming weeks, but have already confirmed that all levels of the sport, from karting to Formula 1, will be represented over the four-day show.

Meanwhile the MSA will be on hand once again to field sporting, technical, licensing and development queries, while Go Motorsport will show visitors how easily they can get involved in the sport.

The industry will also be out in force; AP Racing, Bosch, Brembo, K&N Filters, Lifeline, Öhlins, Quaife, Yokohama and Xtrac are just a handful of names that have already signed up as exhibitors, while medicals and development workshops will also be available.

For further ticket information and the latest show news, visit www.autosportinternational.com



MSA

MOTOR SPORTS ASSOCIATION
UNITED KINGDOM



Nationwide travels for new CEO Bunting

Since becoming MSA Chief Executive in late May, Nick Bunting has spent much of his time travelling across the UK visiting an array of clubs, championships and regional associations to gauge opinion and develop a greater understanding of the sport.

Bunting's first stop was Motor Sports Council hospitality at a Bugatti Owners' Club event at Prescott, followed by the MSA British Superkart Championship's Silverstone rounds. He also attended the inaugural FIA Sport Conference Week at Goodwood, the British Grand Prix, and the Motorsport Industry Association's House of Lords reception.

"These first visits were all about developing my understanding of the sport from various quarters," said Bunting. "For example the MIA reception presented a chance to learn more about the world-leading British motor sport industry that supports the wider sport, and find out how we can use that to our advantage."

Further stops included *Go Motorsport Live!*, Mallory Park for the unveiling of an Adrian Newey tribute, and the Silverstone Classic. Additionally, Bunting has already attended meetings of three Regional Associations: The Association of Northern Ireland Car Clubs during its 50th anniversary celebrations, plus the Welsh Association of Motor Clubs and the Association of North East and Cumbria Car Clubs.

"The Regional Association visits have been useful for meeting with club community administrators, allowing me to learn about their concerns," he said. "As a result I have already sent follow-up communications to the relevant MSA staff and committees obtaining answers to the queries raised at the meetings."

In recent weeks Bunting has also joined meetings of the MSA Board, Motor Sports Council and National Court, plus the Executive Committee, and the Trials, Autotest and Speed Committees. He can be contacted directly via nick.bunting@msauk.org

MSA

MOTOR SPORTS ASSOCIATION

UNITED KINGDOM

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MSV brings hundreds into competitive motor sport

The MSV Trackday Trophy has introduced 337 newcomers to motor racing since its inception in 2010, according to MotorSport Vision.

The series was conceived as a first step into competitive motor sport for track day drivers. Events cost £350 to enter and comprise 30 minutes' practice/qualifying followed by a 45-minute race, all on one day. Races are designed for teams of two drivers so that the costs of running the car can be shared; teams must contain at least one novice driver who has competed in fewer than six races.

The latest round of the Trackday Trophy and its sister Team Trophy took place at Brands Hatch last month, with capacity grids and 144 drivers entered. "We're really happy that so many of the drivers that we've introduced through our trackdays are now battling it out on one of the greatest circuits in the world," said Nick Rice, series coordinator. "Many of our competitors have gone on to race in other club-level series"



AWMMC wins Inter-Association Autotest

The Association of West Midlands Motor Clubs won the 2013 Inter-Association Autotest, which ran as part of Hartlepool and District Motor Club's MSA British Autotest Championship round in July.

The Association of North Western Car Clubs (Dave Cook, Keith Walton and Duncan Wild) led early on but by lunchtime the AWMMC had leapt into a 13-second lead. The West Midlanders extended their advantage to over a minute, while Association of Northern Car Clubs snatched second from their North Western counterparts. It was a remarkably close result for the team event, highlighted by overall event winner Richard Pinkney's 55.4-second victory margin in what he described as "some of the dustiest conditions I have ever experienced".

RESULTS

Association of West Midlands Motor Clubs – 2051.7

Association of Northern Car Clubs – 2113.4

Association of North Western Car Clubs – 2133.6

Association of North East and Cumbria Car Clubs – 2140.2

Insurance for Course Cars and Recovery Vehicles

The MSA wishes to clarify that Course Cars, Safety Cars, Recovery Units and Rescue Units etc. are not covered for accidental damage under its insurance policy. However, cover is provided for dealing with third party claims; for example, if such a vehicle injures a pedestrian the policy will deal with any personal injury claim but will not cover any vehicle damage sustained as a result of the impact.

The policy excludes damage to vehicles that are in the “custody and control of the organisers”, which could include a vehicle that is attached to a towline or hoisted onto a recovery vehicle. Accordingly it is anticipated that any claim for damage to vehicles in situations such as these would not be met by the policy. Marshals and officials carrying out tasks appropriate to their duties are protected against third party claims at all times. As with all insurance, each claim is dealt with on an individual basis, for there may be unique factors that determine whether or not the policy reacts. The MSA insurance arrangements are comprehensive and extensive, but there are clearly defined limits. The robustness of the MSA insurance programme has been demonstrated over a long time period of time, with the programme being kept under regular review to ensure it remains appropriate.

MSA to increase DBS checks for officials

The MSA is accelerating its programme of Disclosure and Barring Service (DBS) checks for schools association instructors and certain licensed officials, in line with the 2014 licence renewal process. Formerly known as the Criminal Records Bureau (CRB) Disclosure Service, the DBS now offers an online facility. This allows for faster processing, enabling the MSA to step up checks for licensed officials including – but not limited to – Club Child Protection Officers, Stewards, Clerks of Course, Scrutineers, Training Instructors and Schools Association Instructors who come into contact with any minors in the course of their duties.

A risk assessment process has identified these appointments as carrying greatest likelihood of regular contact with under 18s, thereby requiring DBS checks. The range of officials subject to these checks is under continuous review.

Renewal forms feature a tick box for any MSA Licensed officials who fall into the relevant categories, and the MSA may make enquiries to ascertain the validity of these responses. Allan Dean-Lewis MBE, MSA Director of Training & Education, said: “We would emphasise that these checks are an essential part of recognising our responsibility and role in protecting young people and vulnerable adults in our sport, and are undertaken without charge to the individual for all volunteer licensed officials. Because of the commercial nature of their role, the enhanced level check is chargeable at the point of application for all Schools Association Instructors.”

An explanation of the online system and applicant guidance notes can be found at <https://online.tmgcrb.co.uk/docs/applicantguidancenotes.pdf>

The role of verifiers

Certain MSA Officials will already have received an email from TMG, the MSA’s approved administrators, requesting that they register as a verifier under the new scheme. A significant increase in DBS checks will inevitably raise the number of approaches to individual verifiers to check original documents and enter the appropriate details using their verifier log-in; the MSA thanks those individuals in advance for their assistance. Please note that verifiers are unable to act in such a capacity for their own DBS checks.

Any technical issues regarding the online process should be directed to TMG via 0845 251 5000 or via online@tmgcrb.co.uk. For general enquires please contact Jennifer Carty at the MSA via 01753 765000 or jennifer.carty@msauk.org

Technical Regulations



Rally vehicle number plates

Competitors are reminded that vehicle registration number plates must be displayed correctly on all rally vehicles at all

times, not just at the time of Competition Car Log Book inspection or pre-event scrutineering. Correctly displaying rally vehicle registration number plates extends to the right size and font of the characters as well the correct fixation to – and position on – the vehicle. The image shows a rally vehicle with an incorrectly displayed number plate. Further details on the legal requirements for displaying number plates can be found at <https://www.gov.uk/displaying-number-plates/overview>.

Stage Rally mud flaps

Mud flaps appear to be a ‘hot topic’ in some areas at the moment, and the MSA Technical Department wishes to remind competitors of some relevant regulations. Regulation (R)48.1.12 states: “The fitting of mud flaps of a flexible material of 4mm minimum thickness behind each wheel extending to a minimum of 40mm each side of the tyre tread and to within 80mm of the ground when the car is unoccupied is mandatory.”

(J)5.2.6 details mudguard requirements, stipulating that they must cover the tyre so that it is not visible when viewed from above, or when viewed from the rear at any point more than 50mm above the axle centre line. With mud flaps fitted in accordance with (R)48.1.12 the tyre must not be visible from the rear, but note that the “mudguard” does not have to extend 40mm beyond the tread – it only needs to cover the tyre as required by (J)5.2.6.



MSA British Rally Championship BRC back at Rallyday

The MSA British Rally Championship will feature at this year's Rallyday after a gap of six years, the Castle Combe event welcoming a host of stars from Britain's premier rally championship and its support series on Saturday 21st September.

Things have changed at the BRC since it was last at Rallyday in 2007. The championship has gone all two wheel drive and in doing so, has become one of the most hotly contested in Europe.

Amongst those attending the show and on track on the Rally Feature Stage will be championship leader Jukka Korhonen. The Finn and one of his main rivals, Welshman Tom Cave, will have a chance to battle it out on the ultra smooth race-circuit just a few weeks after the upcoming Todds Leap Rally NI, round four of the series.

The MSA British Rally Championship and NGK Spark Plugs BRC Challenge will form part of Rallyday's paddock display alongside Wales Rally GB, with crews giving demonstration runs on the feature stage and a competition to win a ride alongside the best drivers in Europe at the BRC's Open Day later in the year. The International Rally Drivers Club will also be at the show, helping to promote rallying to the expected crowd of 10,000.

Rallyday's annual show gives visitors a chance to enjoy the spectacle of seeing a wide range of rally cars and stars in a spectator friendly environment. It comprises live action on the track with static displays in the paddock and has something to offer everyone.

On track action comes in the form of professional driving demonstrations, track sessions, rally car rides, circuit parades and a feature rally car stage. Off track there are a host of displays where visitors can have a close look at some of the world's most iconic rally cars, which have made rallying history through the years.

BRC & NGK BRCC competitors expected at Rallyday include:

MSA British Rally Championship

Jukka Korhonen - Citroën DS3 R3T

Tom Cave - Citroën DS3 R3T

Alex Parpottas Ford Fiesta R2

Harry Threlfall - Renault Twingo R1

James Ford - Citroën DS3 R3T

Benjamyn McKay Renault Twingo R1

NGK Spark Plugs BRC Challenge

Gary Wright - MGZR

Chris Wheeler - Ford Fiesta MS1

For information and ticketing visit www.rallyday.com

For more information on the MSA British Rally Championship visit www.rallybrc.co.uk



SD34MSG Inter-Club Table Top Rally Challenge



Motor Sport Group

See Page 8 for current standing
following Round 3

ROUND 4

Will be Hosted by Garstang & Preston MC

On Tuesday

OCTOBER 15th

At the Lonsdale Club,

Fulwood Hall Ln,

Fulwood, Preston PR2 8BD

8-30 pm

Map 97

CofC Ian (*the Panda*) Farnworth



Everything we do is risky.

That's why we need the skills to handle it.

'The Grid' is a simple tool designed to kick-start students' risk management education.

With The Grid at its core, this resource meets the risk assessment and safety aspects of the PSHE curriculum (and equivalents) for UK 10-14 year olds. It makes young people aware of risk as a concept and equips them with a basic understanding of some of the risk management techniques utilised in the exciting but risky environment of motor sport and their application to the everyday world of young people.

Through three whiteboard-friendly, multimedia presentations – with supporting Teachers' Notes and worksheets - the resource provides the first stage in learning how to apply risk management skills in everyday life.

See:-

<http://www.thegridmsa.org/index.html>

<http://www.thegridmsa.org/teachers.html>

4th Annual Mull Noggin & Natter

An informal gathering of competitors, marshals, officials, trade, friends, spectators, past present and future !!!!

Thursday evening 19th September from 8.00pm.

Thatch & Thistle Pub On Junction 13 M65

Nelson, Lancs BB9 7TZ

2014 Legend Fires North West Stages

Legend Fires, the company owned by Blackburn businessman and Skoda Fabia WRC driver John Stone, will sponsor the 2014 North West Stages Rally for an eleventh successive year. The 2014 event will take place on Friday/Saturday 7th/8th February and Rally HQ will be again based at Blackpool's Norbreck Castle Hotel where the Norcalympia Exhibition Centre will play host to the Rally Village, scrutineering, indoor parc ferme and champagne finish.

One day the first grade teacher was reading the story of Chicken Little to her class. She came to the part of the story where Chicken Little tried to warn the farmer.. She read, '... and so Chicken Little went up to the farmer and said, 'The sky is falling, the sky is falling!' The teacher paused then asked the class, 'And what do you think that farmer said?' One little girl raised her hand and said, 'I think he said: 'Holy Moley A talking chicken!'' The teacher was unable to teach for the next 10 minutes.

A nursery school pupil told his teacher he'd found a cat, but it was dead. 'How do you know that the cat was dead?' she asked her pupil. 'Because I pissed in its ear and it didn't move,' answered the child innocently. 'You did WHAT?' the teacher exclaimed in surprise. 'You know,' explained the boy, 'I leaned over and went 'Pssst' and it didn't move'



THE NEIL HOWARD MEMORIAL STAGES RALLY OULTON PARK SATURDAY 23 NOVEMBER 2013

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



Johnsons Head New Rally Championship!

As the 2013 ANWCC Micra K11 Challenge Rally Series reaches its season's mid-point heading the championship standings are Accrington father and daughter Steve and Hazel Johnson.

Former fire fighter Steve currently has the upper hand but twenty-one year-old Hazel's confidence is sky high after moving up to second place in the championship following the recent Enville Stages at the Anglesey Race Circuit. Hazel hopes that result will act as a springboard when father and daughter go head to head on next months New Brighton based Promenade Stages but the Johnsons face some tough competition from a posse of rival Micra drivers.

Danny Newens from Warrington looks to be their biggest threat but they've also got to keep an eye in their mirrors for new kid on the block Matt Faulkner from St. Helens. The seventeen year-old has only contested one round so far but a string of fastest stage times suggests he's more than capable of making a late championship charge in the second part of the season. Having coached the youngster in the past couple of years on Production Car Autotests, Johnson Snr who is the North West's Go Motorsport Regional Development Officer, reckons the youngster has real talent as he said "Matt's performance of the Keith Frecker Memorial Weeton Stages was nothing short of phenomenal for a young lad on his first stage rally."

With competitors able to count their best eight scores from thirty events on the ANWCC calendar this is a championship that can, and indeed is likely to, remain undecided right up until the final round. Launched at the Autosport International Show at Birmingham's NEC in January the Micra K11 Challenge is aimed at providing an affordable one make series for clubman rallyists. Support for the series comes from Falken Tyres who supply competition tyres good for four or more events at less than £40 each, a real boon as Steve Johnson says "They provide good grip and resistance to punctures that allows for the driver to show their skills by spending money entering more events."

2013	2012		ANWCC INTER-CLUB CHAMPIONSHIP 2013	TOTAL	Events	Stage Rallies	Forest Rallies	Road Rallies	Historic Road	Autotests	PCA's	Autosolos	Trials	Sprints	Hillclimbs
				104											
1	3	▲	Under 17 Motor Club (North-West)	329	43	53	12	0	0	37	89	75	6	31	26
2	4	▲	Accrington Motor Sports Club	272	42	42	0	3	0	27	91	74	6	19	10
3	1	▼	Bolton-le-Moors Car Club	241	36	31	0	6	0	54	8	81	0	19	42
4	7	▲	North Wales Car Club	185	31	26	49	22	0	0	0	32	45	11	0
4	5	▲	Bala & District Motor Club	185	26	37	19	41	1	0	0	0	87	0	0
6	6		Liverpool Motor Club	178	25	0	0	7	0	21	0	23	0	84	43
7	8	▲	Caernarvonshire & Anglesey Motor Club	160	28	62	7	46	0	20	0	0	25	0	0
8	24	▲	Clitheroe & District Motor Club	157	23	31	0	28	24	7	0	67	0	0	0
9	9		Civil Service Motoring Association (North-West)	137	29	52	0	8	0	49	9	19	0	0	0
10	10		Clwyd Vale Motor Club	131	23	28	0	83	20	0	0	0	0	0	0
11	2	▼	Knutsford & District Motor Club	129	23	0	32	5	16	69	0	6	0	0	1
12	16	▲	Longton & District Motor Club	122	14	0	0	0	0	0	0	0	0	88	34
13	15	▲	Ilkley & District Motor Club	113	15	0	0	10	5	0	0	14	84	0	0
14	21	▲	Rhyl & District Motor Club	101	15	0	0	85	12	0	0	0	4	0	0
15	14	▼	Welsh Border Car Club	95	15	0	8	87	0	0	0	0	0	0	0
16	30	▲	Stockport 061 Motor Club	89	22	30	0	1	0	0	0	0	0	51	7
17	20	▲	Wallasey Motor Club	86	12	64	0	0	0	0	0	0	22	0	0
18	17	▼	Warrington & District Motor Club	81	14	71	0	0	0	0	8	2	0	0	0
19	22	▲	Wolverhampton & South Staffs Car Club	79	16	0	0	43	0	0	0	36	0	0	0
20	27	▲	Hagley & District Light Car Club	72	9	0	0	0	0	0	0	0	0	34	38
21	35	▲	Broughton & Bretton Motor Club	66	17	3	15	38	10	0	0	0	0	0	0
22	44	▲	Lampeter & District Motor Club	62	13	20	28	14	0	0	0	0	0	0	0
23	39	▲	Longmynd Motor Club	59	13	12	0	47	0	0	0	0	0	0	0
24	11	▼	Wigton Motor Club	58	8	0	0	0	0	0	0	6	0	22	30
25	23	▼	Chester Motor Club	55	12	0	0	8	14	0	0	0	0	21	12
25	32	▲	Alwoodley Motor Club	55	6	0	0	0	0	55	0	0	0	0	0
27	--	▲	Whitchurch Motor Club	48	15	3	0	14	0	0	0	0	31	0	0
28	13	▼	Kirkby Lonsdale Motor Club	47	11	10	25	7	5	0	0	0	0	0	0
28	--	▲	Rallying with Group B Preservation Trust	47	8	11	12	0	0	6	18	0	0	0	0
30	49	▲	Knowidale Car Club	46	15	17	7	17	0	5	0	0	0	0	0
31	36	▲	Blackpool (South Shore) Motor Sports Club	44	10	35	9	0	0	0	0	0	0	0	0
31	27	▼	Newtown & District Automobile Club	44	9	0	0	44	0	0	0	0	0	0	0
33	25	▼	Ecurie Royal Oak Motor Club	42	14	27	15	0	0	0	0	0	0	0	0
34	26	▼	Teifi Valley Motor Club	37	9	23	10	4	0	0	0	0	0	0	0
34	34		Harlech & District Motor Club	37	9	6	0	31	0	0	0	0	0	0	0
34	33	▼	Matlock Motor Club	37	8	23	10	4	0	0	0	0	0	0	0
37	--	▲	Selby & District MC	34	5	0	0	0	0	0	0	0	0	0	34
38	--	▲	Westmorland Motor Club	33	6	0	0	0	0	0	0	0	0	21	12
39	17	▼	Lancashire & Cheshire Car Club	30	5	0	0	0	0	0	0	0	0	30	0
40	49	▲	Dovey Valley Motor Club	29	7	16	13	0	0	0	0	0	0	0	0
40	19	▼	Lancashire Automobile Club	29	5	0	0	0	0	0	0	0	29	0	0
42	41	▼	Wigan & District Motor Club	28	5	28	0	0	0	0	0	0	0	0	0
43	--	▲	Hillclimb & Sprint Association	27	5	0	0	0	0	0	0	0	0	18	9
44	29	▼	West Cumbria Motor Sports Club	24	9	9	0	10	5	0	0	0	0	0	0
44	37	▼	Morecambe Car Club	24	6	0	6	18	0	0	0	0	0	0	0
46	--	▲	Pendle District Motor Club	20	3	0	0	0	0	0	0	0	0	6	14
47	47		Huddersfield Motor Club	19	9	19	0	0	0	0	0	0	0	0	0
47	--	▲	British Racing & Sports Car Club (North-West)	19	3	0	0	0	0	0	0	0	19	0	0
49	--	▲	Garstang & Preston Motor Club	18	6	0	0	4	0	0	0	0	0	14	0
49	30	▼	Historic Rally Car Register	18	3	0	0	0	18	0	0	0	0	0	0

An attractive blonde from Cork, Ireland, arrived at the casino. She seemed a little intoxicated and bet £20,000 in a single roll of the dice.

She said, "I hope you don't mind, but I feel much luckier when I'm completely nude." with that, she stripped from the neck down, rolled the dice and with an Irish brogue yelled, "Come on, baby, Mama needs new clothes!"

As the dice came to a stop, she jumped up and down and squealed. "Yes! Yes! I won, I won!" She hugged each of the dealers, picked up her winnings and her clothes and quickly departed.

The dealers stared at each other dumbfounded.

Finally, one of them asked, "What did she roll?" The other answered, "I don't know - I thought you were watching."

MORAL OF THE STORY

Not all Irish are drunks,
not all blondes are dumb, but all men...are men!



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Saturday 23rd November

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SD34MSG Inter-Club League
Blyton Rally Challenge

Regs available soon from : www.cdmconline.com



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NESCRO 2013 Driver's Challenge

Driver	Pos	Sal	Dev	NY	Ilk	Ber	Sh	LD	Dur	Doo	Lum	Sol	Hex	Tot
Dave Marsden	1	76.7	93.3			92.4		76.7						339.1
Paul Brereton	2		93.3		24.3	71.5		68.3						257.4
Ross Butterworth	3	21.1	5			102	95.7	5						229.1
Nigel Cardale	4	67.1				80.6		60						207.7
Matthew Warren	5			95.7	102									197.4
Gavin Thomson	6	54.4				56.2		85						195.6
John Ruddock	7				93.3			102						195
John Bertram	8	87.8				97.5		5						190.3
Steve Entwistle	9		5		85			97.5						187.5
Ryan Pickering	10				93.3			93.3						186.6

NESCRO 2013 Navigator's Challenge

Navigator	Pos	Sal	Dev	NY	Ilk	Ber	Sh	LD	Dur	Doo	Lum	Sol	Hex	Tot
Andrew Fish	1	87.8			68.3	97.5	95.7	5						354.3
Mike Garstang	2	76.7	93.3			92.4		76.7						339.1
Bob Hargreaves	3		5		85	104		97.5						291.6
Maurice Ellison	4		93.3		24.3	71.5		68.3						257.4
Ali Proctor	5			85	26.7	102								214
Cath Woodman	6			95.7	102									197.4
David Lauder	7	54.4				56.2		85						195.6
Maureen Dixon	8		102			74.7								176.4
Roy Heath	9			76.3	10	85								171.3
Richard Welsh	10	10				63.8	52.9	35						161.7

The mother-in-law arrives home from the shops to find her son-in-law boiling angry and hurriedly packing his suitcase. "What happened ?" she asks anxiously. "What happened!! I'll tell you what happened. I sent an email to my wife telling her I was coming home today from my fishing trip. I get home... And guess what I found ? Yes, your daughter, my Jean, with a naked guy in our marital bed! This is unforgivable, the end of our marriage. I'm done. I'm leaving forever!" "Calm down, calm down!" says his mother-in-law. "There is something very odd going on here. Jean would never do such a thing! There must be a simple explanation. I'll go speak to her immediately and find out what happened."

Moments later, the mother-in-law comes back with a big smile. " I told you there must be a simple explanation

she didn't receive your E-mail!"



FOX
motorsportevents.co.uk

Next Meeting

Monday November 11th

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

**The Next SD34MSG Meeting
Wednesday 18th September**

(3rd Wednesday of every other month)

8-00pm,

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

ANCC

Next Meeting

28th October 2013

Whitcliffe Hotel,
Cleckheaton (104 / 186 255)



**Special Guest
Allan Dean Lewis
MSA Director of Training
and Education**

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

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**G&PMC + PDMC
Heroes Stages Rally
29th September
Weeton Camp**

Garstang and Preston and Pendle District Motor Clubs are proud to announce the 2nd running of the Heroes Stages Rally at Weeton Army Camp on Sunday 29th September 2013. Regulations and entry form will be available in the next few days from club websites and ANWCC website or direct from entry secretary Rod Breton pdmc@clara.co.uk. The organisers plan to offer approximately 60 stage miles on mixed sealed surfaces using upto 12 stages. We look forward to seeing all competitors both old and new in late September.

Steve Kenyon CoC Heroes Stages Rally 2013

Regs on line at :

www.sd34msg.org.uk/event-regs-2/

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w.wilmer@btinternet.com

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RALLY OF THE TESTS

31st October – 3rd November

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

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

ROUTE OUTLINE/EVENT INFORMATION

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

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

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

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

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



THE ADGESPEED STAGES.

Where: Three Sisters Race Circuit, Wigan. When: Sunday 13th, October 2013. How much: £155.00.

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

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

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

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

Regulations & Online Entry Form can be downloaded at:-

www.wiganmotorclub.org.uk

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

Duncan Littler

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

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

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Mini Cooper Register Northumberland Borders Rally 23rd November

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

Ripon MSC St. Wilfreds Classic Rally 22nd September

A new addition to the classic rally calendar and a new event to the HRCR clubmans championship, Ripon motor sports club's St Wilfrids classic rally will run on 22nd September and will be the championships 9th round. Clerk of the course David Taylor and the team who are experienced organisers of the competitors of the classic rallies, have sorted out a challenging route for the regularities in the vale of York and Hambleton Hills, designed to provide a friendly but competitive days motor sport, starting from the auction mart in Thirsk, and utilising the best roads on map 99, and 100 together with some Special tests venues that will be new to the competitors. Ripon Motor Sports Club has a proud tradition of running the St Wilfrids Rally as a road rally stretching back to the seventies and previously included in the HRCR road rally championship, but changing times have made running this type of event more and more difficult, such that the old style St Wilfrids disappeared in 2008.

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

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



Doonhamer Classic 2013

a round of the NESCR0 Championship.

September 22nd

kindly sponsored by Galloway Industrial.

This year's route of approximately 85 miles will feature at least fifteen excellent non-damaging (classic car friendly) tests on Tar, Concrete and Gravel and for an entry fee of just £90, including breakfast lunch and dinner it's a great day out on the quiet scenic roads of beautiful South West Scotland.

The start finish venue is just a few miles over the border from Gretna and only an hour or so from Glasgow and Edinburgh. The entry fee also includes free membership of the South of Scotland Car Club, no competition licences will be necessary and as there is a full tulip road book, maps are not really necessary. There will be no regularities and no tricky navigation.

Regs : <http://soscc.co.uk/v2/wp-content/uploads/2013/05/Doonhamer-Regs-2013.pdf>

Vale of Clwyd Classic 7th September 2013

08.30 start from the Druid Inn, Llanferres , nr Mold
3 Regs and 4 tests before coffee halt at Ruthin
2 Regs and 5 tests before lunch at Cefn Village Hall
1 Reg and 3 tests before tea stop at Afonwen
1 reg to finish back at Druid Inn at 16.45

Any competitors interested keep your eye on
www.cvmc.org.uk

Any of you night road rallyboys/girls fancy a go at this historic daytime stuff come and see what its all about I can guarantee you a great days fun, cars need to be pre 1981 and comply with historic road rally regs, main differences being , 70 profile tyres and no hydraulic handbrakes (or at least they need to be disabled for the event)

If want to chat about whats involved drop me a PM with a number and I will give you a bell
Marshals are needed along the route and to help out on special tests if your interested then contact gareth williams at compsec@cvmc.org.uk

Inter-Association Road Event Early Winter Navigational Rally Scottish Borders

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

As the only road event in the UK with entries open to members of clubs from all 13 regional associations, BECC look forward to welcoming rally crews from across the country, to the roads that since 1997 have been made famous by our very own Jim Clark Rally – the only closed-road stage rally in mainland Great Britain.

Participants can look forward to 180 miles of the finest country roads in the Scottish Borders, all on Map 74, with a Kelso-based start at 19.30 and finish by 06.00, and halfway fuel halt, all for a £50 entry fee (inc. "Full Scottish" breakfast!).

With the event's Navigational Rally permit meaning more technical freedom than road rallies on the likes of engine and bodywork/trim, and the all-smooth roads meaning no underbody guarding is needed, the event is open to all vehicles from standard road-going to stage-prepared cars. However, the traditional Scottish "plot & bash" navigation means that it will be the best crew, and not car, that is likeliest to take the spoils.

Expert crews are encouraged to represent their region, and battle it out to see which really is the best at road events. The competition is already shaping up nicely, with expressions of interest from as far afield as Northern Ireland and South East England, meaning the 60-car entry list is likely to fill up quickly. So be sure to get your entry in, for what promises to be one of the best road events of the year!

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

For further information, please contact:

Richard Crozier

Road Events Coordinator

Scottish Association of Car Clubs

(m) 07942 359208

(e) roadevents@scottishcarclubs.com

Red Kite Stages 8 September

Amman and District Motor Club

The regulations for round five of the West Wales Rally Spares R.A.C. Rally Championship, the Red Kite Stages, have just been published ahead of the 8 September rally. The compact rally will again be based at the Castle Hotel in Llandovery and offers 45 miles of classic Welsh gravel stages for £450 in a route that includes 100 road miles. The first car is scheduled to leave Llandovery at 9am and return to the finish at around 2.30pm.

Scrutineering and documentation will be held from 1pm to 6pm on Saturday.

**Regulations and entry forms available at
www.redkitestages.co.uk**

Cambrian Rally 2013 19th October

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

For further information please contact Dave V Thomas, 07788 995345 – entries@cambrianrally.co.uk

E. Roberts (Ffestiniog) Memorial Rali Meirion 7th/8th September 2013

We would like to thank our sponsors Roberts Ffestiniog and Emyr Jones & Sons Groundwork's Contractors for their continuous support once again this year. And we as a club are great-full of this.

This year we have a compact route of approx 100 miles and 100% sealed surface. The event will be based at Dolgellau and surrounding areas.

We will require as much marshals as possible

Regs available from

www.harlechdmc.co.uk/#!/meirion-2013



Wallasey Motor Club Promenade Stages Rally Saturday 7th September 2013

The event will consist of 10 stages covering 50 miles on the closed tarmac public roads of New Brighton Promenade, Wallasey for an entry fee of £235, optionally split over 2 payments.

Following the loss of our Title sponsor and the withdrawal of Council funding, it was not economically viable to run the Super Special Stage on Friday evening this year but the Organisers are working hard to put on a great event for the Saturday.

**Regulations are available on the event web site
<http://www.promrally.wallaseymc.com/2011-avo-performance-suspension-promenade-stages-rally-regulations/>**

and entries can be submitted online <http://www.rallyentries.co.uk/promentryform.aspx>

If you are not planning on competing but would still like to be involved in the event. marshals are required but both Friday evening & Saturday – please contact the Chief Marshal for details LorraineTaylor60@yahoo.co.uk
We hope to see you in September.



Stobart Rail Pendragon Stages 22nd September 2013

Eden Valley Motor Club, Kirkby Lonsdale Motor Club & Northallerton Automobile Club will once again promote the Stobart Rail Pendragon Stages a National B status event on Sunday 22nd September 2013. More details about this year's event will appear on the event website when available.

www.pendragonstages.co.uk

East Ayrshire Car Club

Kames September Rally Sunday 29th September 2013

Kames Motorsport Complex
Regs : www.eastayrshirecc.co.uk

East Ayrshire Car Club

ABR Roofing Rally Sunday 20th October 2013

Kames Motorsport Complex
Regs : www.eastayrshirecc.co.uk

Bolton-le-Moors Car Club Ltd September Autotest and Production Car Autotest (PCA)

Sunday 15th September 2013

At Makro, Preston (MR 102/500296).

For SAT NAV users the postcode is PR2 2TW.

A copy of the regulations is available at

www.bolton-le-moorscarclub.co.uk ,

www.anwcc.org

www.sd34msg.org.uk .

2300 Club

Mullard Trophy Rally 14th September 2013.

Navigational Road Rally

Start : 10:00am Bay Horse Pub, Skipton

Finish: 17:00 (approx) Bay Horse Pub, Skipton

Maps reqd: OS sheets 97-98-102-103-104

Between 120 & 150 miles

More information available at

www.2300club.org

To register interest in this, please send an email to Ian Grindrod : iang@2300club.org



The Merrick Stages Rally (7th Sept)

in south-west Scotland has secured a major sponsorship deal which will underpin the event for the next three years. The support has come from GWF Energy, one of Scotland's leading suppliers of diesel and gas generators. Managing director Nigel Feeny has himself competed on the Merrick several times in recent years as a driver in the MSA Scottish Rally Championship.

Rally Manager Allan Marshall described the sponsorship deal as "great news" – not only for the event, but also for the local economy:

"To secure a three year deal in the present climate is a huge bonus, which will take the Merrick to new heights, secure its future in Wigtown, and provide a welcome stimulus to the area's struggling economy. To have someone with the business credentials of GWF Energy sponsoring our rally is also a tremendous boost for the organising committee. I look forward to working with Nigel and his team over the next three years".

Glasgow-based GWF Energy sponsored a stage on the Merrick last year, and Mr Feeny described his company's enhanced support for the Dumfries event as the logical next step forward:

"The current rallying in scene in Scotland has remained strong over the past few years even in light of the current economic situation. It's this strength that has helped GWF to decide where our advertising efforts are directed. In particular, I feel the Merrick offers some of the very best stages to compete on in the country. Living in South Ayrshire, it's the nearest of the SRC events, and I've always regarded it as my home rally".

Mr Feeny continued: "We hope that sponsoring the Merrick will help GWF Energy to continue to build its brand in the Scottish and Northern English territories, and we also intend to make use of the event for entertainment of existing and new customers".

GWF Energy – founded in 2010 - specialises in the supply, installation, commissioning and servicing of diesel and gas generating sets. Since early last year, it has been the Scottish dealer for the Cummins Power Generation range of diesel and gas generators. GWF also supplies the full range of Valvoline Motor & Racing Oils along with Fleetguard Filters. The GWF Energy Merrick Stages Rally – based in Wigtown, Dumfries and Galloway - takes place on **Saturday, 7th September**, and will count as the sixth round of the 2013 ARR Craib MSA Scottish Rally Championship.



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

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

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

The intention is to publish this EMag on the last day of each month. It will be emailed to SD34MSG Delegates for them to their Club Members as they wish. **Deadline for copy for the September edition is Thursday 29th August which is due out on Saturday 31st August**
PLEASE Email Reports etc. to Maurice Ellison at : sd34news@gmail.com
NB : The Editorial team reserves the right to do their job as Editors and may amend articles and reports as they see fit



THE ADGESPEED STAGES
Sunday 13th October
3 Sisters Race Circuit, Wigan
12 Stages : 28 miles : £155
Regs : www.wiganmotorclub.org.uk
Online entry available
Closing date for entries : 11th October
Marshals contact the Chief Marshal
On 07909 813002

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Regs available soon at: www.ClitheroeandDistrictMotorClub.co.uk,
www.anwcc.org and www.sd34msg.org.uk



Ty Croes Sprint Weekend
At Anglesey Racing Circuit



Lancashire & Cheshire C.C.

31st August - 1st September

www.lancashireandcheshirecarclub.co.uk



Ty Croes, Anglesey