

October spotlight

2014



Colin Rose & Bob Shearer : 3rd O/A



Photo Courtesy of
Tony North

www.sd34msg.org.uk

Volume 04 Issue 10 October 2014 Maurice Ellison



Chairman's Chat

For those of you that were not aware that **Les Fragle** was poorly : Les underwent an eleven hour operation on Tuesday the 2nd of September. The operation went well and within days Les was back up and running (well, not exactly running but more like his old self) With a bit of rest and recuperation he will be firmly back to take charge of the November meeting. (All he needed was a good service & MOT !)

Sad news from **Lancashire & Cheshire CC** who have decided to call it a day and will cease to exist at the end of this year. The same few on the committee have been asking for help on the committee for ages but there have been no takers so rather than struggle on they decided to wind the club up.

No one from **Lancashire AC** was present at the SD34MSG Prize Presentation back in March so they couldn't collect their Trophy for winning division C of the SD34MSG League. **David Bell** from LAC was present at the September meeting and was able to collect the award on their behalf.

David also 'volunteered' to act as 'temporary secretary' and take the minutes of the meeting.

Oh how we love a 'volunteer'

Best regards,

Bill Wilmer,

Vice-Chairman, SD(34) Motor Sport Group



David Bell

Bill Wilmer



Gazzard Accounts Ltd

**33 Acresfield Road,
Middleton, Manchester. M24 2WT
0161 643 0151 or 07973-816965
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Front Cover : Doonhamer Classic

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SD34MSG - Member Clubs & contact details



Accrington MSC

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

Manx AS

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



Bolton-le-Moors MC

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



Motorsport (NW) Ltd

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



Bury AC

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

Mull CC

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



CSMA (NW)

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



Pendle & DMC

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



Clitheroe & DMC

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



U17MC-NW

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

Garstang & Preston MC

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



Stockport061MC

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



High Moor MC

Contact : Gary Heslop
Email : gary.heslop@btinternet.com
Tel. : 0161-6430151
: 07973-816965
Website : www.hmmc.co.uk



Wallasey MC

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



Lancs & Cheshire CC

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



Warrington & DMC

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



Lightning MSC

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

Wigan & DMC

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



Lancashire A.C.

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



2300 Club

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





Motor Sport Group

Contacts

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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 Motor Sport Club
www.fyldemotorsportclub.co.uk



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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

ADVERTISING in the 'SPOTLIGHT'

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

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

Steve Johnson
07718 051 882 steve.johnson@csmaclub.org

Les Fragle
01995-672230 les.fragle@gmail.com

Maurice Ellison
07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

News, Views, Reviews, Club Profiles, Events,
Birthdays, Anniversaries. Club Nights
Send to : Maurice Ellison
sd34news@gmail.com 07788-723721

*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*

WALLASEY MC



The Club Meets at
9-00pm

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



AAS Promenade Stages Rally Winners

Congratulations to Paul Evans and Lol Powell in their Millington Powered Ford Escort MK2, the winners of this year's Accident Advice Solicitors Promenade Stages Rally. Second overall were Jack Darbyshire and Matthew Kendall in their Subaru powered Ford Focus and third overall were Wesley and Ryan Simpson in their Ford Escort Mk2. (See pages 15 & 16 for reports)

Lancashire & Cheshire CC



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

October 10th Tranters Teasers (Quiz)
November 14th Guest Speaker (TBA)

And then its Farewell from us



Gazzard Accounts Ltd

33 Acresfield Road, Middleton,
Manchester. M24 2WT

0161 643 0151 or 07973-816965

email : gazzard.accts@btinternet.com

Bolton-le-Moors MC



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

Neil Howard Stages Rally at Oulton Park

101 entries in less than 24 hours. And 90 slots filled in
13 hours.

What a credit to all the team it's truly a great achievement - I believe we are the fastest selling event in the
uk

Bolton-le-Moors CC

At Makro

12th October

Nat 'B' AutoSolo

Nat. 'B' Autotest

Clubmans AutoSolo

PCA

Regs Online @

www.sd34msg.org.uk

www.anwcc.org

www.blmcc.co.uk

Entries close Wed. 8th October



**NEIL HOWARD STAGES
OULTON PARK CIRCUIT**

Saturday 8th November

**In-Stage Marshals
& Timekeepers**

Wanted

To register go to

www.blmcc.co.uk/marshals

Leave your name & contact details
(Name, Tel.No. & email address)



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

What's On at CDMC

Tuesday 7th Oct
Clitheronian Review

Thursday 16th Oct
Committee Night
The second Tuesday of each month is
Committee night.

But this month it is on
THURSDAY the 16th

Tuesday 21st Oct
Mull Forum

Tuesday 30th Oct
The Month in Review
Come & Tell us What you have
been up to in October

AGM
Tuesday 4th November

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

Clitheroe & DMC
Prize Presentation
Saturday 7th March
The Adelaide Suite

3 Course Meal,
Disco,
Entertainment,
Games

Book Now & spread the cost
over the next 5months

Contact Heidi on
07790-970677



September 2014 Clubnights

Tuesday 2nd September : Georgia Shiels



Georgia went to Knockhill Race Circuit with her dad and got introduced to someone who was going to be competing on the 1st Scottish F1000 Rally Championship. It sounded good so her dad bought her a Micra and that was the start of it. After F1000 she had a couple of runs in a Fiesta R2. This year she is (or was) competing in the BRC in R1 in a Fiat Abarth 500 but following the announcement about the BRC has missed a couple of round (including rolling it on the Roger Albert)

Next event was going to be the Tour of Flanders (setting off Wed the 3rd) **BUT**

"Absolutely gutted to not be able to start the Tour of Flanders due to mechanical failure... Couldn't be more devastated! Thank you to the team for trying to sort it out and for coming all the way over here!

We will be back!!! And there's also going to be a few changes!"

Whilst at the meeting we managed to talk her & her co-driver into tackling her first ever road rally the Clitheronian in her Micra.

Tuesday 16th September : Dave Orrick



Another cracking good night..

Mr Orrick can certainly tell a tale or two. After giving us an amusing Health & Safety warning about the content of his chat Dave went on to enthral the audience with tales of yesteryear and the good old days starting in 1967 through his motor-sport career .

He gave up ambitions of being a driver very early on after putting his Triumph Herald off the road and a chance request to navigate found him his niche in rallying. Dave navigated for some of the most iconic drivers during the golden years of road rallying on the Motoring News championship years and also found time to write reports for the very same publication. And also went on to pen the classic 'Night Moves' which originally sold for £7.50 but can now be bought for up to a staggering £400 (No - he does not have any spare copies left) As well as navigating on road rallies Dave also travelled the world as a Co-Driver (Malc didn't barrack too much)



Malc Graham / Dave Orrick

WARRINGTON & DMC

Meet Every Monday
"The Antrobus Arms"
on the A559, 8-30pm



between Warrington & Northwich. CW9 6JD.

The club meeting day will soon be changing. We intend to start meeting on Tuesday from September 16th. This will be for 3 weeks out of 4 with the second week in every month being a social gathering in the Antrobus Arms



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

every second & fourth Monday of the month

CLUB NIGHTS

OCTOBER Sunday 12th

THE ADGESPEED STAGES,
THREE SISTERS RACE CIRCUIT, WIGAN.

OCTOBER Monday 13th

post ADGESPEED STAGES MEETING.

OCTOBER Monday 27th

CLUB MEETING.

NOVEMBER Monday 10th

CLUB MEETING.

NOVEMBER Monday 24th

CLUB MEETING.

DECEMBER Monday 8th

CLUB CHRISTMAS PARTY HOT BUFFET.

DECEMBER Monday 22nd

NO MEETING WE ARE ALL ELEPHANT'S TRUNK.

Lancashire A.C. Diary Dates



September 13th to 16th - Wales Rally GB
(Cardiff and South Wales).

Fri 19th to Sun 21st - The Highland 3-Day Classic
Tour (The Majestic Scottish Highlands!)

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



The Club Meets at 8pm onwards

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

October 9 – Committee Meeting 8:30 pm

November 20 – Committee Meeting 8:30 pm,

December 11 – Christmas Meal 7:30 pm,

December 18 – Committee Meeting 8:30 pm,

Garstang & Preston MC

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



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

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

At this stage the proposed route is in the final stages of being agreed and will go to the RLOs involved and to the MSA in due course.

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

If anybody has any queries please get in touch. More details will be announced as soon as we have them and regs will be available from around the beginning of October.

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

G&PMC

NIGHT OF ROAD & STAGE

Friday 17th October

Dave Orrick

Malc Graham

Steve Simpson

The evening will be titled 'A Night of Road and Stage' and will include a buffet supper, a raffle and guest speakers Dave Orrick – the club's former president of 25 years – the incomparable Mal Graham and current Skoda S2000 star Neil Simpson.

The event is being 100 per cent funded by the club and thus tickets are FREE as part of our 50th anniversary 'Once In A Lifetime' celebration.

To attend and help us in our celebration please book your free ticket by contacting Margaret Duckworth on 01772 700823, as soon as possible. Numbers are limited by the venue and as we are expecting a 'full house' tickets will be allocated on a 'first come, first served' basis.

Early ordering of tickets would be a great help but, in any case, these must be ordered before the end of September.

Come and join us on Friday, October 17 ... it will be a great night. Please pass this message on to any former members that you know of, as we do not have contact numbers and addresses for many old members.

2014 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2014 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

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

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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

2014 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

Please register me for the SD34 Championships listed below;

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

CLASSES

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

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

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

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

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.



Motor Sport Group

SD34MSG

2014

Championship Rounds at a Glance

SD34MSG

Non Race/Non Rally

| Date | Event | Club |
|-----------------|----------------------|--------------------|
| October | | |
| 12th | October AS, A/T, PCA | Bolton-le-Moors CC |
| December | | |
| 7th | Winter AS, A/T, PCA | AMSC/CSMA |

SD34MSG

Stage Rally Championship

| Date | Event | Club |
|-----------------|----------------------|--------------------|
| October | | |
| 10/12th | Mull | Mull CC |
| 12th | Adgespeed Stages | Wigan & DMC |
| November | | |
| 7/8th | Poker Stars | Manx ASC |
| 8th | Neil Howard Memorial | Bolton-le-Moors CC |
| 22nd | Hall Trophy | Clitheroe & DMC |

SD34MSG

Road Rally Championship

| Date | Event | Club |
|-----------------|--------------------|--------------|
| October | | |
| 25/26th | John Robson | Hexham & DMC |
| November | | |
| 15/16th | Dansport | Matlock MC |
| 7th/ 8th | Preston Regardless | G&PMC |

2014 SD34MSG Inter Club League

| Division A | | Position | |
|-----------------------|--------|----------|-----|
| Club | Points | Div | O/A |
| Bolton-le-Moors CC | 701 | 1 | 1 |
| U17MC-NW | 628 | 2 | 2 |
| Clitheroe & DMC | 595 | 3 | 3 |
| Warrington & DMC | 282 | 4 | 4 |
| Stockport 061 MC | 180 | 5 | 8 |
| Wigan & DMC | 149 | 6 | 9 |
| Wallasey MC | 137 | 7 | 11 |
| Division B | | Position | |
| Club | Points | Div | O/A |
| Pendle & DMC | 259 | 1 | 5 |
| Lancs & Cheshire CC | 238 | 2 | 6 |
| Garstang & Preston MC | 197 | 3 | 7 |
| Accrington MSC | 138 | 4 | 10 |
| Lancashire A.C. | 91 | 5 | 12 |
| Manx AS | 78 | 6 | 13 |
| Mull CC | 0 | 7 | =17 |
| Division C | | Position | |
| Club | Points | Div | O/A |
| High Moor MC | 49 | 1 | 14 |
| CSMA (NW) | 37 | 2 | 15 |
| Bury AC | 10 | 3 | 16 |
| Lightning MSC | 0 | =4 | =17 |
| 2300 | 0 | =4 | =17 |
| Motorsport NW Ltd | 0 | =4 | =17 |

Last Updated 18th Sept 2014

SD34MSG 2014 Calendar

| Date | Type | League | Club | Title | Venue - Notes |
|-----------|-------------|--------|---------------------|----------------------------|------------------------------|
| 28-Sep | Stage Rally | Yes | PDMC / GPMC | Heroes Stage Rally | Weeton barracks, Blackpool |
| 10-12-Oct | Stage Rally | Yes | Mull Car Club | Mull Rally | Isle of Mull |
| 12-Oct | Stage Rally | Yes | Wigan & Dist MC | The Adgespeed Stages | 3 Sisters, Wigan |
| 12-Oct | Autosolo | Yes | Bolton-le-Moors CC | Bolton October Autosolo | Makro Manchester |
| 12-Oct | Autotest | Yes | Bolton-le-Moors CC | Bolton October Autotest | Makro Manchester |
| 12-Oct | PCA | Yes | Bolton-le-Moors CC | Bolton October PCA | Makro Manchester |
| 25-Oct | Road Rally | No | Hexham & Dist MC | John Robson rally | Northumberland |
| 15-Nov | Road Rally | No | Matlock MC | Dansport Rally | Derbyshire |
| 29-Nov | Road Rally | Yes | G & P MC | Preston Regardless Rally | Lancashire |
| 07+08-Nov | Stage Rally | Yes | Manx Auto Sport | Poker Stars Stages | Isle of Man |
| 8-Nov | Stage Rally | Yes | Bolton-le-Moors CC | Neil Howard Memorial Rally | Oulton Park |
| 22-Nov | Stage Rally | Yes | Clitheroe & Dist MC | The Hall Trophy | Blyton airfield, Lincs |
| 7-Dec | PCA | Yes | Accrington MSC | Winter PCA | Blackburn Services, M65 Jt 4 |
| 7-Dec | Autosolo | Yes | Accrington MSC | Winter Autosolo | Blackburn Services, M65 Jt 4 |
| 7-Dec | Autotest | Yes | CSMA NW | Winter Autotest | Blackburn Services, M65 Jt 4 |

SD34MSG

Marshals Championship

All SD34MSG Member Club Events

See SD34MSG Calendar Above

for Dates of Events



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Non Race/Rally Championship

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

Last Updated : 17th September 2014

U18 Championship

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

Last Updated : 20th September 2014

Individual Championship

| O/A | <u>Competitor</u> | <u>Q</u> | <u>pts</u> | <u>Club</u> |
|-------|-------------------|----------|------------|-------------|
| 1. | Steve Price | Y | 106 | BLMCC |
| = 2. | Andrew Williams | Y | 79 | U17MC |
| = 2. | Steve Lewis | Y | 79 | CDMC |
| 4. | Steve Johnson | Y | 67 | U17MC |
| 5. | Steve Butler | Y | 52 | CDMC |
| = 6. | Mathew Jakeman | Y | 38 | HMMC |
| = 6. | Gary Jakeman | Y | 38 | HMMC |
| = 8. | David Barratt | Y | 15 | AMSC |
| = 8. | Maurice Ellison | Y | 15 | CDMC |
| 10. | Paul Buckel | Y | 12 | CDMC |
| 11. | Scott MacMahon | N | 70 | U17MC |
| 12. | Daniel Barker | N | 64 | AMSC |
| 13. | Roger Barfield | N | 59 | U17MC |
| 14. | Stephen Kennell | N | 55 | CDMC |
| 15. | Alexander Tait | N | 53 | U17MC |
| 16. | James Williams | N | 50 | U17MC |
| = 17. | Antony Dixon | N | 29 | PDMC |
| = 17. | Ryan Moyler | N | 29 | CDMC |
| = 19. | Neil Harrison | N | 28 | CDMC |
| = 19. | Pete Tyson | N | 28 | CDMC |
| 21. | Paul Taylor | N | 27 | CDMC |
| = 22. | William Jarman | N | 26 | U17MC |
| = 22. | Ben Wild | N | 26 | U17MC |

Last Updated : 18th September 2014

SD34MSG

2014 Championships

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

Stage Rally Championship

| O/A | <u>Driver</u> | <u>Q</u> | <u>pts</u> | <u>Class</u> | <u>Club</u> |
|-----|-----------------|----------|------------|--------------|-------------|
| 1 | Garry Jakeman | Y | 106 | B | HMMC |
| 2 | Antony Dixon | Y | 80 | C | PDMC |
| 3 | Stephen Johnson | | 79 | A | U17MC |
| 4 | John Richardson | | 55 | C | BLMCC |
| 5 | Mark Booth | | 29 | C | SO61MC |
| = 6 | Steve Lewis | | 27 | C | CDMC |
| = 6 | Jack Darbyshire | | 27 | D | GPMC |
| = 8 | Steve Hudson | | 26 | B | CDMC |
| = 8 | Hazel Johnson | | 26 | A | U17MC |

| O/A | <u>Co-Driver</u> | <u>Q</u> | <u>pts</u> | <u>Class</u> | <u>Club</u> |
|-----|------------------|----------|------------|--------------|-------------|
| 1 | Mathew Jakeman | Y | 105 | B | HMMC |
| 2 | Steve Butler | | 79 | A | CDMC |
| 3 | Ryan Moyler | Y | 78 | C | PDMC |
| 4 | Eric Wilcockson | | 56 | C | BLMCC |
| 5 | David Barratt | | 53 | A | AMSC |
| 6 | Matthew Kendall | | 28 | C | GPMC |
| = 7 | Ian Raynor | | 27 | | CDMC |
| = 7 | Steve Coombes | | 27 | | GPMC |

Last Updated : 2nd July (after Enville Stages)

Road Rally Championship

| O/A | <u>Driver</u> | <u>pts</u> | <u>Class</u> | <u>Club</u> | <u>Final</u> |
|-----|----------------|------------|--------------|-------------|--------------|
| 1 | Richard Hunter | 39 | E | AMSC | |
| 2 | Pete Tyson | 37 | E | CDMC | |
| 3 | Pete Jagger | 30 | S/E | BLMCC | |
| = 4 | Tony Harrison | 26 | E | CDMC | |
| = 4 | Dave Whittaker | 26 | S/E | CDMC | |
| = 4 | James Taylor | 26 | S/E | CDMC | |
| = 7 | Ian Bruce | 23 | S/E | BLMCC | |
| = 7 | Paul Buckel | 23 | E | CDMC | |
| 8 | Mark Standen | 20 | E | G&PMC | |
| = 9 | Steve Mitchell | 15 | E | CDMC | |
| = 9 | Simon Boardman | 15 | E | CDMC | |
| 11 | Derek Long | 14 | S/E | BLMCC | |

| O/A | <u>Navigator</u> | <u>pts</u> | <u>Class</u> | <u>Club</u> | <u>Final</u> |
|-----|------------------|------------|--------------|-------------|--------------|
| 1 | Paul Taylor | 56 | E | CDMC | |
| 2 | Richard Crozier | 43 | E | G&PMC | |
| 3 | Neil Harrison | 38 | E | CDMC | |
| 4 | Andy Long | 34 | E | BLMCC | |
| 5 | Ian Mitchell | 27 | E | CDMC | |
| 6 | Steve Butler | 26 | E | CDMC | |
| 7 | Sasha Herriott | 25 | E | AMSC | |
| 8 | Ian Rayner | 16 | E | CDMC | |
| 9 | Maurice Ellison | 14 | E | CDMC | |
| 10 | Ian Farnworth | 11 | N | G&PMC | |

Last Updated : 12th July 2014 (After Beaver)

2014 SD34MSG

MARSHALS CHAMPIONSHIP

Last up dated 16th July 2014

Accrington MSC

Tracey Smith 30

Total Club Marshalling Points : 30

Bolton-le-Moors MC

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

Total Club Marshalling Points : 170

Bury AC

Clitheroe & DMC

| | | | |
|-----------------|----|-------------------|----|
| Jez Turner | 70 | Maurice Ellison | 60 |
| Steve Lewis | 30 | Dionne Wild | 20 |
| Matt Kiziuk | 20 | Chris Woodcock | 10 |
| Dave Barratt | 10 | Steve Brocklebank | 10 |
| Heidi Woodcock | 10 | Katie Woodcock | 10 |
| Steve Butler | 10 | Paul Buckel | 10 |
| Gareth Shepherd | 10 | Kev Haworth | 10 |

Total Club Marshalling Points : 290

CSMA (NW)

Graham Bray 20 Eve Fisher 20

Total Club Marshalling Points : 40

Garstang & Preston MC

Les Fragle 60 Graham Chesters 20
Steve Kenyon 20

Total Club Marshalling Points : 80

High Moor MC

Lancs & Cheshire CC

Lightning MSC

Lancashire A.C.

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

Total Club Marshalling Points : 80

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

| | | | |
|----------------|----|---------------|----|
| Les Eltringham | 50 | Alan Shaw | 40 |
| Peter Wright | 30 | Rod Brereton | 30 |
| Steven Dixon | 20 | Chris Andrews | 20 |
| Mick Tomlinson | 10 | | |

Total Club Marshalling Points : 200

Stockport 061

Ken Wilkinson 50

Total Club Marshalling Points : 50

U17Club NW

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

Total Club Marshalling Points : 50

Wallasey MC

Warrington & DMC

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

Total Club Marshalling Points : 420

Wigan MC

| | | | |
|---------------|----|------------------|----|
| Alan Bibby | 10 | Graham Bunting | 10 |
| Peter Bunting | 10 | Chris Cook | 10 |
| Stuart Cook | 10 | Helen Fox | 10 |
| Martin Fox | 10 | Dave France | 10 |
| Alan Hayes | 10 | Mark Hewitt | 10 |
| Denis Higson | 10 | Rob Jones | 10 |
| Tony Jones | 10 | Dave Hind | 10 |
| Tony Lynch | 10 | Lance Rowlandson | 10 |
| Sue Roberts | 10 | Adrian Spencer | 10 |
| Colin Strath | 10 | George Thewlis | 10 |

Total Club Marshalling Points : 200

2300 MC

2300 Club presents: The John Easson Award 2014

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

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

Allan Durham, Award Scheme Manager, explained:

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

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

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

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

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

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

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

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

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

John Easson Award
Allan Durham
C/o Pro-Tec Motorsport
Unit 6, Clifton Business Park
Preston New Road
Clifton, Preston
Lancashire, PR4 0XQ

Previous JEA winners:

2004: George Collister, Isle of Man
2005: Stevie Brown, Scotland
2006: Ryan Borthwick, Scotland
2007: Alick Kerr, Scotland
2008: Philip Scholes, England
2009: Mark McCulloch, Scotland
2010: Sara Williams, Wales
2011: Osian Pryce, Wales
2012: Matt Griffin, England
2013: Chris Ingram

2014 ? It could be you..

Further information:

Email: alland@2300club.org



Chris Ingram : winner 2013



PROMENADE STAGES RALLY

Friday 5th & Saturday 6th September 2014



Accident Advice Solicitors

RACING

FREEPHONE: 0800 1 44 40 55

Although its not my favourite event, its always a good craic, like the old Park Hall rally, you see people you don't see for ages, so when Steve Quigley, who I sat with a couple of years ago, asked me to do it, I declined, but said I would come over and help service, and we could have a night out, and a few beers, sounds good.

A month to the rally, and im chatting to my mate who's building a Darrian, and he tells me of another lad who's just finished his, used to do some rallying and is after a co-driver for the Prom, and would I be interested, it wouldn't cost me, and its got a Millington in the back, of course the Millington bit swung it!!!!

So I meet up with my driver for the two days, Brandon Smith, I had done a bit of research, before agreeing, and he had had some good results, all be it ten years ago, when he last rallied, when he was second in the ANWCC championship.

Noise and scrutineering out of the way, we try the intercom, adjust the belts, put some tank tape on top of my helmet, to stop it rubbing on the roof, and off we go for a walk round the stage. Just two stages, on the Friday night, and in the dark, and Brandon is nervous as hell, I try to calm him down, and offer him a cigar, doesn't work, (thank goodness he doesn't take one, im down to my last nine, and the beer has yet to flow). On the first one Brandon leaves the braking a little late, and we loose about ten seconds with a three point turn, and go into the Saturday stages, well down at re seeded at 53, out of ninety five.

First stage of the morning and we've moved up to 37th, top fifteen time. Just a couple of missed gears, we only have a dog box, that's not been re built in ages. Next stage a repeat of the last, and its coming together, ninth fastest, and moved up more places. Then the traditional Prom rally shower, we opt for a couple of cuts in the Dunlops, another top ten time, and he keeps banging in top ten times all afternoon, last stage, and were up to tenth, a just one second ahead of an Irish guy in some WRC Fiesta, and Brandon then goes and sets a joint fastest time, and moves us up to ninth o/a and forth in class, not bad after a ten year lay off. As for Millington power, I would highly recommend it, if you have a spare £25K.

Well done to Wallasey MC, besides the coast guard disturbance, another slick event, and Darren / Sandy for the rally village and displays.

Terry Martin : Clitheroe & DMC



STOLEN RALLY CAR

It was during the dark hours of 17th/18th August that MGU 828W, the Team Marcote UK (Colin Chil-es and Mark Woodcock) Ford Escort MKII, was stolen from the Burntwood, Staffordshire Here are some photos from Colin and Mark's Es-cort for those of you with keen eyes and are knowledgeable about the channels through which a car, or spares, of this type may be passed.

Any Information Contact Michael Davies
michael@rally2report.co.uk
or 07534-336467





Friday 5th and Saturday 6th September saw the 33rd consecutive running of the ever popular and award winning promenade Stages Rally held at the New Brighton promenade sponsored by Accident Advice Solicitors run by Wallasey Motor Club. Reintroduced for the Friday start to the event were two stages one of which ran in the fading day light and one ran under the floodlights proving a spectacular sight for

the thousands of spectators in attendance. As qualifying rounds of both the ANWCC and SD34 Rally Championships with over 50 miles of competitive action offered a unique challenge to the quality entry assembled where tiny mistakes often prove costly with the unforgiving high kerbs resulting in huge time loss or retirement.

The action packed Friday Stages saw Simon Bowen / Richard Robinson (Impreza S11 WRC) set the pace with Paul Evans / Lol Powell (Ford Escort Mk2) 3 seconds adrift with Mark Holmes / Craig Simkiss (MG Metro 6R4) and Will Owen / Rob Hopewell (Ford Escort Mk 2) setting the exact time a further second back. As soon as it had started it was over for Bowen / Robinson though as they retired on the now dark SS2 due to head gasket failure, they weren't the only crew to suffer as last years winners Alan Oldfield / Steve McNulty's Proton Satria S2500 wheel took a hammering on a roundabout and limped through to the end of SS2, Julian Jones / Mikey Herritts (Ford Escort Mk2) suffered Diff problems on the start line of the first stage and Craig Pennigton / Wayne Priest rearranging the promenade fencing in a big off in their Mitsubishi Evo IX. As the crews finished the first night it was Evans / Powell leading an Escort Mk2 top 3 with Wesley Simpson / Ryan Simpson second and Owen/ Hopewell third.

As day 2 started it was the MG6R4 of Holmes / Simkiss who set some stunning times and led the event over the next three stages but a problem on SS6 resulted in the pair taking a stage maximum and all their hard work was undone and they were left to rue what could've been. Owen / Hopewell now occupied top spot from Evans / Powell second and Simpson / Simpson in third. Curse of the leaders struck again with Owen / Hopewell losing considerable time on the next test dropping them out of contention as Evans / Powell ever consistent now taking control of the event with Simpson / Simpson second and the hard charging Jack Derbyshire / Matthew Kendall (Ford Focus STi 4X4) setting some blistering times to move into the last podium position. Over the latter part of the event with the weather getting better as the afternoon wore on the top 3 held station but on the last stage Derbyshire / Kendall edged out Simpson / Simpson to claim a well earned second overall. Evans / Powell overcame minor issues and held on to win their home event by a mere 10 seconds and in doing so Paul Evans claimed his first outright victory and the first time a Ford Escort Mk2 had won the event since 1985. Fourth place went to the Darrian T90 of Nigel Gibbard /Simon Rogers and with it Class 3 honours ahead of the pocket rocket Renault Clio 172 Cup of Steve Quigley / Steve Lewis, sixth, seventh and eighth went to the Ford escort Mk2's of Keith Dowthwaite / Colin Treeby, Shaun Riley / Joe Ford and Greame Bell / Russ Radford respectively. Rounding out the top ten were Brandon Smith / Terry Martin (Darrian T9) in ninth and Matthew Roberts / Sarah Hughes Citroen Saxo tenth, who also took the win in Class 2, Scott Mayes / Karl Bates' orange missile (Vauxhall Nova) finished a creditable 23rd overall and took class 1 in the upto 1400cc category.

The Promenade Stages Rally continues to offer an experience like few other event's to crews and spectator's alike and with the Rally Village proved extremely popular. Anyone who was unfortunate to miss the event can catch the highlights on the Special Stage TV programme due to be aired on Motors TV on the evening of Friday 7th November



GWF Energy Merrick Stages

6th September 2014

Jock Armstrong and Paula Swinscoe were unlucky to have missed out on a podium position on the recent Merrick Stages

Castle Douglas driver Jock Armstrong and his co-driver Paula Swinscoe (CDMC) from Withnell have had four podium finishes in the previous four rounds of the AAR CraibMSA Scottish Rally Championship in their Class 12 Subaru Impreza but had to be content with 4th O/A and 1st in Class on the 6th round of the championship.

The GWF Energy Merrick Stages is based in Dumfries and uses stages in the forests in both Wigtonshire and Ayresshire.

The first loop of 2 stages saw the pair lying in third place by a mere 6 secs, with Thornburns Focus WRC and Faulkners Mitsubishi Evo9 ahead, with David Bogie in his Ford Fiesta R5+ 12 secs adrift after having a puncture on the second of those stages.

Following the first service of the day, a 3rd quickest time on the next stage had reduced the gap to Faulkner to 5secs, but Bogie had also reduced the gap from himself in 4th position to Armstrong in 3rd to 5 secs.

However, on the next stage, a slow puncture that eventually let go on a hairpin right with 3 miles to go to the stage finish, lost the crew 20secs, and relegated them to 4th place with a 15sec gap to Bogie in 3rd.

Having changed the wheel at the stage end, they knew that they could not afford another puncture (having used their only spare) and took the decision to drive carefully over the final 2 stages in the hope that someone else ahead might have a problem. Sadly, this was not to be, but the team were still delighted to have achieved a very creditable 4th O/A and finished 1st in class.



Neil Simpson impresses at Barum Czech Rally Zlín

NEIL Simpson put in a textbook performance on his first attempt at the Barum Czech Rally Zlín to finish a trouble-free 11th in his Simpsons ŠKODA Fabia S2000. Co-driven by Claire Mole, Neil's strategy of pushing hard when conditions were good and being careful in the muddy and bumpy sections paid dividends, as he used all his experience to bring the Fabia S2000 home to another excellent FIA European Rally Championship result.

In the strong 121 car field, Neil's Pirelli-shod Fabia S2000 consistently set top 20 stage times on the demanding stages, with a 13th fastest best on SS6 and SS15. In front of huge crowds of spectators, the 42-year old ŠKODA dealer principal from **Clitheroe** in Lancashire moved up from 21st position after the opening stage, as the three-day event unfolded on the fast and rollercoaster roads in the beautiful Moravian countryside.

Sepp Wiegand (Germany) finished second in a factory Fabia S2000 and lies second in the ERC, 19 points behind team-mate Esapekka Lappi.

Simpson said: "We said before the start that our priority was to finish, and we've stuck to our plan and done exactly that.

"We would have been extremely pleased with a top 15 finish, so to finish 11th is fantastic – especially against all the leading European Rally Championship contenders and so many local drivers who are also extremely quick.

"The Barum Czech Rally Zlín has been really enjoyable, yet it's also been one of the most difficult rallies I've ever done, but I couldn't really be happier with our strategy, performance and result – it's been a great event."

Lancashire Telegraph





Tom Hall & Steve Jackson, 1st O/A



Archie & Richard Simmonds

The **Doonhamer Classic Rally** is based at the Barony Agricultural College just to the north of Dumfries. It is run by the South of Scotland Car Club (SOSCC).

Many Classic rallies balance tricky navigation and regularity sections with tests (some events being a proper nightmare with the navigation!). Not the Doonhamer : its all tests.

If you think for one second that there is nothing for the navigator to do then you would be so wrong. OK on the road sections, between tests, it is just a matter of keeping your driver on the correct road but it is on the tests themselves that the navigator needs to be really switched on.

This year there was a total of sixteen tests. Four of those test were repeats.

What the SOSCC do so well is have an excellent mixture of surfaces and complexity of tests. Some of the tests are tight and knadgery and best suited to cars like a Mini. Others are long and flowing and the Escorts are in their element. Some are in forests and on gravel, some on broken concrete and some on tarmac and others on a mixture of all 3. Most are almost as complex as a full-blown autotest and that is where it is so easy to get it it wrong (although the forest sections are very similar to a stage)

My ride for the day was with Nigel Cardale in his Ford Anglia. I kept telling everyone it was a 997cc but in truth it is a 1598cc. We managed to get round the whole event without any wrong tests but that was not from a want of trying by me!

We had a couple of other problems that hindered our progress. First up was that the engine decided to cut out whenever Nigel took his foot off the gas and then refused to start on the key. Next was the steering. Whenever we got onto full lock the steering jammed and on several 360's we appeared to the marshals to be attempting a 720. Either on their own we might have coped with but when you have gone round a cone and the car wants to go round again and there isn't enough room or time to get it straightened up, you take your foot of the accelerator and brake : and the engine dies. We managed but only just.

Finished 14th O/A and second in class. Would have been 3rd in class but Tom Hall (who was in our class) managed to pip Archie and Richard Simmonds for 1st O/A and we got promoted.

A really good event and I am surprised more crews dont travel over the border to do it.

Maurice Ellison : Clitheroe & DMC
Photos courtesy of Tony North



Ross Butterworth & Andy Pullen



David Agnew & Alan Jackson



Andy Beaumont & Bob Hargreaves



John Bertram & Ralph Miller

NOT THE PLANNED OUTCOME

Having secured sufficient backing to compete on the most recent round of the Manx Rally Championship, Rally Isle of Man, Cockermouth's Richard Barnard, with Sean Donnelly co-driving, in his Subaru Impreza started steadily on the first nights special stages last Thursday. The opening test, a super special stage where 2 cars run at the same time, on the Promenade at Douglas gave thousands of spectators a chance to see the cars in action before they headed out onto the Manx lanes.

Richards's early pace was steady rather than spectacular having not rallied since May he was looking to get back into the swing of things on these opening tests and then push from Friday morning onwards. As cars pulled into the TT Course Grandstand service area late Thursday night after 4 special stages the RABrallyesport team were lying just outside the top 20 of the 103 starters and with no problems things looked set fair for the Friday restart. Still a long way to go with 20 stages remaining over Friday and Saturday.

5.2 miles of the Lhoobs stage started Friday's competition and Richard was good to his word setting a fantastic 6th fastest time over this initial test beaten only by championship leader Arron Newby and 4 well respected Manx drivers.

A short 2.4 mile stage came next and it was here that Richards charge came to an end. On a tight right hand bend the Cumbrian driver carried too much speed into the corner and despite a valiant effort to get round the bend Richard couldn't prevent his car rolling onto its side into a ditch and out of the rally.

Once the car was recovered back to the Douglas service area Richard commented 'Well I came here to push hard and try and achieve a good result and if you are really trying there is always the chance you can have an accident. We did, that's rallying, so it's now get the car back to the workshop and rebuild and repair for the next round in November.'

Co-driver wanted for Pokerstars Rally, Isle of Man 7th & 8th November 2014. Must have screw loose and be competitive with experience on notes and preferably manx tar. Contribution negotiable. Going for it..... (Sean is away in Ireland on holiday before anyone asks) **Richard Barnard : West Cumbria Motorsport Club**



INVICTUS GAMES

If you can remember back to the SD34MSG Prize Presentation Night in February then you might recall that our Guest for the evening was **Tony Harris** from Race2Recovery.

AND IF you have been watching the Invictus Games on the box you might have noticed that one of the players of the British Armed Forces Sitting Volleyball team at the Invictus Games was the same Tony Harris.

Tony only began playing Sitting Volleyball 3 months ago but recently attended a Talent ID day for the Great Britain Sitting Volleyball programme and has been invited to train with the squad. He is very keen to get more involved, "I'm really enjoying Sitting Volleyball and am looking forward to being involved with the GB team. There's a strong group and lots of competition for places. We hope that as a squad we can continue to develop and achieve things on the international stage"

Let's hope Tony will be able to add a Gold Medal to his sporting career on Sunday. The 5th-6th playoff, Semi-finals, Bronze, and Gold matches all take place at the Copper Box Arena on Queens Elizabeth Olympic Park London.

BREAKING NEWS

Team UK wins Gold Medal in the Sitting Volleyball Final

Danielle Hampson-Carrol
Craig Gadd
Anil Gurung
Kushal Limbu
Anthony Harris
David Henson

Vinod Budhathoki
Netra Rana
Frank Aveh
Seveci Navelinikoro
Corrie Mapp
Charles Walker





Outright Victory And Title For Impressive Newby In Isle Of Man

On a glorious final day, Arron Newby and Rob Fagg (Subaru Impreza) made it back to back outright successes on Rally Isle of Man powered by Microgaming, as they added the 2014 victory to add to their inaugural success on the event last year.

19 year-old Newby, who became the youngest ever winner of the title in 2013, retained his Eurocars Motorsport Manx Rally Championship crown in fine style following Friday's leg, before taking a two minute lead into the final day's seven closed roads stages and swept to fastest stage time on each of them. It extended the VP Fuels/Pirelli/Beatsons Building Supplies TEG Sport driver's winning margin to 3m27.4s ahead of Manxman Steve Colley's Mitsubishi at the finish to continue his incredible run.

Along with local Kirk Michael co driver Rob Fagg, the defending Manx Rally Champions got their campaign underway in brisk fashion on Thursday evening by setting a record time on SS1 before being delayed due to a car which had gone off and blocked the stage on SS2. Nonetheless, the pair ended the leg in the lead to clasp one hand on the trophy.

Friday saw the Beatsons Building Supplies and VP Fuels/Pirelli-backed TEG Sport Subaru pair continue their pace and arrived back in Douglas with sufficient points earned to confirm their second successive Manx title. It was Newby's fourth win of the year and he celebrated the title in style by being fastest on 19 out of the 22 stages which ran competitively.

Arron Newby: **"Well that's Rally Isle Of Man won for the second year in a row. We've been fastest on nearly every stage and with the Championship also secured; I don't think it could have been a better weekend! I drove at a fast but comfortable pace throughout the rally and it was nice to show my pace on the island against the BRC front runners after setting fastest times on the majority of the stages. A huge thanks to Rob on the notes, he's been perfect all week on them. Thanks to TEG Sport for the superb car, it hasn't moved over the bumps and apart from the slight problem on Thursday night which they soon fixed, the car's ran faultlessly. Also thanks to Pirelli whereby the tyres have again been fantastic, VP Fuels, Ravenol, Beatsons Building Supplies and the rest of my sponsors for the support. It's been a brilliant weekend and now it's time to celebrate!"**

Stuart Newby, TEG Sport Team Owner: **"The boy has driven fantastic all weekend especially when he had the Championship at stake. His plan was to retain the title in leg one of the rally and enjoy leg two which is exactly what he did and his winning margin demonstrated that. I would just like to thank everyone involved with Arron for all the hard work and effort they've put in, from the team to the sponsors as we couldn't do it without you all."**

Combined Overall Final Result after SS24

- 1 Arron Newby/Rob Fagg - Subaru Impreza - 2:01:59.4
- 2 Steve Colley/Andrew Cowley - Mitsubishi Evo IX - 2:05:26.8
- 3 Nigel Cannell/Michaela Cannell - Mitsubishi Evo IX - 2:06:30.7
- 4 Rob Smith/Alun Cook - Ford Escort RS1800 - 2:10:44.4
- 5 Meirion Evans/Iwan Jones - Ford Escort MkII - 2:12:23.3
- 6 Andrew Hockridge/Aled Edwards - Citroen DS3 - 2:13:13.3
- 7 David Stokes/Guy Weaver - Ford Escort RS1600 - 2:14:18.5
- 8 Will Onions/Dave Williams - Ford Escort RS - 2:14:55.8
- 9 Martyn Jones/Martin Burns - Vauxhall Nova GSi - 2:15:45.8
- 10 Jimmy McRae/Pauline Gullick - Vauxhall Firenza - 2:16:39.4



pictures courtesy of Mark Corlett



Woodpecker Win For Flying Bird

Cumbrian rally driver Paul Bird continued where he left off last time after he followed up victory on the Nicky Grist Stages Rally last month with a second successive victory on the Woodpecker Stages to thrust himself once again back into contention in the 2014 REIS BTRDA Rally Series.

After a second place on the opening Wyedean Rally followed by a win on his local Malcolm Wilson Rally for a record-equalling fourth time, the British Superbike and MotoGP team boss from Langwathby near Penrith bounced back on the Nicky Grist Stages Rally after a run of bad luck had put paid to his chances on recent events.

With his chances of championship success rekindled, Bird and Welsh co-driver Aled Davies arrived at the start of round seven in their Rubis Petroleum, Cockspur Rum, Fuchs Titan Race and Mac Tools-backed and Dom Buckley Motorsport-prepared Ford Focus WRC07 hoping for further success.

The 2005 National Champion made his intentions clear from the start and after setting the fastest time on the opening stage by seven seconds; he doubled his lead on the next test before relinquishing a handful of seconds on SS3 to friend and rival Steve Perez following a stall.

It was the only blip in what was an almost perfect performance and Bird rammed home his advantage with fastest time on the remaining three stages to arrive back at the Ludlow finish 27 seconds ahead of Perez.

Having not contested two BTRDA rounds due to other commitments, the result means Bird is up to fifth in the standings but with dropped scores still a factor meaning the championship is still wide open going into the next round in Yorkshire with the Trackrod Stages.

Paul Bird: *"It's a busy weekend for us what with my team racing at the British Grand Prix at Silverstone and me competing on the Woodpecker so hopefully I've given the boys some inspiration! I had a couple of stalls which cost me time but I'm pleased with the result and it's always good to beat Steve! The championship is still within our grasp so I'll hopefully be able to keep this run of wins going."*

Results

1. Paul Bird/Aled Davies - Ford Focus 07 WRC - 0:41:33
2. Steve Perez/Paul Spooner - Ford Focus - 0:42:00
3. Luke Francis/John H Roberts - Mitsubishi Evo IX - 0:42:32
4. David Weston/Kirsty Riddick - Subaru Impreza WRC - 0:42:34
5. Alex Allingham/Chris Williams - Subaru Impreza N10 - 0:43:35

Chesterfield driver Steve Perez and Welsh co-driver Paul Spooner took well-earned runner-up placing on the Woodpecker Stages Rally to continue their quest for the 2014 REIS BTRDA Rally Series title.

Driving the ex-Marcus Gronholm Kick Energy Ford Focus WRC07, Perez saw his bid for victory hampered by a broken handbrake on the opening stage and after two stages, was 14 seconds down on friend and rival Paul Bird in a similar car.

The triple British and Historic Rally Champion hit back on SS3 to reduce Bird's lead but in the second half of the event, Perez, who has won the Somerset Stages as well as the Dukeries rallies this year, settled for a safe second place knowing a number of his title rivals had suffered misfortune on the event.

The rally also marked a poignant tribute to former

World Champion Bjorn Waldegard, who died recently, and who was a friend and associate of Steve's, and also drove the Kick Energy and Amigos-backed Lancia Stratos on some events.

What it also means is that Perez is right in the mix for championship honours given the dropped scores points system and with a good string of results over the final two rounds, including next month's Nicky Grist Stages, he can seriously challenge for the BTRDA crown he last won in 2010.

"We had a problem with the handbrake on the opening stage which set us back and although we beat Birdy on SS3, we had to settle for second place this weekend. The result keeps us well in the hunt for the title and it's looking increasingly likely that it's going to be a battle between Paul and I so all is still to play for on the last two rounds. We also wanted to pay tribute to Bjorn Waldegard who sadly passed away recently so I'd like to dedicate this result to him as he was a good friend and one of my rallying heroes."



WOODPECKER TAPS UP BIRD'S GOLD STAR CHANCES

As the REIS BTRDA Rally Series heads inexorably towards its conclusion, the running of Round 7, the Woodpecker Stages, signifies that dropped scores are about to come into play - at least they would be if you had scored on each of the previous six events! However, such have been the slings and arrows of outrageous fortune - both good and bad - of those perceived as front-runners in the race for this season's Gold Star title that that was the last thing on their minds. They all have work to do and, as such, were looking forward - not back!

It had been fully seven weeks since early-season leaders Paul Bird/Aled Davies' win on the Nicky Grist Stages thrust them back in to the limelight but, whatever they'd been up to in the intervening period, it was immediately obvious that their commitment had not been dimmed in any way, shape or form. From the traditional Ludlow Racecourse start, the Woodpecker route took competitors - virtually a full-house for the first time in years! - straight to Bringewood and, in just over three miles, Bird (Ford Focus WRC) took seven seconds out of his nearest rivals, Luke Francis/John H Roberts (Mitsubishi Lancer EVO9). 2010 Woodpecker winners Steve Perez/Paul Spooner (Ford Focus WRC) and Dave Weston/Kirsty Riddick (Subaru Impreza WRC) were third equal, a further two seconds adrift.

Perez set FTD on the third of the six stages on his way to runners-up spot but, with Bird laying claim to the other five, the Cumbrian's early lead was translated into a winning margin of 27 seconds. Francis/Roberts were third by just two seconds from Weston/Riddick who lost time with a couple of spins during the day - apparently in the same place on the first and second runs! Missing from the start, never mind the finish, were Stephen Petch/Ian Windsor who were forced to pull their entry the day before when their Fiesta R5+ developed a fault during a test at Sweet Lamb. Never mind - they were going to have to miss an event at some point anyway and now, having done so (although, perhaps, not their first choice!), can re-jig their plans for the rest of the season!

The Group N battle was as ferocious as ever, possibly even more so than usual, with Alex Allingham/Chris Williams coming out on top - just! Their Impreza N10 finished an excellent 5th overall and just three seconds in front of Jamie Anderson's Lancer which had dropped 25s to the leaders on SS2. Unfazed, Anderson wasted no time in beginning the fight-back, recovering 10s on SS3 alone and rounding off the day with an 18s advantage on the final stage. However, it just wasn't quite enough.....

The Lancers of Tom Naughton/Andi Mort and former Gold Star Championship leaders Russ Thompson/Andy Murphy, both of whom failed to finish the Nicky Grist, were next up while, on this occasion it was Roland Llewellyn/Jamie Edwards and Pat Naylor/Ian Lawrence's turn to experience the proverbial 'early bath'. With the engine feeling down on power on the first stage Naylor then shot well off the road on SS2 but then had a narrow escape as they were then clattered by the flying Naughton and Mort, which fortunately kept them on the road but left Naylor with a damaged rear corner. Llewellyn and Edwards in the meantime were enjoying one of their best performances and dicing with Anderson and Naughton for most of the event with a highest position overall of seventh, however in the usual cruellest way the engine cried enough on the final stage.

So, as the BTRDA Rally Series prepares to move to Yorkshire for the Trackrod Forest Rally, it is worth reiterating that no-one can yet count themselves as firm favourites to succeed Euan Thorburn and Paul Beaton to the Gold Star Championship® title. All the crews still in with a shout find themselves with little, or no, margin for error on the last two events and that, in itself, puts a huge amount of pressure on them.

In the BTRDA Production Cup too, Thompson/Murphy lead but, on paper at least, Llewellyn/Edwards, Naughton/ Mort, Carannante/Auskerin and Naylor/Lawrence are all within striking distance, given a slice of good luck and a following wind! An interesting few weeks lie ahead for all concerned!....



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BTRDA Rally Series (Silver Star)

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Robinson Continues His Two-Man Show

There was a certain amount of expectation that Silver Star Champions Matthew Robinson and Sam Collis were going to come under some pressure from local drivers for the 2WD win on the Woodpecker Rally. They had clearly not been studying the form-book as the nearest anyone got to them was 3 seconds on SS2. Although in fairness Robinson was fastest on five of the six stages but he didn't win the final stage, as that went to a very promising young Welshman with an excellent pedigree called Ben Llewelin, but by then the 2WD battle had long been over as Robinson and Sam Collis came home with a victory by of over a minute.

It was not all plain sailing though as along with a number of others they had a very big moment on the jump in SS2 High Vinnals. After a few hairy moments they regained the road with just a dent in the rear arch marking the occasion and blemishing their normally immaculate Ford Escort.

So behind Robinson it was then just a matter as to who would get the remaining podium places, but one who didn't stay long in the fight was Jamie Jukes whose Suzuki Swift retired on the first stage. Theo Bengry / Les Forsbrook were the first in the race, 11 secs down on Robinson followed by Jon Ballinger and Mike Wilding just 2 seconds further back after Stage 1. Stage 2 went in the same order but with Bengry extending his lead over Ballinger to 7seconds.

The long 10 mile Cwm Mawr stage was to see things change however as Allan McDowall/Gavin Heseltine brought themselves into the reckoning going in front of Ballinger after a slow run through the first stage had left them way down the order, but were nevertheless still 24 secs down on Bengry.

Service followed but for Nathan O'Connor/Jessica Regan they would not be leaving again as they had to retire their Honda Civic in service. Jake Scannell and Adrian Stevens were able to make it out of service but then retired their Mazda RX7 on Stage 4 when not just their gearbox, but more painfully their "new" gearbox failed. Transmissions were the weakness of the day by all accounts as also calling it a day were Alan Abbey/Jane Robbins who lost the drive on their Ford Puma. Back at the front Bengry extended the gap to McDowall but Ballinger was only 6 seconds adrift so McDowall could not ease up going into the short Wigmore stage where the gaps remained the same so it was down to the long last stage to decide the running order. However for McDowall he was not going to be the chance to get his second podium place of the year as he went off in the final stage leaving Ballinger to take the third position behind Bengry.

In the classes Stage 6 also proved to be the heartbreak stage for Tony Simpson and Ian Bevan who had led the N3 class all day in an effort to prevent Sacha Kakad wrapping up the Championship class win but when their gearbox cried enough not only was it a painful end to the day but also guaranteed Kakad the class title. Adrian Allen took second place on his local event.

Jon Ballinger took the top B11 class points with Nick Dobson coming in second and Jody Bowcott third and it looks like the Championship places will be decided between these three but it will require Ballinger to drop points to let the others in. Telfords James Hutchings has had an up and down season with two maximum scores interspersed with a retirement on

the Nicky Grist. He won the class by nearly 2 minutes from Brad Axon/Jonathan Shearing who held off Kit and Tim Leigh by just 15 secs after the Fiesta pair had had a journey up and down the leader board during the day but were at least able to bank their second successive finish.

Class leaders Steve Deeley/Alan Proudman continue to lead the class with a fourth place but the overall win is still not settled if Nathan O'Connor can pick up some points on the last two rounds.

In the Historic Classes while Barry Jordan/James Gratton-Smith took their second win in H1 David Dobson and Rex Ireland are squabbling over the H2 title. Dobson took the Woodpecker win by over a minute and now has just a 1 point lead and looking at the various permutations this one is going to get very tight.



Pendragon Stages 7th September 2014 Sponsored by MBM Motorsport CRG Motorsports



Autumn may not have arrived just yet but on the first Sunday in September a little mist on the Cumbrian fells suggested it wasn't too far away. With a little dew underfoot; the changing colours of the countryside already starting to show; the sun occasionally managing to peep through the clouds and throwing long shadows onto the tight and twisty tarmac strips. It was rally morning again on MOD range roads of the former county of Westmorland..

Reunited with Andrew Falconer for the first time since February, Doherty was looking forward to having another go on our annual visit to Warcop. Driving the John Pye Motorsport prepared Subaru Impreza; Darren produced a polished performance for what he felt was a perfect finish. He arrived at the end of the opening test to find that he'd stopped the clocks 3rd fastest and with no problems and no big moments, he just got on with the job and finished the event in third place overall as well.

Finishing a further 3 places adrift was Stuart Baillie in his slightly older version of Subaru's famous world-beater. His day got off to a bad start when a drive shaft went about 2 miles into the opening run. After completing the stage, he then had to attempt the repeated 8.4 miles in 3-wheel drive before returning to service. After that it was all attack and only a wee moment as his front left tyre delaminated at about 100mph approaching the flying finish of SS4 was of any interest. His was pleased to take a place from the Lindsays on the final stage too.

This meant that that the Lindsays ended up in seventh overall. They must have had 3 Weetabix for breakfast as they shot off the blocks to be fourth fastest after the opening pair of stages. The little Pug dropped a couple of places as other more powerful cars picked up their speed, but held 6th for most of the day as Barry knew they were flying. Unfortunately, half way through the penultimate test the Peugeot 106 picked up a misfire that progressively got worse. It felt so bad that Barry doubted he'd make it through the final stage. A long wait for this stage to start, due to a later car going off after the Lindsays had gone through SS7, meant there was a delay before the action resumed. Initially after the lights went green, it felt as though things were better but as the heat built up in the car the misfire returned and more time was lost. Lots of short shifting at 4,000 revs and plenty of patience eventually got them to the finish. It was not easy to tell if our Lad and Dad champions were pleased to get to the end of the rally or frustrated at what might have been ...

And certainly sharing such mixed emotions were Ian and Kathryn Forgan from Fife. Before the rally, Ian reflected on his struggle to manage a decent finish on this event and in the days leading up to the rally he'd invested in some different cams to help with lower end grunt for their Ford Ka. Once the rally was underway, the early times confirmed it was a good strategy as they were up to 11th overall until a rear shocker started leaking on the Toddygill stage. There was no identical replacement available so there was nothing else for it, other than to muster on for over half the rally with 'funny handling'. If they'd been offered a 12th overall finish before the start they'd probably have grabbed it with both hands. However, there were issues with some notional stage times following a couple of incidents and the Glenrothes crew felt they'd lost out and ended up 3rd in class – just 2 seconds behind the class winner !

Yet another driver with a headful of confused emotions was Alan Oldfield. It wasn't because regular co-driver Ken Bills was on holiday, but similar to Stuart, Barry and Ian – a case of what might have been. On the very first run he picked up a puncture and stopped to change it.

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from
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The timesheets showed him in 68th spot and seemingly out of it. On the repeated stage he was over 4 minutes quicker as he started his climb up the leaderboard. A relatively trouble free run thereafter would see him end up in 15th position.

Next up was Chris McCallum. Mechanically he'd had a clean run with no problems to speak of. Psychologically he was a little concerned starting a couple of the morning stages just 30 seconds before rally winner Peter Taylor. Chris felt he was watching his mirrors too much waiting for the ominous moment when the Fiesta's headlights would be burning their way into his car. He did enjoy trying to follow the white Ford's lines once it had gone by, but unfortunately he couldn't do that for very long before it were gone again !

Mark Thompson and Phil Kenny were next in their Peugeot 206. Mark had some concerns about his clutch the day before the rally, particularly as the same item was his reason for retiring last time out on the Tyneside Stages. But he not have worried as it was no bother at all and he simply accepted that he just wasn't fast enough on the day.

Stephen Bethwaite and Ann Forster were delighted to finish right behind the Peugeot in 22nd overall. Their only issue was with gear selection. During stage 6 they lost 1st and 2nd gear so had to complete the stage using the higher gears. The mechanism was rebuilt in final service and off they headed into the final two runs ... only for it to fall apart again very quickly.

Next up were the local crew of Geoffrey Harkness and Caroline Lodge. Although it wouldn't be fair to say they lived within shouting distance of the venue, Warcop was the one location with least travelling time. They have a mainly trouble free run in the little Vauxhall Corsa and although it sounded a little different at the finish, Geoffrey wasn't too worried about the rattles. And it certainly didn't slow him down at all.

Tom Middlemiss and Richard Stewart was next along in their Vauxhall Nova. The morning stages proved a little more challenging for the boys as Tom admitted to a couple of driver errors that resulted in them spending more time than necessary on the grass and in ditches. He settled down after lunch and enjoyed the rest of his rally. James Thomson and Alison Woodcock were another pair of Warcop virgins leaving the service area for MTC1. And within a couple of miles, their season long bogey of gearbox gremlins struck again. And so they struggled on for the remaining 70 competitive miles without 2nd gear ... they were well fed up at the final control but still managed a smile. Drew Barker and Shona Hale in the Vauxhall Corsa had a steady start at a new venue with new notes and it didn't quite come together at the first stage split. The result was a collision with some substantial stage furniture (concrete blocks, straw bales, wooden sleepers) and luckily no major damage. A little change of shape to the nearside front wing but Drew agreed that they got away with that one, as there was no mechanical damage. The remainder of the event went well with no problems as they moved up the order to finish in 36th overall.

Miles Whitelock and his team from Eden Valley, Kirkby Lonsdale and Northallerton Motor Clubs came up with yet another successful Pendragon Stages. Once again a simple format of 4 stages repeated and with low road mileage kept most competitors happy and provided another fine challenge

A Welshman was washed up on a beach after a terrible shipwreck.

Only a sheep and a sheepdog were washed up with him.

Looking around, he realized that they were stranded on a deserted island.

After being there a while, he got into the habit of taking his two animal companions to the beach every evening to watch the sun set.

One particular evening, the sky was a fiery red with beautiful cirrus clouds, the breeze was warm and gentle - a perfect night for romance.

As they sat there, the sheep started looking better and better to the lonely Welshman.

Soon, he leaned over to the sheep and... put his arm around it.

But the sheepdog, ever protective of the sheep, growled fiercely until the man took his arm from around the sheep.

After that, the three of them continued to enjoy the sunsets together but there was no more cuddling.

A few weeks passed by and, lo and behold, there was another shipwreck.

The only survivor was a beautiful young woman, the most beautiful woman the man had ever seen.

She was in a pretty bad way when he rescued her and he slowly nursed her back to health.

When the young maiden was well enough, he introduced her to their evening beach ritual.

It was another beautiful evening... red sky, cirrus clouds, a warm and gentle breeze - perfect for a night of romance.

Pretty soon, the Welshman started to get 'those feelings' again.

He fought the urges as long as he could but he finally gave in and, realizing he now had the opportunity, leaned over to the young woman

cautiously and whispered in her ear,

'Would you mind taking the dog for a walk?'



PENDRAGON STAGES

I can already hear you groaning about being faced with another weird and wonderful rally report by Dan Hurst, and I can only apologise for doing more rallies than usual this year, and I will continue to apologise when I say there are three more to come before Santa arrives! As per usual, I need to get the disclaimer out of the way. It is argued that 99.9% of the facts contained within this report, actually aren't at all factual (*including this one*)! So let's get on with it, so then we can all go read a serious and most likely boring report about someone claiming to be better than they actually are!

Pendragon Stages Rally, this time I would be sat alongside my 'Auld Lad' as opposed to Sensational Davey C, or the Mighty Boosh, meaning I was once again in the silly seat of the 300bhp Ford Escort MK2 RS Mexico. That'll do me! We were happily seeded down the field at Car 75, this of course being a tactical move to ensure we had clear runs of stages on the second assault (*not at all a fact*). This would be our third visit to the event, we finished our last two events in the mid-40s, so our only target this time was to maintain our 100% finish record!

I spent the night before the event being extremely busy sorting all the vital equipment out that we needed for the rally. In actual fact, I was wandering around ASDA in Workington searching the shelves for lots of Haribo sweets to hand out to the lovely marshals. I swear the managers of these supermarkets alter the aisles every day, just to watch customers on the CCTV Cameras searching aimlessly, as though they were Theseus in the Minotaur's Maze (*Greek Mythology reference, shove that in your pipe and smoke it!*)

On to the event! I can't say it was the most seamless rallies that I have ever taken part in, but I can say it was one of the longest with delays on pretty much Every. Single. Stage. But hey, that's rallying, and I know for sure I couldn't do any better!

The first two stages were a good 'break in' for my Old Boy and I, as the last event we had done together was Pendragon last year, and that was the last time Trev the Rev had rallied at all! By SS3 we had gelled, Trev understood the difference between left and right, and I understood the pace he wanted me shouting them. And then it was almost all over, right there on SS3. A hairpin right, which we had previously ballsed up and three-pointed on, we got it perfect this time, but then picked up far too much grip on the rear which threw the car into a wonderful tankslapper out towards one hell of a ditch. Somehow, after much huffing-and-puffing, the old boy managed to hold on and save us from an early exit – for now!

We thought that was our luck over for the event, and the next mishap would be a big one. And unfortunately, we didn't have to wait long until the 'next mishap' reared its ugly head. Pushing along on SS5 and setting what felt like a real good pace, a vibration began under my feet, Trev could feel the same vibration through the steering wheel and decided to back off slightly, a couple hundred metres later it was obvious we had an issue with a wheel so began to pull off to the side of the stage - and it's lucky we did! The left front had decided to shear off a wheel stud, and the wheel had proceeded to hatch an escape plan from the car. A quick wheel change and away we went again to the end of the stage, and indeed three stages later, the end of the event! 100% completion record intact!

Once again, a massive thank you to; our two awesomely lovely sponsors Tanglewood Guitars and Wood Street Garage; the incredible Maryport Service Crew; and to all the organisers, marshals, sheep, cows, trees and so on! Now, until the Roger Albert Clark Rally, *ciao for now!*



Oh Fraptious Joy!

Another stonker of an event.

Last month I wittered on about how good the Morecambe Rally was and low & behold we have another straight after it. Does it get better than this? Road Rallying in the North West is getting so good these days and we still have the Illuminations and Preston Regardless still to come. What we now want is the Lonsdale Belt back in the Calendar (*Pretty Please Dan*)

The Clirtheronian took place on maps 97, 98, 102 and 103. The start venue, Noise & scrutineering all taking place at the Darwen Services at Junction 4 of the M65. I dont think anyone had any serious problems with either although Geogia Shiels, on her first ever Road Rally, had to remove her lamp pod and cover up the Kick Energy signs on her old F1000 Micra. Pete Jagger got a bit of extra seat time before the route instructions were handed out (see picture on page 27)

Route plotted and some of my guesstimates of where we were going were correct, although most of them were well off. Neutral up the M6 and then the A6 to just above Myerscough College to TC2.

Out of TC2 and almost immediately into the 1st SGW with a CB at a grass triangle. Ayrton must have thought it was a NAM and after getting the CB turned left instead of right (quickly corrected and at the next junction I slotted him up the wrong road - Quick turn around but the damage was done and we dropped an unnecessary minute at STC3. It was then down over the bridges at Brockmill, to the west and north of Beacon Fell and over to Oakenclough to STC5 (STC4 there was no marshal).

Neutral through Oakenclough and the next competitive is Harisend Fell to the deceptive and tricky junction at Street, down to Stonehead and then over Marshaw and slot left down to Abbeystead. Neutral through Abbeystead and then it's the Trough - reasonable enough time and I am happy. Neutral through Dunsop Bridge, Newton and Slaidburn before the long run up Lythe Fell. You certainly know its only a one litre as it slowly chugs its way up the very long climb away from TTC10. Once Ayrton has got a bit of momentum in the micra we are going fairly well but as soon as we get over the top and start the decent we are flying. We slot left just after Bank End Farm on the road to Ivah and I can see the tail lights of Paul Flynne in the distance. We very quickly catch him up and discover why. He is stuck behind a local who is wandering from side to side at 10mph (probably a little worse for wear). Eventually, said local turns left at Swans and we are off again - we were 'off' a bit more than we intended when the micra lost traction on some loose chippings on the approach to the bridge before Helks Bank Farm and we caress the bridge leaving a bright red line on the bridge and a broken O/S head light for us. Paul Flynne tells me at petrol that the 'local' cost him 7 minutes - I think he cost us an extra 3 minutes - but at the time it seemed like an hour or even more!. From Botton Head its over White Moss to finish the section just outside of Wray.

Neutral through Wray and Hornby. Last section before Petrol at Carnforth is to the South & then West of Gressingham followed by Gunnerthwaite. Time dropped in first half was 10m 50s - take off the 3m, or thereabouts, and we would have been lying 5th not 15th - Ah Well, That's how the cookie crumbles.

Martyn & Rob Lloyd : 1st O/A



*Photos Courtesy
 Chris Ellison Photography
 07572 - 449625*



Myles Gleave/ Jason Crook: 2nd O/A



Pete Tyson/Neil Harrison



Ayrton Harrison/Maurice Ellison

Clitheronian Rally

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Refuelled and after a quick check that the damage was only superficial we head up to Burton-in-Kendal for a run over Hutton Roof. It turned out to be a bit of a waste as the Marshal at High Biggins was missing. Neutral through Kirkby Lonsdale and then its up the Roman Road and then Barbondale. We very nearly run into the back of the MG of Derek & Andy Long at the SGW outside of Barbon as they get the CB. We chase them up to the NAM at the next junction and just after this they pull over and let us pass. Ayrton has got the bit between his teeth and not long after we catch the Proton of Matt Broadbent & Joe Cruttenden but there is nowhere for them to pull over and we follow them into STC18. Neutral Round Dent to Dent White. Dent White, slot right at Cowgill then have a long wait (easy cleanable) STC20. Back towards Dent and slot left for Kingsdale.

We leave the control at the start of Kingsdale on the same minute as Matt & Joe in the Proton, quickly pull over to let them pass on the uphill and they reciprocate on the downhill and let us pass. Kingsdale has some horrendous 'Not As Map' bends with open air drops into the valley bottom and the organisers had had the good sense to put CBs just before these hazards. Still didn't stop Ayrton taking off on one of the jumps for so long that I had time to ask 'How long before we land?' before we actually did. His comment 'I have never been that high before'

After Kingsdale it was a Neutral through Ingleton to Whinney Mire which was the start of the section out over Gisburn Forest. We catch Derek and Andrew Long in the MG as we come up to Mewith crossroads but then they pull away from us as we head up the hill to the top of Clapham Common. Once again (after we have got it wound up and a bit of momentum going) we catch and pass Derek & Andy then Joe & Matt in the Proton, both crews chasing us into and out of the NAMs along the way to the end of section at Stoney Bank.

From the end of Gisburn to the finish all the sections were easily cleanable but that didn't stop us having a big moment as we approached the Roman Road White. The road leading to the white is some 3/4 of a mile long and dead straight before turning sharp 90R at the start of the white. The white looks very tempting and despite my screaming '90R in 100 yds', Ayrton didn't seem to understand until it was almost too late and we slide off the tarmac and down the white, first sideways & then backwards before its pointing back up the white to the junction where we see Andrew & Derek Long heading towards us - Quick 90L and we are still in front and crack on, only to have another long wait at the next control.

Its still only Ayrtons 1st year Rallying and the 3rd event out of a total of four rallies done that I have sat in with him. So far we have a 7th, 10th & now another 10th - All in a bog standard 1litre Micra (& he has only just turned 18)

Cracking Good Route, Good Paperwork, Great organisation. Really enjoyed it. And lots and lots of thanks to the Marshals

We still managed to get 10th O/A & 6th in class

Oh and Martin & Rob Lloyd in the BMW Compact won it with total penalties of 13m26s although it so easily could have been Dan Willan/Ian Tullie in the Proton as 1st O/A but Dan dropped 17m23s on the 1st half with some engine problems (at the petrol halt the bonnet was up and it was steaming) dont know what it was but in the 2nd half they only dropped 5m36s (still got 8th O/A) whilst the Lloyds dropped 6m26s. Ayrtons dad Tony retired after Petrol (lying 2nd) when his Proton decided that 3 cylinders was enough

Maurice Ellison : Clitheroe & DMC : Car 18

Dan Willan/Ian Tullie



*Photos : Paul (Alfie) Whitlock
www.motorsportmugs.co.uk*

Pete Jagger



Martyn & Rob Lloyd



Pete Tyson/Neil Harrison



Matt Broadbent/Joe Cruttenden



Vale of Clwyd Classic Historic Road Rally

A quality field of 67 cars made the start of the 2014 Vale of Clwyd Classic based in the beautiful village of Llanferres, North Wales on Saturday. The event is now established as a round of the national Historic Rally Car Register Clubman's Rally Championship, and as always, provided the entrants with one of the toughest events of the year.

A dull and drizzly morning saw competitors start to leave The Druid Inn just before 08:30 and make their way to the first driving test at nearby Loggerheads, the gauntlet thrown down by Andrew Mallagh and Paul Harley as they set the fastest time of the day on this popular car park based section. From here, crews ran back into Llanferres to attempt the first regularity section of the day, Clerk of Course Guy Woodcock was up to his usual tricks and had many crews dropping penalties within the first mile with a cleverly placed turning into a fishery just after a road junction. This wasn't the only devious slot on the first section, as further excursions onto private land along the route allowed time to be taken from the unwary.

Entering into Flintshire, two driving tests at the Penbedw Estate allowed the drivers to shine, for once though, an error was forced from Blackburn's Steve Entwistle, a clipped cone costing him and Bob Hargreaves ten seconds, the damp grass based third test was proving tricky catching several crews out. A section over Moel Arthur saw a new venue used, a smooth forest section that dropped away from the main road which was tricky to spot with the foliage covering it. Up to the first card collect, past winners, Mark 1 Escort mounted Dermot Carnegie and Paul Bosdet were leading the event, the pair were under pressure from Cestrian Howard Warren who was partnered by Iain Tullie in their Porsche 911. Mallagh and Harley had problems here, dropping 43 seconds on a mid-point control, severely denting their chances of victory.

The late morning and early afternoon were test based, two forest tests held near the village of Cwm giving way to a run out to Bodelwyddan for a grass based test at local businessman Rikki Proffit's home proving popular as ever. David and Jennie Aincham proved the star performers here, their Mini 1275 GT's agility and great driving skills from David handing the husband and wife pairing a bottle of champagne donated by Rikki. It was a rewarding day for the pairing, as well as the Champagne, they picked up first in class despite having mechanical issues later in the day.

Regularity three was once again an exercise in precision; navigation was via coloured junctions and led the Vale of Clwyd Classic to one of the turning points of the event on regularity four. The route presentation for this was a one inch map with one of Woodcock's favourite phrases included, 'on this map'. Roads built since the map was first used caught many of the top competitors out, costing them a maximum 2 minutes 30 seconds penalty. Warren and Tullie got the tricky junction correct and this sent them into the lead as the event headed into Clocaenog Forest for a regularity section.

Starting off easily, regularity five went down a yellow that broke into gravel, almost as quickly it went back onto tarmac, confusing some crews. Following the road down, a narrow slot 90 right into Clocaenog brought competitors to the first timing point down from Bryn Du, heading back onto the road again, easy sight lines meant most crews kept good time until a switch back into the woods saw a long, fast straight passing Cefn Du, recently re-surfaced and slippery to keep crews on their toes. The challenge of Carnegie and Bosdet came to an end here, as a hairpin right junction with a slot before it caught them out. It wasn't just them that fell foul as many turned in to early and missed it, some spotting their mistake and able to correct it before going on too far.



Howard Warren and Iain Tullie, 1st O/A



Dermot Carnegie and Paul Bosdet;



Charles Colton and Ryan Pickering 2nd O/A



Keith Davis and John Youd, class winners;



Peter Welch and Richard Bestwick, 3rd O/A.

Vale of Clwyd Classic

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The Fishy One heralded in regularity six, taking in the roads around Rhyd and Graigfechan, Gary Edgington and Pete Johnson were the class of the field here, dropping just four seconds overall on the section. Ruddock and Pullan had a bad day at the office, the luck not just running their way, the Escort pair dropping 45 seconds at the first timing point on their way to seventh overall. However, it looks like Andy Pullan has clinched both the HRCR Championship and ANWCC championship subject to final confirmation, a superb result for a lad that had his 19th birthday on 9th May.

The final section was once again designed to test the navigator, named 'Short and relaxed' the instruction was to drive over Bwlch Penbaras avoiding two spot heights. As ever, there was a catch in the organiser's instructions with one of the spot heights being detached from its figure, the other blocking the road back to the finish, the only way out was a track that went down a white passing through a local's back yard and across their field! Most crews were dialled in now and managed to find the route eventually, it seemed that most of the village of Maeshafn were out to wave the competitors on and back to the finish.

Once the results went final, it was clear that even after his admission that he hadn't driven to his usual standards on the tests, Howard Warren and Iain Tullie had clinched a superb win after coming second on all of the last three runnings of the event. Speaking after the Vale of Clwyd Classic, it was clear that Howard relished the victory and said, "I think that this is one of the best rounds in the HRCR championship, all credit really has to go to the navigators on this event, it was Iain that made a vital decision that put us one step closer to the win during the course of the day, Clwyd Vale put on a superb mix of tests and regularities." The win was made even sweeter for the Chester based businessman as his business partner Chas Colton took second overall partnered by the ever cheerful Ryan Pickering. In third were locals Pete Welch and Richard Bestwick, One of the drives of the day came from Clive Baty and Henry Carr in their Renault 5, finishing the day in 11th were pipped out of the top ten by just one second by David Morgan & Martyn Taylor, the diminutive Renault boasting just 1300cc and driven with Baty's usual flair and exuberance.

The Vale of Clwyd Classic seems to go from strength to strength each year, the buzz around Llanferres was plain to see and hear as crews milled about prior and post event, it seems that the organisers have a real job on their hands to go better next year, but hearing the plans for the 2015 running from Guy Woodcock, it could possibly be quite epic.

Gareth Williams,
Vale of Clwyd Classic 2014 Secretary

Tyneside Stages Rally



Sunday 3rd August and team Adgespeed finally returned to the stages for the Tyneside Stages Rally on Otterburn in the North East of England the 5th Round of the Championship after a long lay off due to car problems encountered on the 1st round the Tour of Epynt. Whilst the engine was being rebuilt at TEGSport the team decided to make a few other changes to the car including new Reiger Suspension, a new Modena sequential gearbox with different ratio's, plated diff and controller. With delays caused by lack of parts it was a big rush to get ready for the rally as the car was only finished midday on the Saturday 2nd and then with a 4 hour drive meant that there would be no recce, fortunately Adrian and Mark know the area well and as this was the 1st rally back in the car since March and with a raft of changes having been made to the car, they decided to use the rally to shake the car down.

After it had rained all day Saturday the Sunday started sunny and dry, but with a threat of rain, so for the 1st loop of 3 stages Adrian took a safe option and went for a inter tyre in case the conditions changed and with being a little apprehensive as to how the car would handle and go, the 1st stage was a little off the pace as Adrian and Mark got used to the car and the stages, confidence in the car began to grow and the team finished the 1st loop in 18th O/A

A change of tyres to slicks as the roads were now dry and after minor fettling in service and with confidence growing in the car Adrian and Mark set off for the 2nd loop, a repeat of the 1st loop and with a good run they improved up to 17th at the end of the 3 stages.

2 more stages followed for the next loop and a good run and another position was gained as they moved up to 16th. Stages 9 and 10 were a repeat of the previous 2 and with Adrian and Mark on a pace no improvements were made.

With only 4 stages remaining, making much further progress was looking doubtful and when Darren Atkinson had a big off at the end of stage 11, the rally was ended early after stage 12 as along with a few other hold ups through out the day time was running out. Fortunately both Darren and Phil were OK although their MK2 escort was rather 2nd hand.

In the end Adrian and Mark finished 15th O/A and 4th in class, but 11th O/A and 2nd in class for the championship, which was great result for the team after all the effort and rushing to get the car finished in time and with the car running faultlessly during the event after all the changes.

Now with a few jobs to sort out and some more mapping to see if a bit more power can be had, its off to the next round the Mewla on the 24th August on the Epynt ranges in Mid Wales

Team Adgespeed
Adrian Spencer & Mark Hewitt : Wigan MC

Rali Meirion



PIDGEON POST

Its weekends like this that keep us addicted to the sport!

Harlech & District MC know how to throw a good road rally together, with the Rali Llyn being voted best event on this site for 2 years now and also the Rali Meirion.

After travelling up to do the Llyn already this year I wasn't planning on making the trip for the Rali Meirion, but Jamie Jones gave me a call a couple weeks before the event looking for a replacement for his usual nav, Jonathan 'Tree' Kennedy as he was previously engaged. Jamie's a contender in the Welsh Road Rally Championship and with the Meirion being a contesting round, valuable points were on offer!

Being picked up at 11am for a road rally seemed a little bit odd, but the 3 and a half hour drive up was ahead of us, so leaving Swansea at around 11:30 we headed off to pick up the car. By the time we arrived at Noise test we were the first one there, keen as beans to see what was ahead of us!

Being the first car at the car park we took an estimate on where to park, but by the end of the night anyone outside the top 10 seemed to be parked 'South West' style (bung it in wherever there's space!) The start venue was plenty big enough for the drivers briefing before people started to pick up their plots for the night. The atmosphere was as good as ever with everyone talking about what to expect for the night. The peoples champion was even spotted dragging his heavy right foot through the car park ready for a bit of a spin! A quick thank you has to be said to Dylan Jones for signing on to marshal for us! Its a little hard trying to drag people up that far, thanks also to Declan Mason for finding him.

While we were waiting for our time at MTC0 Jamie received a little good luck message from Ken Block out in France for the World RallyX, head to the Facebook page to see what he had to say! A little surreal seeing someone that famous wishing your driver good luck!

Our time soon arrived and we got stuck into plotting the route. A couple amendments which were no trouble and we rattled through getting it down onto the map in plenty of time. There were a few sections of road which were NAM, which we had already been warned about.

Conditions were perfect with dry roads and no fog to be seen. A short run out to the other side of Porthmadog took the crews past Morfa Bychan for the start. Straight into a PC with a diagram to test everyone was awake. We were warned that the police were there and there would only be 1 cone to go around, to arrive there to see a mass maze of cones and no police, so we done what we thought was right and headed into the PC. The first section was relatively short, finishing just before the road joined the A497.

Arwel Hughes-Jones & Dafydd Evans (Mk2 Escort) got off to a blistering start dropping only 1 second with Kevin Kerr & Huw Rhys Manion (Mk2 Escort) 11 seconds behind. In third at this early point were Richard Jerman & Lowri Davies dropping only 16 seconds.

Leading class 2 were Steffan Llywelyn & Tony Jones (Corsa) dropping 37 seconds, closely followed by Phill Roberts & Iwan Llyr Jones (Saxo) and Gethin Povey & Daniel Jones (106 GTi) both on 44 seconds.

Class 3 was lead by Mark 'Bych' Williams & Colin Williams (205 Rallye) dropping 50 seconds, Robert Mason & Rhys Roberts (Nova) were close behind on 54 seconds and just another 9 seconds behind were Iwan Cynfal Roberts & Deion Atkinson (205)

Photos by Sonya Jones Rally Photography
<https://www.facebook.com/s.jones.rallyphotography>



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The route then hopped over to map 123 and headed to the edge of the Llyn peninsula. Slotting off the A497 at Llanystumdwy and back into the lanes. Crews slotted left down a tarmac white and then into a slot hairpin right which caught out one crew in front of us in the ditch on the outside of the corner. The route then headed north west before heading back up towards the A487 near Garndolbenmaen. Crews then completed a large loop to the east of Bwlch Mawr before heading back toward the A road. A lovely slot hairpin left onto a white with a caution ended the second section of the night.

Hughes-Jones/Evans were the only crew to clean the section retaining their lead. Kerr/Manion were still hot on their heels in second with Iwan 'Bont' Roberts & Steve 'Griffo' Griffith (Mk2 Escort) now moving up to the third position.

Povey/Jones were the quickest Semi-Expert crew moving them to within a couple seconds of Llywelyn/Jones who were still leading the class. Phill Roberts & Iwan Llyr Jones (Saxo) had a good section moving them up to the final podium position.

In class 3 Daniel Williams & Hywel Humphreys (Saxo) had the quickest time but unfortunately picked up a early fail dropping them well down the leaderboard. This moved Mason/Roberts up to the top spot in the class with Williams/Williams now in second, Ian Roberts & Jason Gizze moving up to third in another 205 Rallye.

Back off map 123 now and a short section twisting its way along the A487 before petrol. A route amendment was given out at the start of this section with another grid reference to change the finish control location. The crews went round a large triangle before heading across the main road just up the road from the start. Heading down and slightly back onto 123 (or onto a homemade drawn bit of road like me) for a hairpin left before a couple 90's and back up to the main road. Another large triangle and then down to the new finish point. The route amendment moved the control down onto the main road, so we gave way just up the road and headed down to the control just in time for our minute, before realising that other crews were coming down a tight track from just before the original control location. So a quick turn around for us as we darted back up the road to get the correct approach. Gutting to lose some time here and possibly a class position due to a amendment, I don't recall an approach or depart on the amendment, but thats how it goes sometimes!

27 crews were clean through this section meaning the top 3 overall and in class 2 stayed in the same going into the petrol halt. The main movements were in the novice class with Williams/Williams back on the top spot almost a minute ahead of Mason/Roberts. Another 2 minutes behind in third were Aled Jones & Ashley Saunders (Astra).

A quick stop to pick up some petrol before heading all the way down to a layby just outside of Talsarnau to wait until moving onto SS4S. For us the hold up by people plotting the amendment meant we filled up with petrol and headed straight to SS4S to make up some time so we were away from OTL. The top positions at petrol were as follows;

Top 5

- 1st – Arwel Hughes-Jones & Dafydd Evans, Ford Escort - 0:00.01
- 2nd – Kevin Kerr & Huw Rhys Manion, Ford Escort – 0:00.14
- 3rd – Iwan 'Bont' Roberts & Steve 'Griffo' Griffith, Ford Escort – 0:00.22
- 4th – Richard Jerman & Lowri Davies, Ford Escort – 0:00.25
- 5th – Mark 'GT' Roberts & Dylan Jenkins, Volkswagen Golf GTi – 0:00.29

Class 2

- 1st – Gethin Povey & Danial Jones, Peugeot 106 GTi – 0:00.58
- 2nd – Phill Roberts & Iwan Llyr Jones, Citroen Saxo – 0:01.19
- 3rd – Alun Horn & Aled Jones, Ford Escort – 0:01.23

Class 3

- 1st – Mark 'Bych' Williams & Colin Williams, Peugeot 205 Rallye – 0:03.26
- 2nd – Robert Mason & Rhys Roberts, Vauxhall Nova – 0:04.13
- 3rd – Aled Jones & Ashley Saunders, Vauxhall Astra – 0:06.21

SS4S started just outside of Llanbedr and headed south east towards Coed Ystumgwern before heading back up the map along the edge of the Artro river. A caution tight 90 left 90 right followed by a diagram kept the crews on their toes and woke them up a little before the first major NAM section of the night, and what a section of road it is! This image to the right shows what the map looks like compared to a zoomed in view from Google Maps, as you can see the gradient arrows get in the way and some of the corners aren't even shown. Jamie handled it great with very few calls from me, reading the road and throwing it in at the correct spots. After the NAM section a GW right lead the crews along the side of the valley and up to SS4F just outside of Talsarnau again.

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Pigeon Post : Ralli Meirion : Continued from page 32

Hughes-Jones/Evans were quickest again dropping only 6 sections over this tricky section. Jerman/Davies were second dropping 30 seconds, moving them up to third overall at this point. Kerr/Manion were just 1 second behind through SS4 keeping them in second.

Quickest Semi's were Povey/Jones dropping 1 minute 50 keeping them at the front of the class. Horn/Jones had a good run moving them up to second in class, moving Roberts/Jones down to third.

Williams/Williams were the quickest novice crew dropping 3 minutes keeping them on top, Mason/Roberts were still in second with Roberts/Atkinson regaining the third place position.

A short SS5 ran just below Maentwrog which included a slalom style diagram with 2 triangles either side of the road. Hughes-Jones/Evans, Kerr/Manion, Roberts/Griffith and Rob Pugh & Phil Pugh (Ibiza) all cleaned this section leaving the top positions the same as well as the top 3 in each class.

SS6 started down the A487 below Llan Ffestiniog, the route touched onto the A470 slightly where the cars could be opened up, but not for long. The route slotted 90 left back towards Maentwrog and up to the A496. 26 crews cleaning the section which left the top positions unchanged again.

The next competitive section included the second major NAM section of road for the night taking crews up to the top of map 124 before heading back down to Garreg. This time on the map it looks like several long sweeping corners, but when you got there you came across several tight little chicanes, yumps, bumps and the odd rock that had been pulled out by a previous car. Another great section of road.

Again Hughes-Jones/Evans cleaned the section along with Jerman/Davies, Ian 'Dude' Roberts & Gwawr Hughes (Golf GTi) and Reian Jones & Cadog Davies (Ibiza). The top 3 not changing but a great battle between several cars were going on to get in the top 10, just 52 seconds separating 2nd to 8th place.

Jamie Jones & Daniel Pidgeon (Impreza) were the only other crew to clean the section moving them up to third in class 2, Povey/Jones and Horn/Jones still holding onto the top two spots. Roberts/Atkinson had a great section only dropping 52 seconds giving them a little more time to play with in the final class podium position.

The final section of the night started next to Aberdunant Hall Holiday Park and across the moors, over another caution for a rough section of road. A couple more triangles along with a caution 'don't use track' (it looked like a 4x4 track so you would probably get stuck) around a over 90 right. The cars headed up past the Woollen Mill before slotting right and over a humpback bridge and then finishing just before the A487. Several crews cleaned the section again, Povey/Jones were quickest in class 2 only dropping 15 seconds and Arwel Cullen & Owain Baum (205 GTi) were quickest Novices through the final competitive section dropping 1 minute and 4 seconds.

And that was it! Crews headed back to the Goat Inn for a well deserved breakfast! The wait for the results were minimal as usual from 'The Brotherhood' and it soon emerged that we had got ourselves a trophy for third in class! We were just 38 seconds behind 2nd place but only 15 seconds ahead of 4th in class, so it was a close fight!

As expected Arwel Hughes-Jones and Dafydd Evans came away with the win, only dropping 7 seconds the whole night! A massive effort which paid off. Dafydd is only in his teens but has been navigating for 4 years now, having 4 2nd's, 3 3rd's and about 10-15 top 10's he finally managed to grab a win on the same event his father Edryd got his first win on! Well done Daf!

Well Done to all of the team at Harlech & District MC. Some of those roads are so tight and technical and are perfect for road rallying! I'm very tempted to make the trip up again next year now! Thanks to all of the Marshals, some of who we saw more than once, for staying out in the cold for us to have a enjoyable night!

Finally Mr Jamie Jones, hell of a driver! Him and 'Tree' will be a crew to watch in the years to come, with the correct attitude to improve and hunt down those top 10 positions matched with his quick reactions and brilliant car control! Just to add, he drives bare foot... So he can feel the pedals better! Great spin, thanks again!

Daniel Pidgeon, Nav – Car 42, Subaru Impreza 'Gary' (20th o/a)

An Australian, an Irishman and a Scouser are in a bar. They're staring at another man sitting on his own at a table in the corner. He's so familiar, and not recognising him is driving them mad. They stare and stare, until suddenly the Irishman twigs: 'My God, it's Jesus!' Sure enough, it is Jesus, nursing a pint. Thrilled, they send him over a pint of Guinness, a pint of Fosters and a pint of bitter. Jesus accepts the drinks, smiles over at the three men, and drinks the pints slowly, one after another. After he's finished the drinks, Jesus approaches the trio. He reaches for the hand of the Irishman and shakes it, thanking him for the Guinness. When he lets go, the Irishman gives a cry of amazement: 'My God! The arthritis I've had for 30 years is gone. It's a miracle!' Jesus then shakes the Aussie's hand, thanking him for the lager. As he lets go, the man's eyes widen in shock. 'Strewth mate, the bad back I've had all my life is completely gone! It's a Miracle.' Jesus then approaches the Scouser who says, 'Back off, mate, I'm on disability

A fleeing Taliban, desperate for water, was plodding through the Afghan Desert when he saw something far off in the distance. Hoping to find water, he hurried toward the oasis only to find a Royal Marine selling regimental ties. The Taliban asked, "Do you have water?" The soldier replied, "There is no water, the well is dry. Would you like to buy a tie instead? They are only 5 pounds." The Taliban shouted, "You idiot infidel! I do not need an over-priced tie. I need water! I should kill you, but I must find water first!"

"OK," said the soldier, "It does not matter that you do not want to buy a tie and that you hate me. I will show you that I am bigger than that, and that I am a much better human being than you. If you continue over that hill to the east for about two miles, you will find our Sergeant's Mess. It has all the ice cold water you need.. " Cursing him, the Taliban staggered away over the hill. Several hours later he staggered back, collapsed with dehydration & rasped... "They won't let me in without a tie!"

NORTH WEST RACERS

With

Dave Williams, Rachel Bourne & Peter Scherer

North Western Racers End Summer in Style

All the North Western Championships were in action on 30th August with Formula Fords and the XR Challenge racing at Oulton Park while the Sports/Saloons ventured east to Cadwell Park.

Avon Tyres Formula Ford 1600

Two rounds of the National Formula Ford 1600 Championship were staged at Oulton Park with one of these counting towards the Northern series.

The Tarporley track is a real hot-bed of FF1600 – such was the entry from Northern competitors that two separate races had to be staged for the Post89 and Pre90 contenders. In the newer class, James Raven (Ray GR13/14) and Stuart Gough (Van Diemen RF92) fought it out for pole with the former coming out on top however a lapse in concentration when he was looking at his dash on the grid instead of watching the red lights saw Raven hand the lead to Gough heading to the first corner.

These two were in a class of their own and pulled away from the field. On the penultimate lap, Raven dived up the inside to take the lead into Old Hall. Next time round, in defending his position at that corner, he allowed Gough to carry greater momentum down The Avenue enabling him to take a race winning lead at Cascades.

It had been an unbelievably close qualifying session in the Pre90 class with a quartet of drivers covered by less than 7 tenths. Four became three on the green flag lap when the HT lead on Josh Fisher's Reynard came adrift.

The close race promised by the grid times came to fruition as Chris Hodgen (Van Diemen RF89), Jamie Jardine (Reynard 84FF) and Stuart Jones (Reynard FF89) circulated in very close formation. The latter pair swapped places at Lodge on lap 5 when Jones got a better exit from Druids and dived up the inside of Jardine. As Jones vigorously, and successfully, defended the runner-up spot for the remainder of the 20 minutes Hodgen was able to break away to take a comfortable victory.

All Classes were combined for the standalone National round in which Raven looked to be making amends for his earlier narrow defeat. Having got ahead at the start, he had built-up a 10 second advantage by the start of the final lap. It then all went wrong when a rose-joint in his left front suspension failed. Gough took up the lead with half a circuit remaining but, when a backmarker baulked him at Druids, David McArthur seized the resulting opportunity at Lodge to take the chequered flag. With Hodgen and Jones not taking part plus Jardine having gearbox issues that necessitated a pit-stop, Fisher was unchallenged in the Pre90 section of this event.

Demon Tweaks/Sparco XR Challenge

Steve Poole was in unstoppable form with his Fiesta when the XR Challenge visited Oulton Park for the final time this season. He qualified on pole and was at the front at the end of every lap in the day's two races with Tony Rudd his nearest challenge. Not even a heavy rain shower mid-way through the second event slowed him down. In fact, he won by an even bigger margin in the inclement conditions – over 10 seconds to the good.

Ensuring that the same faces appeared on the podium after both races was Mark Buxton who recorded a couple of thirds. First time out he had fended off Lee Shropshire who was glued to his bumper throughout while in the wet conditions later in the day Jack Minshaw moved through the order to put in a challenge after he had retired from the opening encounter with brake problems.

Escort XR3i man Lee Bowron was the first non-XR2 home with a sixth place finish in race 1 but a spin and mechanical problems meant Michael Taylor took the class honours later in the day.

CNC HEADS BARC(NW) SPORTS/SALOONS

Paul Rose had a pleasant surprise with the performance of his Saker at Cadwell Park. It handled the twists and turns of the Lincolnshire circuit far better than he expected to such an extent that he qualified on pole for both races – a second faster than Garry Watson's Westfield. Missing from the action was front-runner Joe Spencer who was on the list of reserves.



Stuart Gough takes the lead from James Raven on the last lap



Tony Rudd briefly leads double winner Steve Poole

NORTH WEST RACERS

Continued from page 34



©Peter Scherer

Gary Watson had time to ease off in Sport/Saloons 2

As has become customary this season, Rose was beaten off the line by Watson's lighter car but was in the lead by the time the second lap had been completed. He looked set fair for victory but then the red flags came out because Brian Dean had spun his Westfield, coming to a halt in the middle of the track with a stalled engine. Again Watson was quickest away when the contest was restarted, and with only 5 minutes remaining on the clock, Rose feared that he would not have the time to retake the lead as his only real opportunity was on the blast down Park Straight. On the first lap he was too far behind to mount a challenge, next time through Watson successfully defended the inside line but it was third time lucky for Rose who picked up so much speed that he was able to sweep round the outside of his adversary.

In the second outing, a slipping clutch on the Saker forced Rose to pull into the pits at the end of the green flag lap – he had felt it slipping as he left the dummy grid and didn't think it would be safe to perform a standing start. Nonetheless, he had an enjoyable meeting having also competed in other races on the programme as well as the CNC opener.

The demise of Rose left the way clear for Watson to take the win. He had a 12 second advantage over Stephen Harris in the other Saker at one point but relaxed in the latter stages to such an extent that Harris was only 1.7 secs behind at the finish. Watson later admitted that he probably took things a little too easy and got a shock when he saw Harris in his mirrors as he crossed the line! The victor was frustrated that an incident at Hall Bends meant there were yellow flags being waved in the preceding sectors which meant Garry was unable to attack and enjoy his favourite part of the circuit.

**Report by Dave Williams,
Photos Rachel Bourne & Peter Scherer**

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Creative Imaging

www.bournephoto.co.uk

Rally Drivers Ball & Accrington Cavalcade



Accrington was transformed into Monte Carlo as the town hosted its first ever motor show. Around 2,000 people turned out on to the streets to see rally cars, super cars and classic cars on display at the event on Saturday, September 6.

Legendary rally driver **Paddy Hopkirk** led the cavalcade along Broadway shopping street along with Mark Higgins

The cavalcade of around 100 cars made their way to the Dunkenhalgh Hotel to be displayed. Accrington Stanley manager James Beattie joined in the festivities and lead a collection in the name of the Accrington Pals, to raise cash for future community Pal's projects.

He wasn't the only famous face at the event as X Factor star and Accrington lad Reece Bibby made an appearance to entertain the crowds. The event culminated with a black tie event and raised over £15,000 for the Chris Wood's spinal injuries fund.

Kevin Furber, who organised the event, said: "I have never been prouder to be a lad from the Accrington area, the turnout in the bad weather was 2,000 in the town centre which was inspirational. Its been simply a fantastic occasion that has raised over £15,000."

Accrington Observer

TRACKROD RALLY Yorkshire'14

Trackrod Rally Victory For Perez

Chesterfield driver Steve Perez and Welsh co-driver Paul Spooner added their names to an illustrious roll of honour when they took victory on today's Trackrod Forest Stages Rally meaning the battle for the 2014 REIS BTRDA Rally Series title will go down to the wire.

Driving the ex-Marcus Gronholm Kick Energy Ford Focus WRC07, Perez led the Pickering-based event from start

to finish in the glorious sunny conditions which had swathed the classic Yorkshire stages and in doing so, took his third victory in the series to add to his successes in Somerset and the Dukeries.

The triple British and Historic Rally Champion put his marker down to stop the clocks some eight seconds faster than his rivals on the opening test in Langdale, despite a stall, and he increased that advantage to nearly 13 seconds following Gale Rigg.

From there, it was a case of managing the lead and although he dropped time on the three remaining tests in Cropton, Staindale and Dalby, he brought the Dansport-prepared car home 3.4 seconds to the good over title rival Paul Bird meaning a 'winner-takes-all' finale on next month's Cambrian Rally.

"Today was a case of building a lead early on and managing it



Now that the Trackrod is out of the way, I'm looking for help on the **Malton Forest Rally** on Sunday 2nd November.

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

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

tonyjones28@btoopenworld.com

or ringing/texting me on 07792 375371

Thanks, Tony Jones, Commander Gale Rigg

Cumbrian rally driver Paul Bird kept his hopes of victory in the 2014 REIS BTRDA Rally Series well and truly alive when he took a battling runner-up spot in the Trackrod Forest Stages Rally.

In the dry and dusty conditions of the classic Yorkshire stages, the British Superbike and MotoGP team boss from Langwathby near Penrith was hoping to add to his victories on the Malcolm Wilson, Nicky Grist and Woodpecker rallies and in doing so, give himself the best possible chance of lifting the crown on next month's Cambrian Rally in Wales.

In their Rubis Petroleum, Cockspur Rum, Fuchs Titan Race, Mac Tools-backed and Dom Buckley Motorsport-prepared Ford Focus WRC07, Bird along with Welsh co-driver Aled Davies was making a rare appearance on the fast Yorkshire Moors stages around Pickering and his day didn't get off to a great start when he spun on the opening stage in Langdale.

Tweaking his ribs which he broke in his Manx accident earlier in the year in the process, the 2005 National Champion dropped more time on the second stage in Gale Rigg before starting his climb up the leaderboard by setting quickest time in Cropton to reduce the deficit to rally leader and title rival Steve Perez to 7.5 seconds. Into the penultimate stage in Staindale and Bird pulled back a few more seconds and then one final push in Dalby saw him arrive back at the finish just 3.4 seconds short of victory meaning the title race will go right down to the wire with a 'winner-takes-all' scenario on next month's finale.

Paul Bird: *"It's been close all day and I never really go well in these forests so second place is a great result. I jarred my ribs when we spun and I was in a lot of pain but that's not an excuse, we got quicker as the day went on and I won the last three stages which was encouraging. I'm looking forward to the Cambrian which should suit my style better, I just struggled to get going today, and it's a rally I've won before so that's the plan again and if we can do that, we'll be champions."*

September Shenanigans

So another month draws to a close, this month has been reasonably quiet with only the Clitheronian Road rally to report on for me! But next month is Mull ! I'm heading up there next week with non other than the Grumpy Old Git himself for a week of fast cars, malt whiskey and amazing scenery.

So the Clitheronian..... This year I am having a bit of a sabbatical due to illness earlier this year so I decided the best thing to do was offer to help my club out by taking on the position of chief marshal for the event. So on top of organising marshals, I would get the pleasure of going round as 1st car on the road. It had been planned that this would be done with Andy "Breezy" Brereton in his old mans old Pug, however, catastrophic gearbox failure on the Friday meant that Breezy was unable to attend.

Now, I'm going to wander off topic a bit here first as there's been a lot of stuff going being said by certain people in private messages on social media sites prior to this event. This person, lets call him Jock, obviously not his real name, seems to have taken it upon himself to start stirring up rumours and accusing people of allsorts of stuff. For example, according to Jock, pretty much everyone I know had been given the full route by myself. This was a complete fabrication from Jocks imagination. There was also other people effected by Jocks rumours, someone was going to fail noise because CDMC don't like him and the same person was also going to get beaten up at the start of the event! I'm pretty sure people had been winding Jock up as everyone knows that he gets gobbed once he's sniffed the barmaids apron!

Basically the point of my story is that this has got out of hand very quickly, has caused lots of unnecessary friction and upset many people. I have personally taken the liberty of blocking Jock on social media and banned his number from calling my phone. While I'm not suggesting everyone does that as we're all entitled to our own opinion, I'd gently remind folk that we all volunteer for this, we don't get paid to take abuse from others. And it's my hobby to so I'd appreciate idiots not spoiling it for me. Oh and if I have something to say about someone, I'll say it in public rather than behind there backs, hence this little rant !

So, back to the Clitheronian, Saturday night comes and I'm still looking for someone insane enough to do opening car with me, in steps Alex Harper in her brand new Fiesta ST A girl, I thought, what good will she be !! Well you can tell shes got rallying in her blood and her dad and brother have taught her well !!

We set off on the first selective on home roads for me, taking in Harris End Fell, Marshaw and the Trough..... Alex wouldn't let me drive any of them ! Then over to Lythe... I think by then my pleading for a drive had worked so Alex graciously swapped seats with me for a quick blast up Lythe... a choice I'm sure she will regret as the little Fiesta had never been as fast in on a windy road in its short life! So top of Lythe we switched back over and I was back on the maps. All was good to petrol, then a missing marshal caused us to have to stop at the top of Barbondale until they arrived. This put us back into rally traffic behind Myles and Jason in the stock car Pug! All night we were right on track, apart from 1 wrong slot near Dent, which was completely my fault. This meant we had ended up behind Myles again which seemed to flick a switch in Alex's brain..... she was on one and the Pug was her target ! A swift crest into 90 right put pay to her speed as we took off and nearly collected a hedge!

From there we were stuck behind Myles all the way down Kingsdale, to be fair he did pull away, but again Alex kept her foot in and managed to stay well clear of Tyco in the Mini all the way down to the end of the selective.

A swift cut here then took us through Ingleton and onto Keersden, where Alex's next target was Paul and Steve in the course car. By Gisburn we were back on them, they let us passed in the 2nd NAM and we continued on to the finish.

It was great to do the final control, I was particularly happy to see Ste Brock and Phil Martin come home safe! Everyone seemed to have enjoyed things which at the end of the day is what this is all about.

So next month will be a bumper Mull edition, I'm sure there will be lots of tales to tell especially as I'm spending the week with Grumpy Old Git, Mark Quayle, Mark Ellison, Chris and Heidi Woodcock and Ste "the beast" Hudson to name but a few so there is bound to be lots of drinking, rallying and amusing antics



An old man is met by his attorney, and is told he is going to be audited. He rides to the IRS office with his attorney, and when he gets there, he begins to talk with the IRS agent. "I bet \$2,000 I can bite my own eye!" The IRS agent agrees to the bet, believing it an impossible task. The old man laughs, pulls out his glass eye, and bites it.

The IRS agent is dumbfounded. The old man bets \$3,000 he can bite his other eye.

The IRS agent knows there's no way possible to do this, so he once more agrees. The old man cackles, pulls out his dentures, and bites his eye.

Then the old man finally wagers, "I bet \$20,000 I can stand on the far side of your desk, pee over the desk, and get it into your wastebasket, without missing a single drop."

The agent knows he won't be able to, so once more he agrees. The old man indeed misses, peeing all over the desk, and on the paperwork.

The IRS agent jumps for joy, but then notices the attorney over in the corner moaning. "Are you all right?" asks the agent. "No! On the way over here, he bet me \$400,000 he could pee on your desk and you'd be happy about it!"

The week prior to publication of the August edition of Spotlight I was admitted to hospital. Terrible stomach cramps. Diagnosed with Gallstones. Seem OK at the moment but I have got to go back for further tests at the end of September. One of the outcomes was that I am now on a low fat diet. No more Sausages, pies, bacon butties, chips, burgers, cheese, butter or ice cream but plenty of seafood, chicken and fruit & veg. Consequently I am losing weight at a hell of a rate (just over a stone in 3 weeks - now down to just under 13stone). The benefit is that the Micra of Ayrton Harrison did not have to drag as much excess lard around on the Clitheronian

September was going to be such a busy month for me. . . 1st I had planned to pop down to Wallasey and Marshal both Friday & Saturday on the Prom Stages.

There I was getting my stuff together when I started coughing, sneezing, headache and my eyes started to run. Start of a cold. Go out the front door, trip over my own feet and do a nosedive (down three steps) and land on the driveway, skinning both knees and hands and finish up with my nose planted in the bushes. Difficult to put any weight on either knee. Bang goes trip to Wallesey.

The following weekend it was going to be the Durham Dales (now called the Wearside Classic) but still wheezing!

I was supposed to be riding shotgun for young Ayrton Harrison in the mighty Micra on the Countdown Rally. Spadeadam MC had only received 11 entries by the closing date and consequently cancelled the rally. Don't want to rub salt in the wounds of Spadeadam MC because as I well know, a hell of a lot of work goes into putting any event on and I want more road rallies (particularly in their neck of the woods) not less, but the writing has been on the wall for a long time with this event. The navigation has been far too hard and if a driver cant find a nav to do it with then they cant / dont enter. You cant put events on that only cater for the top 7 or 8 crews with the necessary navigational talents. If that's the plan - just run a 12car for those that relish this type of event or go the way that others have - down the Classic Rally route with tests and regularities during the day. Give the people what they want and you will get the entries. (there are so many other ways of getting crews to drop time without requiring them to undergo mental gymnastics in the dark whilst the car keeps bouncing along)

For some time now I have been a little concerned that this publication was growing a little bit too much and that there was an excess of irrelevant content.

In this months issue I have ditched the bits pinched from the msa monthly newsletter because I recon everybody gets a copy anyway (but I have retained the Technical bit)

I wonder if I should also ditch the write ups for the F1 & WRC as well (or is there something else that is of no interest to you). Despite ditching all that material I have still ended up with 61 pages Or is there something you want more of?

Let me know what you think

Maurice Ellison at sd34news@gmail.com

In last Months issue I published details of the wedding of Mark Wilkinson (ANWCC Secretary & Stockport 061 MC member).

I reported that he had got married to Sarah Jayne Dunning.

WRONG.

**Mark married Sarah Jayne Dunhill
Apologies.
To both Mark & the now
Sarah Jayne Wilkinson.**

Can only blame myself, Old Age & stupidity, plus too many thumbs and not enough fingers. Don't really know how I got it so wrong!

Grumpy Old Git



Can YOU Help?

My name is Justin Brown and I am the West Yorks. rep. for The Green Lane Association (GLASS). I am looking for help with some re-search on the history of Cam High Road in the Yorkshire Dales (SD8080 it runs from Far Gearstones near Ribbleshead and continues on to West Cam, not too far from Hawes.)

This lane was closed under the NERC act in 2008, in my opinion wrongly. The evidence given in 2008, stated that there was not enough user evidence on this lane by MPVs and that the main user was pedestrian, and as a consequence the old Road was closed to any motorised vehicle.

My question to you is, do you or any of your associates have any evidence of using this old road for whatever reason, time trial, rally or even just getting from A-B?

Ideally I need evidence to go back as far as possible preferably pre 1932! I know its a big ask, but I would really appreciate any help however insignificant it may seem

My mobile is 07951695650 if you would like to talk, feel free to pass my number on to anyone who may be able to help.



Nigel Cardale/Me on the Doonhamer Pushing to the finish (starting problem) above



Photos Courtesy of Phil James
www.pro-rally.co.uk
EMAIL: phil@pro-rally.co.uk

Out & About with Gemini

The Magnificent Golden Microphone Trophy

After Heroes Stages Rally its tight at the top

| | | | | | |
|------------------|------|--------|------------------|------|--------|
| Peter Langtree | G 48 | 86 Pts | PtsLee Skilling | G 37 | 86 Pts |
| Tony Jones | G 56 | 80 Pts | Chris Woodcock | G 25 | 74 Pts |
| Eve & Graham | G 18 | 74 Pts | Ian Davies | G 23 | 72 Pts |
| Stuart Dickenson | G 13 | 70 Pts | John Ellis | G 33 | 68 Pts |
| Mark Wilkinson | G 11 | 60 Pts | Bill Wilmer | G 1 | 58 Pts |
| Chris Jarvis | G 12 | 58 Pts | Tony & Avril Lee | G 7 | 56 Pts |
| Keith Lamb | G 9 | 52 Pts | Les Fragle | G 3 | 50 Pts |
| Ian Winterburn | G 4 | 30 Pts | Alan & Les | G 39 | 30 Pts |
| Adrian Lloyd | G 14 | 30 Pts | Paul Henry | G 24 | 30 Pts |
| Michael Dodd | G 50 | 30 Pts | Geoff Ingham | G 58 | 30 Pts |
| Pete Donnelan | G 20 | 24 Pts | Simon/Liz Daley | G 47 | 22 Pts |
| Duncan Stock | G 31 | 22 Pts | Maurice Ellison | G 59 | 20 Pts |
| Derek Bedson | G 21 | 20 Pts | Mark Dickenson | G 26 | 20 Pts |
| Ray Kavangh | G 46 | 12 Pts | Graham Cookson | G 2 | 10 Pts |
| Robbie Mortiboys | G 27 | 10 Pts | David Grady | G 38 | 10 Pts |
| Derek Lord | G 44 | 10 Pts | Tom & Vicky | G 53 | 10 |
| PtsM&S Broadbent | G 55 | 10 Pts | Steve Coombes | G 5 | 10 Pts |
| Roger Whittaker | G 42 | 10 Pts | Steve Gregg | G 52 | 10 Pts |
| Andrew Taylor | G 28 | 10 Pts | Bryan Flint | G 32 | 6 pts |
| Tony Turner | G 43 | 6 Pts | | | |

17 rounds gone and still 12 more to come with 10 points for each
The WRCGB will have 60 points on offer—that's 10 points per day for the two days RECCE, SHAKEDOWN and THREE EVENT DAYS on offer.
NB : Gemini Controllers will not be receiving any championship points on this years WRCGB in order to make the Championship more open

The 2014 Mark Borthwick Motorsport & CRG Motorsports PENDRAGON STAGES, Sunday 07th Sept.

Organised by

Kirkby Lonsdale MC, Eden Valley MC & Northallerton AC. Motor Club's I just wish to pass on my thanks once more to all those who volunteered to assist with safety radio communications on the event. Sorry it has taken me a week to thank you but things had been a little hectic at this end over the past week. I'm sure you are all well aware that the event run on a little but all the 8 stages were run, none were cancelled or suspended and as you know when it comes to safety we just can't cut corners. I look forward to hearing you all again next year.

Bill Wilmer

*Pendragon Radio Staffing Officer ,
Event Communications Officer*

WRC GB 13th - 16th November Radio Crews Needed

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

Gemini Communications Team MOTORSPORT MANAGEMENT SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicomunications.org.uk

Bill Wilmer

07973-830705 or w.wilmer@btinternet.com

2014 Events & Dates

19th October

NWMC

Cambrian National

1st/2nd November

C&AMC

Glyn Memorial Stages

Ty Croes

8th November

Bolton-le-Moors CC

Neil Howard Memorial

Oulton Park

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

22nd November

Clitheroe & DMC

Hall Trophy Stages

Blyton



13-16 NOVEMBER 2014
WALESRALLYGB.COM
MAKE A DATE IN YOUR DIARY!
WALESRALLYGB
13 - 16 NOVEMBER 2014
Compete against the best in the world on the classic Welsh forest stages. Incentives for British Amateur entries make it easier than ever to compete on your home WRC round.
WALESRALLYGB NATIONAL
14 - 16 NOVEMBER 2014
The hugely popular Wales Rally GB National, encompassing the best of the WRC stages, is the perfect end to the national rallying season.
WIN YOUR ENTRY WITH THE ROAD TO WALES
The Road to Wales continues for 2014 with free entries to Wales Rally GB for the winners of the MSA British Rally Championship, as well as five Wales Rally GB National entries for the winner of each of the MSA English Rally Championship, the Pinall MSA Welsh Forest Rally Championship, the ABR Crabb MSA Scottish Rally Championship, the McCredy Insurance MSA Northern Ireland Rally Championship and the BTIRA Rally Series.
CONWAY **WRC** **Wales** **DAVIDSON**
WWW.WALESRALLYGB.COM/COMPETITORS

September Radio Mutterings....



The first week of September was a busy week for me with three days rallying packed into the long weekend. First I supported the excellent Wallasey Motor Club event: The Promenade Stages in New Brighton, running a pair of evening stages on the Friday and then the full day on the Saturday.

Being 30 minutes from home the Prom is a favourite rally of mine and one that I have been supporting for over 20 years. This year's entry was first class and the tight roads around the Promenade at New Brighton proved their usual challenge with plenty of fast action. This year however saw an usual occurrence as the night time stages on the Friday were temporarily halted to allow HM Coastguard on 'blues' to enter the stage and investigate a 999 report of people in trouble on the shoreline, happily no casualties were found and the Coastguard teams were escorted out through the stage (don't know if they got a time) and the event resumed. This incident highlighted for me some of the challenges that closed road rallying can bring and other Motor Clubs could do well to learn from the experienced Wallasey Team.

Sunday brought a much earlier start for me and the two hour drag up the M6 to the military ranges at Warcop for the Pendragon Stages. Strangely the event poses many of the challenges that the Prom offers with plenty of ultra fast tarmac action, with unforgiving kerbs, although perhaps the 'tank' obstacles are something not found on the average road. As with previous events the attrition rate amongst competitors was high, with both mechanical gremlins and accidents taking their toll.

On the pair of stages 3 & 4 we had our first of two stage stoppages and the need for 'Yellow Flags' to be displayed, in this case due to Car 38 catching alight and Rescue and Medical assistance being called for. As the designated radio at the split point in the stage complex I dutifully stood at the side of the stage and displayed my yellow flag to competing cars as they approached, dressed clearly in an orange high vis marshal's tabard. Unfortunately for some competitors I seemed to be the 'invisible man' and several made little if any attempt to slow down as I desperately tried to warn the crews of the Rescue and Recovery vehicles ahead of them on the stage. At times I genuinely feared for me own safety as several cars made no attempt to slow down or pay attention to the warning flag being displayed.

Sadly I wasn't the only radio point to advise control that not all competitors were paying due attention to the clearly displayed yellow flags, those that did see the flag in many cases seemed very unsure of their actions. The flags were displayed for clear safety reasons to protect the Rescue and Recovery crews on stage either proceeding to or at the scene of the reported incident, it was very disappointing to see the behaviour of some crews.

On the second occasion we had a car roll badly on stages 7 & 8 and medical assistance was urgently called for and once again Bill in control instructed that yellow flags should be displayed. Strangely this time crews seemed to know what to do (practice makes perfect) and at the split about eight cars slowed and came to a halt at the junction. However this improved behaviour highlighted another issue, as when I spoke to the crews and advised them of the reason for the stoppage one casually mentioned to me that "Oh we've seen an SOS board being displayed but it's not the rolled car", this sighting was then immediately confirmed to me by the car behind them !! A quick 'urgent' call to Bill and the second rescue unit is immediately dispatched to locate the second reported incident elsewhere in the stage. In the end the latter proved to be a false alarm and the second Rescue Unit returned to my location with thankfully nothing found.

Both stoppages on the Pendragon highlighted to me however the real importance of competitors and to be fair all marshals paying full attention, to the MSA rules and event regulations concerning the use of Yellow Flags and secondly what they should do when they see an SOS board.

Next time as a competitor you might be the one in need of urgent assistance, so please make sure you are aware of what to do when Yellow Flags are displayed (*MSA 'Blue Book' 25.6.4 "On passing a Yellow Flag displayed by a marshal wearing a tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time".*) or if you see an SOS board being displayed (*25.4.2 "Any crew that sees a red SOS sign displayed on a car or sees a major accident where both crew members are inside the car but not displaying the SOS sign must immediately and without exception stop to give assistance". 25.4.3 "All following cars must stop and the second car must inform the next radio point".*).

Please make sure that you and colleagues are aware of and follow these important safety rules and procedures, they are there for the benefit of us all.

Happy and safe motoring

Ian Davies (Gemini 23)



13-16 NOVEMBER 2014

WALES RALLY GB

RALLY OF LEGENDS



No. 3 September 2014

Welcome to the Marshals' Newsletter

We are now well into September and less than 8 weeks to go before the event. The staffing team thought it would be useful to update you on the latest news around the event and remember, for up to date news and press releases visit www.walesrallygb.com

More Marshals Needed

We have had a great response from marshals and many of the stages are filling up BUT you may not have realised just how fast the event is approaching. Now we are less than 2 months away from the rally it is the time to offer your services and we will be delighted to see you at the event.

As you will see later in this newsletter there are some great rewards available to all marshals.

Marshals registering for the event will receive email confirmation as well as regular newsletters from the staffing team in the run up to the event.

Before the event the staffing team will post out joining instructions, stage information, marshal and vehicle passes.

Please take a moment to check your postal address and contact numbers are up to date before October 26th.

If anybody has problems registering for the event on RallyStageTeam, please contact one of the Staffing Officers. If you receive a message that the stage is now full please select one of the adjoining stages.

Specialised areas of the event also have some gaps in their staffing and details are below.

RADIOS Space for C system radio crews is running out quickly, please register now if you want to be involved.

Thursday: Shakedown – full.

Friday: Gartheiniog – full. Spaces on Dyfi and the two stages in Hafren – Maesnant & Hafren.

Saturday: Aberhirnant, Clocaenog Main – full. Last few spaces available on Clocaenog East, Dyfnant & Chirk Castle.

Sunday: All stages are now full

TIMING We currently have only one or two controls requiring marshals. Please contact the staffing team for more details if you are interested in either bringing a team or joining others to create a team. The training team are running a refresher course on timing at Shrewsbury on October 4th, details on Page 2.

Daily rewards for marshalling

Last year, the event organisers made a commitment to the marshals to reinvest savings achieved through reduced wastage on programmes and event tabards into better quality marshal rewards. For 2014, every volunteer marshal, whatever your role, who assists on the event will receive the traditional event programme, lanyard, pen, rally pin and rally plate. The marshals' main goodie however will be different each day of the rally. The goodies on offer this year are a WRGB branded kit bag, rucksack and business briefcase, the images below give you an indication of what they will be like.



European WRC Rally Prize Draw

At the end of this year's event the staffing team will announce the details of one lucky pre-registered marshal/radio marshal/recovery/rescue volunteer who has won a fantastic trip for two to a European WRC rally of their choice on the 2015 WRC calendar.

When you register to volunteer on Wales Rally GB 2014 on www.RallyStageTeam.co.uk your entry in to the draw is automatic.

MSA Club Guest Passes to win

In recognition of the vital role that Motor Clubs undertake to provide assistance in the running of the event, IMS are giving a pair of WRGB Guest Passes to every club that has more than 20 pre-registered volunteers on the rally.

Clubs are able to use the WRGB Guest Pass tickets for fund raising, rewards within the club, or even to a sponsor of an event you run. You decide how best they are used. Passes are available for either 2014 or 2015, please make this clear on your registration email.

To qualify for this promotion, please email clubs@wrgb.co.uk with club/group name and your provisional list of

attendees no later than 30th September.

On the 26th October the staffing team will allocate the Guest Passes based on the names registered on RallyStageTeam against your club.

Best turned out club on the event

For that one club out on the event that makes an extra special effort to promote good marshalling, fun in motorsports and a pride in being the best marshals on the event calendar, be it at Refuel, Regroup, Service or in the Special Stages, they will win a cash prize of £500. So get your club banners ready now.

To enter into this competition, you can submit your photographs via clubs@wrgb.co.uk or Wales Rally GB Facebook page. Don't forget to include your contact details including your name, club and location where you were on the event. The winner will be announced after the event.

Service Park

Once again, all volunteers are invited to visit the service park during the event to take in the entertainment, and the atmosphere; many will choose to do this on Saturday evening.

All volunteers will be issued with a food and drink voucher which can be redeemed in the service park at any time on the Thursday, Friday or Saturday. We will be using the main food concessions in the service park, so your options will be better than last year's limited offering.

Due to the popularity of the service park with both marshals and spectators, a park and ride system will be in operation. More details closer to the event on this.

Entries open

The regulations for both the International and National sections of the rally were published in early September and entries for the national rally were well over half full within hours of opening.

International entries will be led by 3 car teams from Hyundai and Volkswagen, with M-Sport and Citroën entering 2 cars each. Add to this the WRC 2 and WRC 3 teams plus, new for this year, the FIA Juniors and we are shaping up for a great event in November.

Staffing Contact Details

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Training Officer

Tim Harding 07702 440 633
tim.harding@wrgb.co.uk

Training Events

On Wednesday October 1st at 7:30 pm the North Wales Group are holding a training night at Llysfasi College. There is ample parking and refreshments will be provided in the form of Tea, Coffee etc. The training evening will be aimed at both experienced and new marshals to the sport. On the night you will also be able to register on RallyStageTeam for the Event Special Stages and for a MSA marshal licence *please bring a passport sized photograph.

Email training@walesrallygb.com no later than Sunday September 28th to book your place.

On Saturday 4th October the Training Team are joining forces with the British Rally Marshals Club at the County Showground, Shrewsbury for a one day mixture of classroom based theory and discussions along with practical hands on activities, covering the basics of personal safety, incident handling, stage set up and timing.

A couple of competition cars and crews will attend to help with the timekeeping practical. We also hope that there will be the chance to take a look at the WRC timing equipment. We want to try to make it as interesting as possible. In addition we will have a recovery/rescue unit on site for you to look at, ask questions of the crew chief and simply admire the work and dedication of the rescue/recovery teams.

If you wish to attend, please email either secretary@brmc.org.uk or training@wrgb.co.uk and we will register you for the event. It promises to be a great day out. Also, for those who are looking to upgrade, we will have people who can sign your licence.

Senior Officials' Training Day

Over 60 senior officials attended the annual briefing meeting at Telford on Saturday 20th September. A full range of topics were covered and this day really marks the start of serious preparations for the rally.



Training Group Update

Our WRC Briefings are now delivered across the country, further information will be available on the Wales Rally GB

website as dates and venues are confirmed. If you or your club are interested in attending OR you'd like one of the team to come to your club night, PLEASE email training@walesrallygb.com and we will get back to you to discuss dates.

The evening briefings provide an opportunity for all marshals new and experienced to remind themselves of the differences between a National event and the WRC event as well as providing an opportunity for a club to specify the skills or knowledge updates they'd like. The evenings are lively and interactive. All training events are free so please come along and find out more.

Travel Plans

An interactive map showing the stages of the Rally can be found in the ACCOMMODATION section of the Wales Rally GB website. Click on the following link

www.walesrallygb.com/accommodation

The map includes links to local tourist information authorities to facilitate searching for local accommodation in key regions. For location specific information please click on the various icons within the map below.

This will then open additional information relevant to that location, including: car park opening times, GPS coordinates and local tourist information links.



Visit Wales has a large amount of information on their website www.visitwales.com including things to do in Wales as well as a wide range of places to stay.

Alternatively you can contact Visit Wales on freephone 0800 328 1000.

2015 WRC Calendar announced

The FIA have just announced details of the WRC calendar for next year and once again Wales Rally GB will be the final round of the championship running on the same mid November weekend as this year. The full calendar is as follows;

January Monte Carlo

| | |
|-----------|----------------|
| February | Sweden |
| March | Mexico |
| April | Argentina |
| May | Portugal |
| June | Italy |
| July | Poland |
| August | Finland |
| August | Germany |
| September | Australia |
| October | France |
| October | Spain |
| November | Wales Rally GB |

Marshals Wanted before the event

Prior to Wales Rally GB there are many other events taking place that all require many marshals. Why not volunteer your services for these events and add to your experience before November.

Rally Yorkshire 26/27th September needs marshals for the five different stages, some of which run on the Friday evening as well as on Saturday. Rally HQ and various attractions are based at Pickering Show Ground. If you volunteer to marshal you will receive a voucher from your stage commander to enable you to "Have a Go" on the rally simulator based at the show ground. For more information please contact Sue Rylatt Event Chief Marshal 07779 857707 email: sue.rylatt@btinternet.com.

For more information see the event website www.trackrodmotorclub.co.uk.

Forresters Car Club and South Wales Automobile Club are organising the Patriot Stages on Sunday 28th September at the unique Caerwent Defence Training Estate between Newport and Chepstow. There will be long stages over a number of variations with no splits or merges. Please note, access is via car pass only. For more information please contact Richard Lomax, Patriot Stages Chief Marshal at caerwentmarshal@gmail.com Further details of the event can be found at www.caerwentrallies.co.uk.

Tavern, Burnham and Minehead Motor Clubs are running the Exmoor Endurance Rally on Saturday 4th October in the Minehead and Taunton area and are looking for marshals for the forest tests in Croydon and Knowle forests, and on Porlock Toll Road as well as the evening road rally sections. The first car will start the first test just after 12 noon and finish in Taunton around midnight. Please contact Gavin Rogers, Chief Marshal on 07733 234942 or 01454 414128.

North Wales Car Club are looking for Marshals and Radio Crews for the Cambrian Rally which will start and finish in Llandudno on Saturday 18 October. The rally will use stages in Gwydyr and Penmachno forests right in the heart of Wales Rally GB country. For more information contact Keith Pulling on 01492 878622 (up to 21:00hrs) email: k.pulling@btinternet.com. Radio crews should contact Bill Wilmer - his contact details are earlier in this newsletter.

Route Information

Thursday 13 November

08.00 Shakedown, Clocaenog
19.00 Ceremonial Start, Eirias Stadium, Colwyn Bay

Friday 14 November

05.30 Start Deeside Service Park
07.44 SS 1 Gartheiniog 1 (14.58 km)
08.14 SS 2 Dyfi 1 (21.90 km)
09.24 SS 3 Hafren Sweet Lamb 1 (23.55 km)
09.58 SS 4 Maesnant (12.86 km)
10.58 Newtown Regroup & Remote Service
12.58 SS 5 Gartheiniog 2 (14.58 km)
13.28 SS 6 Dyfi 2 (21.90 km)
14.38 SS 7 Hafren Sweet Lamb 2 (23.55 km)
15.12 SS 8 Maesnant 2 (12.86 km)
18.10 Service Deeside Service Park

Saturday 15 November

06.40 Re-start Deeside Service Park
07.52 SS 9 Clocaenog East 1 (8.25 km)
08.08 SS 10 Clocaenog Main 1 (13.74 km)
09.17 SS 11 Aberhirnant 1 (14.91 km)

10.10 SS 12 Dyfnant 1 (20.43 km)
12.00 SS 13 Chirk Castle (2.06 km)
13.03 Regroup & Service, Deeside Service Park
15.00 SS 14 Clocaenog East 2 (8.25 km)
15.16 SS 15 Clocaenog Main 2 (13.74 km)
16.25 SS 16 Aberhirnant 2 (14.91 km)
17.18 SS 17 Dyfnant 2 (20.43 km)
19.49 Service Deeside Service Park

Sunday 16 November

07.05 Re-start Deeside Service Park
08.33 SS 18 Brenig 1 (10.81 km)
09.00 SS 19 Alwen 1 (10.31 km)
09.55 SS 20 Kinmel Park 1 (2.21 km)
10.04 SS 21 Kinmel Park 2 (2.21 km)
10.51 SS 22 Alwen 2 (10.31 km)
11.08 Regroup Brenig
12.00 SS 23 Brenig 2 (10.81 km)
13.18 Finish Llandudno

Marshals' Signing On Times

In order to help marshals make their route plans for Wales Rally GB 2014 as early as possible, we are pleased to announce the proposed Signing On times for marshals. These details will be confirmed in the usual letters sent out with vehicle passes.

| | Stage | Sign On 1 | Sign On 2 | Stage Ready | 1st Car |
|-----------------|-------------------|---------------|----------------------|-------------|---------|
| Thursday | | | | | |
| | Shakedown | 04:00 - 05:30 | None | 05:00 | 08:00 |
| | Ceremonial Start | TBA | None | — | 19:00 |
| Friday | | | | | |
| | Gartheiniog | 21:00 - 23:00 | 03:30 - 04:30 | 04:44 | 07:44 |
| | Dyfi | 21:00 - 23:00 | 04:00 - 05:00 | 05:14 | 08:14 |
| | Hafren Sweet Lamb | 21:00 - 00:00 | 04:00 - 06:00 | 06:24 | 09:24 |
| | Maesnant | 21:00 - 23:00 | 05:30 - 06:45 | 06:58 | 09:58 |
| Saturday | | | | | |
| | Clocaenog East | 21:00 - 23:00 | by prior arrangement | 04:52 | 07:52 |
| | Clocaenog Main | 21:00 - 23:00 | 03:45 - 04:45 | 04:08 | 08:08 |
| | Aberhirnant | 21:00 - 23:00 | 05:00 - 06:00 | 06:17 | 09:17 |
| | Dyfnant | 21:00 - 23:00 | 05:45 - 06:45 | 07:10 | 10:10 |
| | Chirk Castle | NONE | 06:00 - 07:00 | 09:00 | 12:00 |
| Sunday | | | | | |
| | Brenig | 21:00 - 23:00 | 04:00 - 05:00 | 05:33 | 08:33 |
| | Alwen | 21:00 - 23:00 | 04:45 - 05:45 | 06:00 | 09:00 |
| | Kinmel Park | 05:30 - 06:45 | None | 06:55 | 09:55 |
| | Finish | TBA | None | — | 13.18 |

Technical / Sporting Regulations

ROPS and harness mountings

MSA Yearbook regulation (K)1.3.2. requires the Roll Over Protection System (ROPS) mounting foot to be attached "... on a steel reinforcement plate at least 3mm thick and of at least 120cm² area which is welded to the body shell (see drawings K13 to K18)."

The reinforcement plate pictured may well meet the 120cm² requirement – and from the photo does appear to be at least 3mm thick – but it is clearly not welded to the body shell and does not follow any of the principles shown in drawings K13 to K18.

As can be seen, the harness is mounted to the same bolted-in reinforcement plate by way of an eye-bolt. It is quite possible that in isolation this installation meets the requirements of the *MSA Yearbook*, in particular drawing K40 – although it is not clear that there is the required washer in place, and it is impossible to know from the photo whether the nut on the reverse is held captive to prevent rotation. However, the harness should be mounted to a structural part of the car – and looking at the bigger picture it clearly isn't.

(K)1.3.1 states that the "...vertical part of the main roll-bar must be as straight as possible and as close as possible to the interior contour of the bodyshell." While not being able to see what is happening further up the B-pillar, from the photo it would appear that the main rollbar is not as close as possible to the interior contour of the bodyshell.



Helmet-mounted cameras

The image (right) shows a mounting bracket attached to a helmet, which is apparently designed to accept a GoPro camera. This was presented for pre-event scrutineering at an event recently.

The relevant *MSA Yearbook* regulation is clear; (K)10.3.3(d) states that "... Fitment of cameras to helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved under one of the accepted standards."

Therefore an attachment such as this is not acceptable for any MSA-authorized activity where a helmet is mandatory.



Silencing requirements

Regarding silencing, the *MSA Yearbook* regulations are clear in that (J)5.17.7 states: "Temporary silencers, by pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out Sound Checks on vehicles using temporary parts in exhaust systems. Organisers are empowered to exclude in such situations." Reportedly, in the example pictured each drinks can was stuffed with wire wool and then lock wired to each silencer!

Fire extinguishers

Competitors are reminded that hand-held fire extinguishers must be accessible, as per regulation (K)3.1.4, which requires a "...Medium Hand Held [extinguisher], for Driver or Rally Co-driver use."

Note the location of the hand-held extinguisher in the image. The reality is that the co-driver in the seat directly in front of the extinguisher is not going to be able to access it, and neither is the driver in the right-hand seat.

Remember too that the operation of the plumbed-in extinguisher system must be achievable by both crew members when normally seated and with harnesses fastened (see (R)48.10.5), as is the case for the internal isolating switch (see (R)48.10.2).



RALLYDAY



Saturday 20th September 2014 saw the annual running of the popular Rallyday, the UK's premier rally car show at the compact Castle Combe racing circuit in Wiltshire.

Rallyday offers something for every "Rallyist" from static displays, high speed track activities, 4x4 experiences & a chance to rub shoulders with rallying royalty & elite from Past, Present and Future in a relaxed environment where the name of the game is to entertain the public.

Two major celebrations featured at this year's show firstly the 30th anniversary of the MG6R4 (assembled by 6R4 fanatic Nicky Lindon of 6r4.net fame) with a superb collection of some 24 cars from the Austin Rover Motorsport stable and secondly the iconic rally car the Lancia Stratos, a car bred for the rally stage from the drawing board whose owner's also paid a moving tribute to the late great Bjorn Waldegard with a stunning cavalcade.

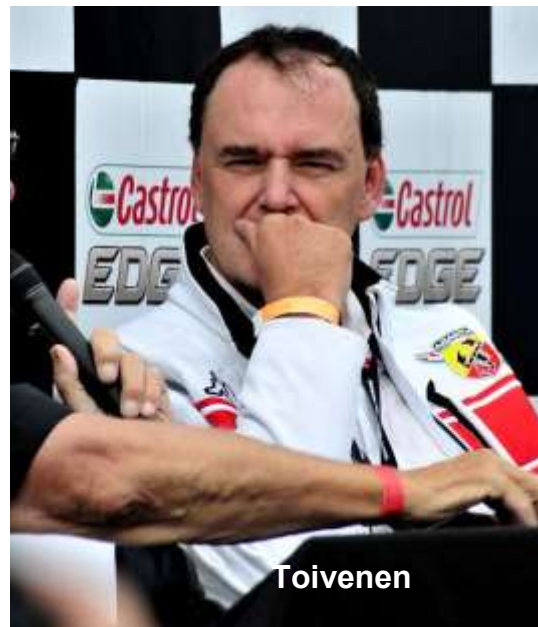
Star drivers who were in attendance and who were reunited with machinery in which they made their names included Markku Alen, the Finnish rally legend and recent record holder for the most stage wins in the World Rally Championship up to 2011 whose memorable "Maximum Attack" career graced Fiat, Lancia, Subaru and Toyota Works Teams. Ex 6R4 pilot and attending especially for the 6R4 gathering Finn Harri Toivonen, former Peugeot, Ford and Subaru driver Estonian 5 time WRC Rally winner Markko Martin who was also seen demonstrating the latest 911 RGT from Tuthill Porsche. British talent from yesteryear included twice BRC champion Dai Llewellyn, crowd favourite Gwyndaf Evans, Russell Brookes and current and rising WRC star Elfyn Evans with his ever present team M Sport demonstrating their latest WRC offering from Ford. A much anticipated new rallying project in the form of the Mitsubishi R5 from Ralliart Sweden was launched and it was the first time the car had been seen in public outside Scandinavia.

Top attractions for this year's event included retro drift car's demonstrating sideways style, The SuperPro Clubman's Rally Stage, The Cooper Tires 4x4 Rally Raid Zone incorporating a stage & the RaceToRecovery Wildcat, AWDC (All Wheel Drive Championship) demo's, Autotest's, Manufacturer Exhibits, Car Show's from a number of Car Owner's Club's and Motorclub's and the highlight for many the 2 hour Castrol Edge Feature Stage with the sights, sounds and smell of burning rubber of new and historic rally machinery as the star drivers & owners whip the crowd up into a frenzy.

Rallyday continues to grow and is the only event of its kind on these shores, a special mention should go to the organisers who work tirelessly to make the event what it is today. It's a must do event for people within the Rallying community and we eagerly await what 2015 has in store. Keep your eyes peeled to catch the highlights broadcast on Motors TV in October.



Markku Alen



Toivonen



Llewellyn

RALLYDAY



Continued from page 45

Images © James Redman 2014



Just before Christmas last year, I was up in front of the magistrates.
The Chairman of the bench said "just remind me - what is the charge against you?"
I replied " I was caught doing my Christmas Shopping very early"
The Chairman said "That doesn't seem like an offence to me. What do you mean by 'very early'?"
"Well your Honour" I replied " It was before the shop was open"

Inside the Industry with Paul Gilligan

UK Car Sales Boom Slowing?

We have seen an unprecedented 29 months of consecutive sales increases, but many observers think the boom is reaching the end of the road. September sales will be interesting, it's the second highest month of the year and the three months to follow before year end are much lower volumes. Manufacturers and dealers who are behind targets have to make up the shortfall in September or not at all, and there's certainly a fair degree of panic about at the moment.

I'm pretty certain that early next year at the latest sales volumes will slow. Firstly interest rates will rise, increasing monthly payments for the high proportion of customers who buy on some form of credit. More important increased interest rates will put people's mortgage payments up, squeezing their disposable incomes and leaving less available for a new car.

More important is the question of used car values. The used car market is a pretty pure one, where the laws of supply and demand work effectively. Because of the high new car sales of the last 30 months, an awful lot of used cars will come back into the market in 2015 and 2016. Demand will have to be very high to absorb all these cars without a significant drop in their values. If increased mortgage payments mean there are less used car buyers, that drop is inevitable. This increases the "cost to change" for the owner of a used car looking at a new one, and many will choose not to spend that increased amount.

Many buyers now use a Contract Purchase arrangement whereby the value of the used car at the end of 2 or 3 years is guaranteed by the manufacturer or finance company. The idea is that the car is worth more than that guaranteed figure, the excess being the equity the customer can use to provide the deposit on their next purchase. If values drop no equity = no deposit = difficulty in obtaining finance and increased monthly payments if they do. If values drop below the guarantee the manufacturer or finance company will suffer a loss when they are forced to take the car back and sell it at true value. This they will seek to avoid by perhaps making the customer an attractive offer to extend the agreement. Which means of course the customer doesn't buy a new car. The manufacturers will also adjust their guarantees downwards to avoid future losses – which will increase monthly payments on new agreements – which will reduce sales.

Whilst there have been suggestions that increasing European sales will mean that there will be less discounting in the UK I don't see it that way. Firstly European sales are increasing from a very low level and are still a very long way below where they were five years ago. Secondly if the factors mentioned above reduce UK demand by 5% or even more, that will cancel out a large part of the European growth in sales. So there will still be bargains, they might just be a bit harder to find.

Car Dealers Unhappy Despite Record Sales

Booming sales certainly don't necessarily mean booming profits for new car dealers, and that certainly seems to be the case at the moment. A survey was recently published covering UK dealers representing a total of 29 manufacturers. Out of a maximum score of 10 when asked the value of holding their franchises the average score was 6.6. Land Rover was top with a score of 8.8. Not surprising with long waiting lists for 3 of their 5 products meaning no discounts and full margins on expensive cars. Mercedes were close behind at 8.7, their very significant volume growth over the last two years will be cheering their dealers up, and they were followed by Kia on 8.6 and Audi at 8.5. Least valued franchise were Honda 4.6, Volvo 4.7, Toyota 5.1, and Seat 5.2.

In general dealers were not seeing the profit performance of their franchise improve in spite of increasing sales. Toyota, Honda, Volvo, and Jaguar dealers are particularly unhappy about profit performance, but Jaguar dealers are not surprisingly more optimistic about future profits with the smaller XE model coming next year. Mercedes dealers are also upbeat about future profits, showing confidence in the manufacturer's promise of increasing volumes.

What upsets dealer are predictably the reasons they're not making more money. These are basically two, the targets manufacturers set them before they earn sales bonuses, and the standards manufacturers insist they meet in order to gain or keep their franchises.

Sales bonuses are absolutely vital to dealers. These are based on the number of new vehicles sold (or rather registered) in a given month, quarter, or year against the target set by the manufacturer. Bonuses often cut in at 90% of target at a certain level, then increase at 100%, again at 110%, and again at 120%. Typically they are retrospective to unit one. If the 120% payment is set at £400 per unit, and the dealer has sold 250 units to get to that level, he gets £100,000, or £400,000 for a full year if he does that every quarter. Some manufacturers add conditions. One insists that dealers reach target on the slow selling expensive top model before they get any bonuses on all the other models they've sold! The big argument is that often whether a dealer makes any profit at all is entirely down to the level at which the manufacturer sets the sales target. Not surprisingly these discussions can get VERY heated!

The way sales bonuses work is why the best time to buy a new car or van is at the end of the quarter. If a dealer is behind target it makes sound sense for him to sell cars at a loss to get to target and get that extra £100-£400 per unit on every car he's sold that quarter. As I write its September 19th. 11 days to the end of the quarter. My phone and inbox are red hot with dealers who are quite open they are offering cars at a loss to get to target. Cars normally at 15% discount are being offered at over 20% off, lease payments that are normally £400 a month can be as low as £300. Crazy but the savvy buyer can benefit.

Continued on Page 49

Equally contentious is the subject of dealer standards. These cover a multitude of items. The number and age of demonstrators the dealer has, the number of training courses staff attend, the management structure the dealer has, the tiles on the showroom floor, the signs outside the building, the size of the building itself, the list is almost endless. And all these things cost money. A BMW dealer I was talking to recently said "BMW don't want the dealers to make money, they just want us all to own really nice buildings!" Many a true word spoken in jest. Skoda have just changed their dealership signage and showroom decoration designs. That means every Skoda dealer in the country has to change their signage and showrooms in the next two years. The showroom changes include new tiles on the floor, it's not just a new coat of emulsion! Whilst these expensive building are a big cost to the dealer, in the end it has to be the customer who pays.

Tesla do It Their Way

American electric car manufacturer Tesla won't have any arguments with their dealers about targets or standards. Because they aren't going to have any dealers. They have in the last year opened to sales centres and one service centre in London. More sales centres will be opened in Manchester and Birmingham before Christmas, with 3 more pencilled in for 2015. All will be owned and operated by Tesla. They are very much following the Apple Store example. Centres will be small with only room to display one or at most two cars. Large flat screen TVs showcase the product and enable customers to "build" their car. Finance is provided by a third party, Tesla don't sell used cars, but may once used Teslas start to appear. They want to control completely how the new car centres operate and how the customer is handled, it would be a surprise if they didn't want to control the used cars as well

Service centres will be set up all over the country so customers are able to get to one easily. Of course electric cars have many fewer moving parts so need less servicing. For an extra charge customer can have a technician come to them and service the car at a location of the customer's choice. One very different approach is that Tesla expect only to cover their costs in servicing cars, not to make any profit. "Conventional" dealers make most of their money servicing cars rather than selling them. The need to pay for all the expensive standards referred to above is why you see dealer labour rates of £100 per hour and more when the technician is paid less than £20 an hour. Tesla's UK boss says "Isn't there something slightly at odds with the customer's best interests when your business makes most of its money from the vehicles being serviced".

Tesla make a decent margin on their cars. They are built strictly to order so there is never a need to discount to move unsold stock, so prices can be fixed with no negotiation. Soon they will be mass producing lithium-ion batteries themselves, reducing costs and increasing margins. So they have no need to subsidise a loss-making sales operation with servicing profits.

They are covering the whole of the UK with a range of "Supercharger" points which will fully charge one of their cars from zero in 20 minutes. This charge is good for 170 miles at motorway speed. If the customer buys the "Supercharger" package when he buys the car he can use the network free for as long as he owns the car. Soon the network will be extended to Europe. "You'll be able to drive from Manchester to Marseille for nothing" say Tesla.

They have the first electric car that makes sense. Now the have an intriguing and different business model. Watch this space!

Paul Gilligan : pg@gvcontracts.co.uk

Paddy and Colleen were making passionate love in Paddy's mini van when suddenly Colleen, being a bit on the kinky side, yells out, "Oh big boy, whip me, whip me!"

Paddy, not wanting to pass up this unique opportunity, obviously did not have any whips on hand, but in a flash of inspiration, he opens the window, snaps the antenna off his van and proceeds to whip Colleen until they both collapse in ecstasy....

About a week later, Colleen notices that the marks left by the whipping are starting to fester a bit so she goes to the doctor. The doctor takes one look at the wounds and asks, "Did you get these marks having sex?"

Colleen, a little embarrassed that she has allowed Paddy to whip her, eventually admits that, yes, she did. Nodding his head knowingly, the doctor exclaims, "I thought so, because in all my years as a doctor, you've got the worst case of van aerial disease that I've ever seen."

Basic Rally Codrivers Course

19th October 2014

@RABrallyesport, West Cumbria

Learn all the basic aspects of rally co-driving in a low pressure non competitive environment!

Theory and practical instruction covering:

- Rules & Regulations
- Navigating road sections
- Timing
- Control procedure and types
- Stage starts & finishes
- Co drivers equipment & responsibilities
- Reading stage maps & pacenotes
- Making pacenotes & Recce
- Movement & service schedules
- Approx 30 mins seat time on mock stages in an Impreza or Evo rally car!

Full day course only **£140!**
Lunch, SOS/OK clipboard & Hat included!
Places strictly limited to 10

To Book Contact: 07742214106
Info@RABrallyesport.co.uk

Classic Corner



- 4 Oct **Throckmorton Challenge** Worcestershire
- 25 Oct **Regis Rally** West Sussex
- 19 Oct **Gold Leaf Historic Rally** North Wales

VCRR Rallies

2014 Tour of Wessex

three days in September 2014

The event will take place over three days in September 2014 and will feature over 40 tests or regularities within it's 750 Mile route. For more Information and to register your interest visit our website at www.vcrr.eu

2015 Poppy Regularity Rally.

Entries are now open for the 2015 Poppy Regularity Rally.

This year will see the event cover around 700 Km, the familiar format of TC sections, regularity and both traditional and closed road tests.

Info now up at: [http://www.craevents.eu/Events/Poppy/po ... ally_2015/](http://www.craevents.eu/Events/Poppy/po...ally_2015/)

NESCRO

North of England and Scottish Classic Rally Organisers



2014 CALENDAR

| | |
|------------------------|--------------------------------|
| Illuminations | 18/19 October |
| Solway Classic | 19th October |
| Hexham Historic | 25th October |

LeJOG 2014

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

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



RETRO-SPEED

The classic on-line car magazine

www.retro-speed.co.uk

Classic car and classic motorsport magazine on-line.

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

Throckmorton Challenge 2014 Saturday 4th October 2014

The Vth HERO Throckmorton Challenge, based at former RAF Pershore, Throckmorton, Worcestershire. Two great events in one day at one location for cars built before 1986

The Throckmorton Challenge will be run under a dual National B and Clubmans Permit issued by the MSA. The Throckmorton Challenge has proved to be a very popular event in the classic car calendar with 2013 being oversubscribed and several reserve crews having to wait until close of signing-on before knowing if they would be competing. Designed to give competitors a challenging and enjoyable day, no two tests are identical and at least one regularity will be on private land.

Run according to HERO's Standard Regulations the event is intended to give crews an enjoyable day competing on up to 15 tests on private ground at the QinetiQ site formally known as RAF Pershore in Worcestershire.

The day will include 3 or 4 Regularities. Scrutineering, Documentation, lunch, coffee and the evening buffet and awards presentation are all held on site.

Trailer parking and overnight camping are also available on the QinetiQ site, allowing for a very compact format and giving excellent value for money. A full entry was received before the official close of entries in 2013 and expectations are that the 2014 event will be fully subscribed. The driving tests are similar to those used on Le Jog, HERO's flagship event, and many crews use the Throckmorton Challenge as a way of honing their skills for longer and tougher events.

Run under a Dual Permit from the MSA, the club event is open to HERO members and requires no competition licence. The National B event is a round in the HRCR Clubman Rally Championship and an MSA competition licence is required. Navigation on the club event will be by Tulip roadbook and the regularities will be in the Jogularity style. Whilst there will be no navigational trickery, National B competitors can expect their roadbook to include non-tulip and no-Jogularity sections. The event is contained within a single OS map and no plotting is required.

Northallerton Automobile Club

is pleased to announce the confirmed date of

Sunday 28th December 2014

for the

Christmas Stages Rally,

to be held at Croft Racing Circuit





DOMINANT OGIER WRAPS UP RALLY AUSTRALIA

COFFS COAST (NSW) – World Champion Sebastien Ogier of France swept to a dominant victory in Coates Hire Rally Australia.

Ogier and co-driver Julien Ingrassia won 11 of the 20 Special Stages over three days of the FIA World Rally Championship 10th round run around this Mid North Coast holiday region. After more than 313 kms of competition, Ogier finished the closing Wedding Bells II Power Stage, north of the Coffs Harbour rally base, just 6.8sec ahead of Volkswagen teammate Jari-Matti Latvala of Finland, who picked up more than three seconds and two stage wins this afternoon in a lunge for victory.

Latvala won the points-paying Power stage from Ogier and third Volkswagen driver Andreas Mikkelsen of Norway. The Volkswagen 1-2-3 ensured the German team won its second straight WRC Manufacturers Trophy, but the drivers' title remains undecided.

Ogier, winner here also in 2013, led the event over 13 stages including throughout the final day but the fight was tighter than it appeared. Only Latvala and Citroen's Kris Meeke also were able to spend time at the front and the leader's margin was never more than 11.8sec throughout the event and as little as 0.4sec.

Australian Chris Atkinson finished 10th and almost 9m:30sec behind the winner after a challenging return to the WRC with Hyundai.

His New Zealand teammate Hayden Paddon was the top-scoring Hyundai driver, in sixth.

The 23rd Australian WRC event was attended by large crowds at the spectator stages and hailed a success by organisers, who welcomed an announcement over the weekend that the rally would return on 10-13 September next year

Formula E: Lucas Di Grassi wins first race as Nicolas Prost crashes

Formula E made its debut in Beijing with a spectacular crash at the last corner which cost long-time leader Nicolas Prost the race.

The Frenchman, son of Formula 1 legend Alain Prost, collided with Germany's Nick Heidfeld, allowing Audi Sport's Lucas Di Grassi to triumph. The new 10-race season concludes in London's Battersea Park next June.

The one-hour races - in which drivers have to change cars halfway through, as a battery has not yet been developed to provide enough power for a full race - feature music during the races, as well as a "fanboost" where three drivers with the most social media votes have the power of their cars increased.

With Prost complaining that "my victory was stolen", his fellow Frenchman Frank Montagny was runner-up for the Andretti team, while Britain's Sam Bird finished third for Virgin Racing.

There was disappointment for Bruno Senna - nephew of the late Ayrton Senna, the great rival of Alain Prost - who failed to record a lap time in qualification after having problems with his battery.

Forced to start from near the back of the grid, he collided with another car during the opening lap.

Another son of an F1 great, Nelson Piquet Junior, came eighth, as Di Grassi was left to reflect on his good fortune after triumphing on the circuit just outside the Bird's Nest Stadium, site of the 2008 Olympics.



Italian GP: Lewis Hamilton wins after Nico Rosberg error

Britain's Lewis Hamilton took a crucial victory in the Italian Grand Prix after Nico Rosberg made a mistake under pressure from his Mercedes team-mate.

Hamilton, 29, fought back after a poor start from pole position, caused by a glitch in his start procedure, dropped him to fourth early on. He had just closed to within a second of his sister Mercedes when the German ran wide at the first chicane.

The victory in Monza reduces Hamilton's deficit in the title race to 22 points. Behind the two Mercedes drivers, Felipe Massa drove steadily to third place as his team-mate Valtteri Bottas recovered in impressive style from a poor start to take fourth on the day that Williams confirmed both will stay on next season.

The win will be a significant psychological boost to Hamilton and a corresponding blow to Rosberg, 29. The German was already under the spotlight after being criticised by his team for causing a collision between the two at the previous race in Belgium.

And he received boos from the gathering crowd below the podium as he gave his post-race interview, as he had two weeks' previously at Spa.

The race seemed to be falling into Rosberg's lap as Hamilton's car was slow away from pole position and he was swamped by the field, falling behind his team-mate, McLaren's Kevin Magnussen and Massa.

Mercedes reset Hamilton's engine systems remotely and he was soon pushing hard to make up lost ground. He took advantage of Massa, passing Magnussen at the second chicane on lap five to grab third from the Dane at the first Lesmo corner on lap five.

And five laps later Hamilton pulled a superb move on Massa, holding the outside line at the first chicane and grabbing the place into the second, left-handed part.

At that point, Hamilton was 2.2 seconds behind Rosberg and he inched closer as they traded lap times to be 1.3 seconds behind when Rosberg made his only pit stop on lap 24, his position as the lead car giving him priority on pit-stop timing.

Hamilton was 1.8 seconds behind when he rejoined after his own stop a lap later. Felipe Massa made a welcome return to the podium at Monza. He was warned by his engineer that the "race will be at the end - look after your tyres" but chose to ignore the advice, instead making his move when his tyres were in their best condition.

He cut into Rosberg's lead, reducing it from 1.8 seconds on lap 26, to 1.3 a lap later and then 0.7 with a new fastest lap as they crossed the line at the end of lap 28.

A few hundred metres later, Rosberg braked too late into the first chicane and was forced to take to the escape road, Hamilton taking the lead as his team-mate negotiated the bollards before rejoining the track.

It was the second time in the race Rosberg had made the same mistake, the first coming on lap nine.

Hamilton extended his lead in measured but inexorable fashion over the next few laps to four seconds, where it stabilised until the Englishman locked up a front tyre going into the first chicane with three laps to go.

That cost him half a second but Hamilton had everything under control to take his sixth and arguably most important win of the year.

Alonso's retirement was his first exit due to a mechanical failure since 2009

Behind the top three, Bottas had to thread his way through an epic multi-car fight between the Red Bulls, McLarens and Sergio Perez's Force India that see-sawed throughout the race.

It was eventually won by Red Bull's Daniel Ricciardo, who passed team-mate Sebastien Vettel with a brilliant dummy into the second chicane with six laps to go.

Vettel held on to take sixth ahead of Magnussen, Perez and the second McLaren of Jenson Button.

But Magnussen was demoted to 10th behind Ferrari's Kimi Raikkonen following a five-second penalty for forcing Bottas off the track in a battle at the first chicane.

Raikkonen's two points signified a dismal day for the team at their home race, which saw team-mate Fernando Alonso retire with a hybrid system failure, his first mechanical retirement since 2009.

Alonso had been in the battle with the Red Bulls, McLarens and Perez before he pulled off shortly after half distance at the first chicane.

He acknowledged the cheers of the crowd as he walked back to the pits but the Italian team will be hurting from such a poor performance.



Lewis Hamilton wins in Singapore after Rosberg retirement

Lewis Hamilton took the lead in the World Championship for the first time since May with victory in the Singapore Grand Prix.

Hamilton's title rival and Mercedes team-mate Nico Rosberg retired with electronics problems to slip three points behind with five races to go and 150 points available. Hamilton briefly lost the lead to Red Bull's Sebastian Vettel at his final pit stop but soon swept past to take his seventh win.

Vettel took second after a battle with Daniel Ricciardo and Ferrari's Fernando Alonso.

Rosberg had been in trouble with his car from the moment he tried to leave the garage before the race. He had gear selection issues, which were not helped by changing his steering wheel. He had to start from the pits because he could not get off the dummy grid at the start of the formation lap. But the car was running without hybrid power and he could not even pass Marcus Ericsson's Caterham.

The team intended to try to reset the car at his first pit stop but Rosberg could not engage a gear and was forced to retire.

The safety car was introduced on lap 31 following a collision between Force India's Sergio Perez and Sauber's Adrian Sutil that led to the Mexican's front wing detaching and leaving debris strewn across the track.

At that point, Hamilton was leading Alonso by nearly six seconds, with Vettel and Ricciardo third and fourth. Hamilton had led from the start and Mercedes chose to leave him out on his super-soft tyres, which he had fitted only five laps beforehand. Alonso dropped to fourth as Ferrari called him in to fit the soft tyres that the Red Bulls had fitted shortly before.

The race was restarted on lap 38 and Hamilton built a 25-second lead before he was called in for his final stop on lap 52. He rejoined just ahead of Ricciardo and about three seconds behind Vettel, but such was his pace advantage on fresh tyres that he swept past the German within a lap-and-a-half down towards Turn Seven.

In the closing laps, Vettel, Ricciardo and Alonso disputed the final two podium places.

Alonso had made a great start from fifth to get alongside both Red Bulls into Turn One. The Spaniard ran wide into the run-off area and emerged in second place. He handed that position back to Vettel on the basis he had gained an advantage from going off the track, and the stewards agreed he did not need to do the same with Ricciardo.

Alonso trailed Vettel through the first stops but took second from the German by making an earlier second pit stop, only to drop to fourth as a result of the safety car.

On tyres that were four laps younger than Ricciardo's, Alonso piled the pressure on the Australian, who himself began to close on Vettel, who had stopped two laps before his team-mate.

Rosberg was forced to start the race from the pitlane, but eventually retired on lap 14

In the last couple of laps the three cars were covered by less than a second but neither Ricciardo nor Alonso could make any progress and Vettel held on for second, with Ricciardo in the final podium position.

Behind Alonso, Williams's Felipe Massa made his tyres last to the end from his final pit stop on lap 22 to take fifth. But in a frantic last few laps, his team-mate Valtteri Bottas could not do the same and dropped from sixth to 11th as he lost all grip.

Toro Rosso's Jean-Eric Vergne and Force India's Sergio Perez benefited from late pit stops to charge up to sixth and seventh in the closing stages, passing Ferrari's Kimi Raikkonen, who took eighth.

Force India's Nico Hulkenberg was ninth from McLaren's Kevin Magnussen, who was battling cramps and dehydration because he could not drink from an overheated bottle in the demanding conditions.



Caernarvonshire and Anglesey Motor Club Ltd

The Pentraeth Group Glyn Memorial Stages.

1st/2nd November 2014

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

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

Steve Harkness Competition Tyres Welsh National Tarmacadam Championship

ANWCC Stage Rally Championship,

ANWCC Ladies Rally Championship

ANWCC Allrounders Championship

Formula 1000 Stage Rally Championship

Kick Energy Junior 1000 Rally Championship

Brick & Steel Construction Junior 1000 Ecosse Challenge

McGrady Insurance Junior 1000 Rally Challenge Ireland

Glyn Edwards Memorial Championship

Anglesey Rally Challenge

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

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

Postal entries will still be accepted.

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

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

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

5 miles, 12 junctions not sure about timings yet.

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

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

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

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

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

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

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

07792 375371

Thanks Tony Jones



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SD34MSG

Wednesday 19th November

(3rd Wednesday of every other month)

8-00pm,

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

ANCC

Monday 27th October

8.00pm

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout Junc 26 of the M62

www.ancc.co.uk

This meeting could be fun!

John Symes (msa Technical Director) is ANCC Guest



ANWCC
Association of North Western Car Clubs

Next Meeting

Monday November 24th 2014

8.00pm

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

www.anwcc.org

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Matlock Motor Club

Dansport Road Rally

15th - 16th November 2014

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

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

Regs : www.matlockmotorclub.co.uk

Furness District Motor Club

Grizedale Stages Rally 2014

Saturday 22nd November 2014

www.grizedalestages.co.uk



SUPPLEMENTARY REGULATIONS

The Coppermines & Lakes Cottages



http://www.mccrash.com

Illuminations Rally 2015

Next year it will be 60 years since the first Illuminations Rally took place and we are looking, with your support, to put on a **Classic Illuminations Rally** in 2015.

This event, as past competitors will tell you is not for the faint hearted, it runs over two days including a night rally on the Saturday, similar to today's events. If you are interested in taking part, whether it be Competing, Marshalling or helping with the Organisation please contact Derek Shepherd at morecmbecar-club1950@gmail.com with the following details about yourself: Full Name, Address, Post Code, Age, BT Telephone Number, Mobile Telephone Number and what you want to do.



Oaks Trophy Road Rally

October 24/25th 2014

A planned 140 mile route along the classis lanes of Staffordshire, Derbyshire and Cheshire of which about 10% of the mileage will be using Private Land, some never used before, other classic lanes have not been used since the Motoring News days. The event will be a proper test for the crews, using straight forward, no nonsense navigation, *no trickery or gimmicks*. The Oaks Trophy Road Rally is a rally of great pedigree and the organising team have devoted many hours to ensure that this year's Oak's Trophy Rally will be THE rally to do, so if you want to compete on the event that has previously been won by the likes of Derek Carless, Pete Wells, Gary Holmes, Ian Ainsworth, Ewan Murray & Carl Hawkins, to name just a few, then keep your eye on the ERO website.

www.eromc.co.uk

The regs for this prestigious northern road rally will be available mid July 2014. The entry fee will be £75 and will include two full breakfasts... you will have earned them.

Hope to see you on the night and remember, for this event to be successful we will require a lot of marshals so if you can't compete, volunteer to marshal. There will be quality marshal packs and you won't even need to buy any maps as all the necessary information will be provided for you! As well as goodie bags for all marshals, we will also be providing a full breakfast at the finish for those who marshal 2 or more controls. For further information about marshalling on the Oaks Trophy Road Rally, please email the Chief Marshal: pmdyer4@aol.co.uk Many Thanks from the Organizing Team.



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



A round of the following Championships

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

regs : www.cdmconline.com



On the B1205, Near Blyton Lincolnshire

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

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

At this stage the proposed route is in the final stages of being agreed and will go to the RLOs involved and to the MSA in due course.

The event will run on Maps 102, 103, 97 and 98 and will be approximately 148 miles. It will run on a road rally permit and is likely to include a 'beginners' road rally within the overall rally in an effort to attract newcomers to the sport, as well as expert, semi-expert and novice classes.

The usual organising team that puts together the popular GPMC Memorial Road Rally will be involved and I would like to thank Steve Kenyon, Terry May and Ian Farnworth, in particular, for their support and encouragement as I take the plunge and become a Clerk of the Course for the first time.

If anybody has any queries feel free to post on this thread. More details will be announced as soon as we have them and regs will be available from around the beginning of October.

Alan Barnes

Clerk of the Course

GPMC Preston Regardless Road Rally

A.I Harrison & Co

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MORECAMBE CAR CLUB LTD.

The "Illuminations" Rally

18th/19th October 2014

Welcome to the "Illuminations" Rally 2014, I hope that you'll join us for a great night's rallying and I hope you enjoy the route along some of the classic lanes in the Lake District. We are very fortunate that David Ian Skoda are sponsoring this event. Signing On will take place at the Heaves Hotel Nr. Kendal OS 97 49900.86600

Scrutineering and Noise Test will take place at Canal Garage Crooklands OS 97 53850.82850

The navigational format will be in ten figure references and once you have completed Signing On you will be given your Rally Packs which will contain these references to plot which covers the whole route.

There will be a petrol halt after approximately 75 miles. It is recommended that you carry petrol additive if your vehicle requires it.

It is also strongly recommended that your car is fitted with a Sump Guard as some roads are not as smooth and level as one would expect.

Regs

email morecambecarclub1950@gmail.com

Or download from

www.morecambecarclub.org.uk/

or ring John on 07 824 991 845

GPMC

Simpsons Skoda

Preston Regardless Rally

November 29/30

Regs for the GPMC-Simpsons Skoda Preston Regardless Rally on Nov 29/30 will be available from October 1 and the route will comprise 180 miles in total - yes, 180 miles - including run out and run back to finish venue, on maps 102, 103, 97 and 98.

Entry will be £75 per crew with a £10 discount to £65 if crews can guarantee a nominated marshal on the entry form.

Because it is a 50th anniversary rally there are going to be a few 'extras' including a special test, goodie bags for marshals, commemorative beanie hats and retro rally plates, plus a raffle at the finish venue - more details to follow.

The event will start from Preston Docks with scrutineering taking place at principal sponsor Simpsons Skoda. There will hopefully be a beginners' class aimed at enthusiasts who have never rallied before, so please spread the word to anyone you know who fancies dipping a toe in the water. The event will be pre-plot, with assistance for beginners as we want them to enjoy the event and the rallying experience and finish it.

GPMC wanted to put on something special to mark the 50th anniversary and the organising team is confident this will be a rally to remember.

We look forward to receiving your entries as soon as regs go live on Oct 1.

www.gpmc.org.uk

Mini Cooper Register

Northumberland Borders Rally

Saturday 15th November

Entries are invited for the seventh running of this Mini-only navigational road rally taking place on Saturday 15th November. Sponsored once again by YBracing and also new sponsors Vallum, it will cover approximately 120 miles of classic roads on OS maps 87 (Hexham & Haltwhistle) and 88 (Newcastle upon Tyne).

Following the excellent feedback from last year's event, preceding the traditional navigational exercise through the lanes after dark will once again be half a dozen driving tests on private ground. These will be conducted on a mixture of non-damaging surfaces and comprise a variety of layouts to both entertain and challenge crews. They will also utilise a number of new venues not used previously by any event. In a change to 2013, there will be no regularities, the tests simply being linked by short transport sections.

For those relatively new to the sport and first time rallyists, there will again be the Tynedale Rally for novices. Crews on this event, which will alongside the Borders, will also have the opportunity to do the tests but cover less mileage, around 85 miles in all, and be given much simpler navigation.

The navigation used for both events will be plot and bash, with different levels utilised for the three classes of competitor - Expert, Newcomer and Novice. They are open to classic Mini saloons from members of selected MSA member clubs including the HRCR. For further details, the regulations and an entry form please visit the rally website

www.northumberlandbordersrally.co.uk/



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7th/8th Nov 2014



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1000 Ianes Rally

11/12 October 2014

This year's event will again run to a night road rally format, providing 107 miles of no nonsense but challenging nights rallying, consisting of approximately 5 miles of unsealed road surfaces along with use of farm yards, using OS map 161.

We are pleased to announce the event is once again a qualifying round of the WAMC road rallying championship and also a round of the TVMC road rally championship 2014



Roger Albert Clark Rally

28-30 November

Sunderland to host 2014 Roger Albert Clark Rally

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

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

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

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

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

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

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

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

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

www.rogeralbertclarkrally.org

The 2014 John Robson Rally

**A round of the SD34 Road Rally Championship
October 25th**

Starting in Alston, England's highest market town and featuring 100 plus miles of competitive motoring on the best, all tarmac, roads on sheet 86. The event, which suffered from severe "Storm Damage" in 2013 has been radically overhauled with a new format time card system, new, easy to spot route boards, and very much simplified road book for Novice crews.

Regs available from Ed Graham :
edgraham01@sky.com

Volunteer marshals will, of course, be welcomed enthusiastically.

NAVIGATORS REQUIRED

There are several drivers anxious to enter the John Robson but who are looking for a navigator. Any volunteers, please Contact Ed Graham (edgraham01@sky.com) for details.

Dovey Valley Motor Club

Rali Bro Ddyfi

4th/5th October 2014

The rally will consist of approximately 110 miles of some of the best lanes in Mid Wales, running on maps 124, 125, 135 & 136. The event will start and finish in Machynlleth.

Regs and Entry Forms

www.doveyvalleymc.co.uk



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Wigan & DMC Adgespeed Stages 12th October

The Adgespeed Stages Regulations and online entry form have now been posted on the motor club web site at :- www.wiganmotorclub.org.uk

This is an ANCC, ANWCC & SD34MSG Rally Championship round, it is also the final round of The 6R4.com Three Sisters Rally Challenge 2014.

Over £550.00 worth of cash prizes are there to be won on this free to enter Rally Challenge, no need to register, check out the Regulations on the above web site.

This all tarmac special stage rally is held at The Three Sisters Race Circuit, Ashton-In-Makerfield, Wigan, Lancashire.

Twelve stages are on offer for £160.00.

Full facilities are available at this spectator friendly venue, marshal's are welcome get in touch with the Chief Marshall, contact details are in the Regulations

Mileage: **28 Miles.**

Number of Stages: **12.**

Surface: **All sealed tarmac.**

Championships:

- 1 The ANWCC Stage Rally Championship 2014.
- 2 The ANWCC All-rounders Championship 2014.
- 3 The ANWCC Ladies Rally Championship 2014.
- 4 The ANCC Stage Rally Championship 2014.
- 5 The 6R4.com Three Sisters Stage Rally Challenge 2014.
- 6 The SD34MSG Inter Club League 2014 supported by Gazzard Accounts.
- 7 The SD34MSG Stage Rally Championship 2014 supported by Gazzard Accounts.

Regs :www.wiganmotorclub.org.uk

Or Send your entries to The Entries Secretary, Helen Fox, 41, Elgin Avenue, Ashton In Makerfield, Wigan, Lancs.

Tel. 01942 715653 between the hours of 19:00 – 21:00.

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

13th - 16th November
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 The Road to Wales continues for 2014 with free entries to Wales Rally GB for the winners of the MSA British Rally Championship, as well as free Wales Rally GB National entries for the winner of each of the MSA English Rally Championship, the Peak MSA Welsh Forest Rally Championship, the APR Crabb MSA Scottish Rally Championship, the McGrody Insurance MSA Northern Ireland Rally Championship and the BTDA Rally Series.

WWW.WALESRALLYGB.COM/COMPETITORS

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Teifi Valley Motor Club Rali Cilwendeg Rally

25th / 26th October 2014.

We as organisers would like to welcome and thank our new sponsor's Adrian and Keith Jones of Forge Garage, Ffos-y-ffin, Aberaeron for sponsoring the event.

The rally will be based in Newcastle Emlyn and the route will be made up of classic Cilwendeg lanes and tracks which will all be on Map 145, offering a high quality event for both driver and navigator to enjoy.

More details about the event to follow.

Regulations will be available to download from the TVMC web site at the Start of September. We look forward to receiving your entry.

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

Starting in: Much Wenlock, Shropshire.

Map 138 only. Ninety mile route. No whites.

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

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

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

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

Motoscope Northern Historic Championship

Threshfield Garage Ravenol Oil Midgley Motor Cars

ANCC Stage Rally Championship

SG Petch ANECCC Stage Rally Championship

The Sheffield Rolling Road EMAMC Multi Venue Stage Rally Championship

Roadrunner Phoenix Awards ANEMMC Stage Rally Championship

Regs : maltonmc.co.uk

8/9 November

The D.G. Jones Agri Ltd Powys Lanes Rally

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

Regs will be available on our website

www.epyntmc.co.uk

from the 16th September.

2015 Riponian Rally Feb 21st 2015

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

The Riponian Rally will run on February 21st

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

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

"When we heard that the Riponian may not run next year, we contacted Ripon MSC and offered any help we could.

The Riponian is a great early season rally and we are very pleased to be helping keep it going" said Dave Scrimmour, Chairman of Whitby & DMC.

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

Acknowledgements

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

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

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

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

| | |
|--|------------------------------------|
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| Geoff Bengough | Richard Barnard |
| Malc Graham | George Jennings |
| Tony Lynch | Tony King |
| Ian Mitchell | Tony Vart |
| Paul Edwards (RallyRev) | Stephen Berresford |
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| Allen Durham of Pro-Tec | James Redman |
| Dave Williams | Rachel Bourne |
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| Keith Lamb | (Gemini 9) Ian Davies (Gemini 23) |
| Peter Langtree | (Gemini 48) Tony Jones (Gemini 58) |
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| Duncan Littler Speed Sports Photography | |
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and last but not least, Chairman / Secretary/
League Compiler / Individual Championship
Compiler (& my complaints manager)-Les Fragle

The **intention is** to publish this EMag on the last day of each month. It will be emailed to SD34MSG Delegates for them to forward to their Club Members as they wish.

Deadline for copy for the November edition is Wednesday the 29th October which is due out on Friday 31st of October

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@gmail.com

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

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



A round of the following Championships

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



regs : www.cdmconline.com



On the B1205, Near Blyton Lincolnshire

TUNNOCK'S MULL RALLY
10th - 12th OCTOBER 2014

Held over 3 Legs, giving over 150 miles of closed public road competition on 20 Special Stages, the Tunnock's Mull Rally is a special, unique event celebrating its 45th year.

Two nights of flat out rallying split by 9 daylight stages and with the special treat of getting to rallying through the streets of the capital; Tobermory.

Come and try an event that can rival the Manx lanes.

EventScotland MULLRALLY.ORG

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

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

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

Regs available beginning of October