

January 2013



Motor Sport Group

Available on line at www.sd34msg.org.uk

like our facebook page and get regular updates

Roger Albert Clark Rally

23rd - 25th November 2012

www.rogeralbertclarkrally.org



Photo : GMS (Grize Motor Sport)
email : grizemotorsport@aol.co.uk



highlight sports

Chairmans Chat

Well 2012 is almost at an end and the championships, supported by Gazzard Accounts, are complete with the provisional final positions shown in the next few pages. Once any final marshalling points have been claimed (31st December deadline) the positions will be finalised and the winners formally announced, although I doubt the current positions will change from now on. Congratulations to all the winners and I look forward to you receiving your awards at the Presentation Evening in February. Thanks to all the compilers for collating all the scores and to those competitors who didn't manage to pick up an award this year, there will be another chance in 2013 so get your registrations in as soon as possible.

As 2013 is about to commence I can announce a couple of new additions to the membership and championships. At the last bi-monthly meeting we agreed to invite the Under 17 Motor Club (North West) to join the Group as of the 1st January and triggered by this clubs emphasis on younger competitors we are introducing an Under 18's Championship which for this first year will be limited to Production Car Autotests. We are very grateful to Alan Shaw, our President, and his wife Janet for offering to provide a new trophy to be awarded to the winners of this new championship. Here's to 2013 and a year of competitive and safe motorsport.

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



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



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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor 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 4000+ on
the distribution list (20 X 100 + 4000 = 7000+ readers)
All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

Steve Johnson

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01995-672230 les.fragle@gmail.com

Maurice Ellison

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WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721



CLITHEROE & DMC

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

2012 awards night Saturday 19th January,

Adelaide Suite, Accrington.

3 course dinner, dancing and disco,

all for £25.00

Names ASAP,
to Heidi Woodcock or Dave Barritt.

Tuesday 29th January



**Tom Naughton & Horace Saville
Are CDMCs Guests**
at Waddington Sports & Social Club 8-30pm



Club Development Roadshow Tuesday 5th February 2013

At CDMC, Waddington Village Club (103 / 730 436.5)

8pm for a Prompt 8-30pm Start

Open to ALL Motor Clubs & their Members

This is NOT a presentation to tell you 'how to do it' It is two hours of thought provoking, open minded discussion intended for all members of any car club, from the established 'workers' to the new member just learning what their club does
Richard Egger will lead a stimulating evening where clubs and members are invited to share ideas, highlight frustrations, explore new strategies and ideas, identify where help is needed, shoot down some long standing myths and HAVE FUN.
Plus you get a free Pie & Peas Supper

Lancashire & Cheshire Car Club



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

Lancaster MC

meet at the Golden Ball Hotel,
Lancaster Rd, Morecambe, Lancashire LA3 3ER



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

Garstang & Preston MC

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



STOCKPORT061MC



The Club Meets at 8pm onwards

Every Second Thursday @

High Lane Conservative Club,

23 Buxton Rd., High Lane, Stockport SK68DR

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

WALLASEY MC

The Club Meets at 9-00pm

Every Monday

Port Sunlight Village Social Club

Bridge St, Port Sunlight CH62 4UP



Fylde MSC

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



Bolton-le-Moors MC

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



WARRINGTON & DMC



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

SATURDAY JANUARY 26th 2013

Following the success of last years prize giving and dinner dance, WDMC will again be holding it's annual event at **THE MACDONALD LYMM HOTEL**.
Deposits to be paid to Ann McCormack whenever possible (preferably monday nights). To help us organise a real showstopper we need as many advanced bookings as possible.

SD34MSG

2013 Draft Calendar

Date	Type	League	Club	Title	Venue - Notes
20-Jan	Autosolo	No	Knutsford	New Year Autosolo	Knutsford, Cheshire
27-Jan	Autosolo	Yes	Bolton-le-Moors CC	Bolton January Autosolo	Camelot Theme Park, Lancs
08+09-Feb	Stage Rally	Yes	Motor Sport (NW) Ltd	Legend Fires NW Stages	Lancashire
15+16-Feb	Stage Rally	Yes	Manx Auto Sport	Chris Kelly Stages	Isle of Man
17-Feb	PCA	Yes	Under 17 MC NW		Blackburn Services, M65 Jt 4
17-Feb	Autosolo	Yes	Under 17 MC NW		Blackburn Services, M65 Jt 4
17-Feb	Autotest	Yes	CSMA NW	Autotest 1	Blackburn Services, M65 Jt 4
17/18 Feb	Road Rally	No	Morecambe CC	Illuminations Rally (part 1)	Lancs, Yorks, Cumbria
9-Mar	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
17-Mar	Road Rally	No	Kirkby Lonsdale MC	Lonsdale Belt	(possibly not running in 2013)
17-Mar	Autosolo	Yes	Bolton-le-Moors CC	Bolton March Autosolo	Camelot Theme Park, Lancs
17-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales
24-Mar	Stage Rally	Yes	Stockport 061 MC	Legend Fires SMC Stages	Weeton barracks, Blackpool
14-Apr	Road Rally	No	Matlock MC	VK Derbyshire Rally	Derbyshire
21-Apr	Autotest	Yes	Bolton-le-Moors CC	Bolton Autotest	Trafford Centre, Manchester
4-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
5-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
11-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
10+11-May	Stage Rally	Yes	Manx Auto Sport	Manx National	Isle of Man
18-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Lancs / Derbys / Cheshire
19-May	PCA	Yes	Accrington MSC		Lymm Services
19-May	Autosolo	Yes	CSMA NW	Autosolo 2	Lymm Services
19-May	Autotest	Yes	CSMA NW	Autotest 1	Lymm Services
15-Jun	Road Rally	Yes	Garstang & Preston MC	Memorial Road Rally	Lancashire
16-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	TBA
16-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	TBA
23-Jun	PCA	Yes	Accrington MSC		Lymm Services
23-Jun	Autosolo	Yes	CSMA NW	Autosolo 3	Lymm Services
23-Jun	Autotest	Yes	CSMA NW	Autotest 2	Lymm Services
30-Jun	Autotest	No	Knutsford	Tim Sargeant Memorial Autotest	Wrexham, Cheshire
7-Jul	Sprint	Yes	Mull Car Club	Gravel Sprint	Isle of Mull
7-Jul	Stage Rally	Yes	Warrington & Dist MC	Envile Stages Rally	Anglesey Circuit
14-Jul	PCA	Yes	Under 17 MC NW		Blackburn Services, M65 Jt 4
14-Jul	Autosolo	Yes	Under 17 MC NW		Blackburn Services, M65 Jt 4
14-Jul	Autotest	Yes	CSMA NW	Autotest 3	Blackburn Services, M65 Jt 4
20+21-Jul	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
21-Jul	Road Rally	No	Morecambe CC	Morecambe Rally	Lancashire/Cumbria
18-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
25-Aug	PCA	Yes	Accrington MSC	Summer PCA	Lymm Services
25-Aug	Autosolo	Yes	Accrington MSC	Summer Autosolo	Blackburn Services
25-Aug	Autotest	Yes	CSMA NW	Summer Autotest	Blackburn Services
31-Aug	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
1-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
08+09-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
8-Sep	Road Rally	No	Spadeadam MC	Countdown Navigation Rally	
15-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Camelot Theme Park, Lancashire
10-Nov	Road Rally	No	Hexham & District MC	John Robson Navigation Rally	Northumberland
28-Sep	Road Rally	Yes	Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
29-Sep	Autotest	Yes	Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham
29-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool
11-13-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
13-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Camelot Theme Park, Lancs
13-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
19-Oct	Road Rally	Yes	Bolton-le-Moors CC	Bolton Road Rally	
20-Oct	Autosolo	No	Knutsford	Autosolo	
20-Oct	Autotest	No	Knutsford	Autotest	
20-Oct	Road Rally	No	Morecambe CC	Illuminations Rally (part 2)	Lancs, Yorks, Cumbria
9-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
17-Nov	Road Rally	Yes	Lancaster MC	Black Sheep Rally	
23-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
8-Dec	PCA	Yes	Accrington MSC	Winter PCA	Lymm Services
8-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

Key

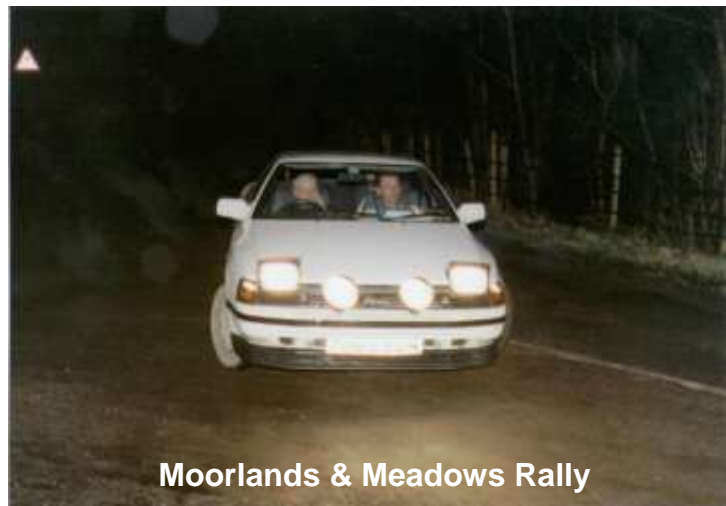
Confirmed 2013 date

SPOTLIGHT ON 'Bill Chadwick'

- **Name** Bill Chadwick (chaders)
- **D.O.B** 17 04 51 Warrington
- **Live in Morecambe** but grew up in Rhyl
did most of my rallying in North Wales.
- **Married 2 kids**
- **Earn a crust** Prop. Bill Chadwick Welding / Director ARC Lancaster Ltd
- **Motor clubs.** Kirkby Lonsdale MC/ Rhyl & DMC / Lancaster MC.
- **How did you get involved in motorsport.**
My driving instructor was Comp sec of Rhyl DMC
- **1st car was** MG 1100 complete with tartan rug and cushions.
- **1st comp car** Wolsley Hornet 998 with leather seats and walnut dash. Soon modified with a mini front end after its first off. Works sump guard alloys and twin fuel tanks.
- **Favourite car.** MK1 Escort H reg 1600 on twin 40s Did 26 events in 1975 with it and won Driver of the year with Rhyl DMC. On some weekends did a stage event in the daytime and a road event that night that is commitment. Sold it to Ian Harwood RSM (Road & Stage) when I got married in 76 for 25 quid - less than I paid for it.
- **Other rally cars.** Lancia Fulvia / MGBGT / Astra gte / Rover sd1 / Fiat 128 3p / Sierra 2lt estate / Celica / 205mi16 / present car Proton Satria gti
- **First event.** R&DMC 12 car 1969 got lost.
- **First MN event** the Oslo rally 1970 250 mile event had to cut and run to avoid going OTL but got excluded at second petrol for 2 WDs during the event. Rules were tough back then.
- **Most Frightening moment.** Practising for the 1973 Welsh International driving the (sportsmans) stage or so we thought. Going over a flat out crest in the forest to find nothing but water in front of us. "Wrong road Alwen reservoir." Was late home that night.
- **Biggest accident.** 2002 Classic Lanes came over a crest to find a car sideways blocking the road so took avoiding action and took down 30.mtrs of steel and concrete fence before we hit a tree that knocked the engine back under the car. We were Lucky to walk away from it.

Continued Page 8

Tartan Rug & Cushions
out of sight on back seat !



Moorlands & Meadows Rally

SPOTLIGHT ON 'Bill (Chadders) Chadwick'

Continued from page 7

• **Best event.**

- So many events over 500 to date. All with tales to tell.
- 1975 Seeded No 1 and over taking the course car 4 times on a very icy event over Worlds End in my mk1.
- 1975 All Fools rally was an epic drive in the snow, finished 5 o/a with a broken axle.
- Winning the SD34 championship in 95 on a tie decider on a very icy beaver rally.
- And having Steven Bye navigate for me for most of the year.
- Codriving for Andrew Darbishire on the Silva Stages 1998 lying 2nd all day and on the last stage i told him to back off to make sure of a good finish as I was convinced he was going to through it off the road but ended up 4th o/a good event very quick lad.
- Winning the 2004 CSMA rally with Alan Edwards. and coming 2nd to Nigel Nelson in 2005 a classic event running at No1 with Tom Wilcox on the maps.

• Rally Hero. Ari Vatanen just the best in his day met him in 1975 and was persuaded by Dave Richards to sponsor him on the Gwynedd national rally. We all met up in a night club in St Asaph Dave Richards Ari Vatanen John Spillar Dick Jones (My navigator) and me. When I handed over the cash he promptly bought a round of drinks with it.

I thought this boy will go far.

Looking Back at that meeting Ari went on to become World Rally Champion. Dave went on to start Prodrive among other things. John Spillar went on to win the Middle East Rally championship. And became U A E motor sport director and then CoC at the Dubai F1GP. Dick went on to be my Best Man at my wedding a year later and is senior consultant at Pinnacle Solutions Ltd.

• Funniest moments. Seen a lot over the years back in 2002 was doing an event in Lincolnshire in my Celica very wet and muddy the washer bottle was empty as we arrived at the end of a muddy white and out ran a guy in a gorilla costume with a bucket and a sponge and cleaned the screen and lights brilliant. Seen semi naked women in Morpeth at the start of a rally at minus 5 deg. But that's the northeast for you.

- Biggest Influence.** Lots of drivers over the years Vatanen /Walter Rohl/ Mcrae but most of all road rally men like Ron Beecroft, Geoff Wittaker, Will Sparrow.

More recently Pete Tyson.

(Continued on Page 8)



SPOTLIGHT ON 'Bill (Chadders) Chadwick'

Continued from page 8

- **Biggest regret.** Having to take lots of time away from the sport due to work commitments.
- **Most help from.** Too many navigators to name that helped me get good results. But most of all my wife Gillian she hates the sport but has put up with me doing it for over 35 years.
- **If you were starting again what would you do different.**
Should have gone into rally car preparation full time and made some serious money out of it.
- **Ambitions for the future.**
Intend To keep on rallying just for the hell of it. I enjoy it more now with nothing to prove.
- **Championships.** None at the moment but may do the SD34 again next year.
- **Advice to newcomers to the sport.**
Don't spend loads of money on go faster crap just get out there and do more events there is no substitute for experience.
- **Most remembered comment.**

After the Classic Lanes accident Chris Rowlands CoC said "well Bill the speed is still there but the co-ordination has gone to pot" *(that last comment has been censored, just a little bit - mo)*



**SD34MSG Christmas Dinner
Wednesday 19th December
Hartwood Hall Hotel**



Not that many present but it was quality not width that counted.

**Clitheroe & DMC Christmas Party
Tuesday 18th December
Waddington Club**



65 members of Clitheroe & DMC attended the annual Christmas Party on Tuesday the 18th of December at Waddington Club. A traditional 3 course Turkey Dinner was on offer and you needed a very healthy appetite to manage all three courses of excellent food. Great to see again 'Old' stalwarts like Roy Honeywell (Ex RLO Lancashire & past SD34MSG Chairman) and Trevor Roberts.



Daniel Harper



Terry Martin



Trevor Roberts



Dave Calvert



Roy Honeywell

2012 Championship Tables

Stage Rally Championship

Provisional Final Positions

O/A	<u>Driver</u>	pts	<u>Class</u>	<u>Club</u>
1	Steve Quigley	135	C	CDMC
2	Ian Savage	106	D	HMMC
3	Steve Johnson	105	B	CSMA
4	Gary Jakeman	79	A	HMMC
5	Keith Dowthwaite	52	C	Wall MC

O/A	<u>Co-Driver</u>	pts	<u>Class</u>	<u>Club</u>
1	Terry Martin	189	C	CDMC
2	Garry Heslop	134	C	HMMC
3	Neil Bye	107	C	BLMMC
4	Steve Butler	78	A	CSMA
5	Tony King	54	C	Wall
6	Mathew Jakeman	52	B	HMMC

Road Rally Championship

Provisional Final Positions

O/A	<u>Driver</u>	pts	<u>Club</u>
1	Pete (James) Tyson	60	Lanc MC
2	Pete Jagger	56	BLMCC
3	Simon Boardman	55	CDMC
4	Steve Hudson	37	GPMC
5	Andie Ritchie	36	Lanc MC
6	Paul Brereton	26	Lanc MC
7	Rob McClean	14	G&PMC

O/A	<u>Navigator</u>	pts	<u>Club</u>
1	Alan Barnes	59	G&PMC
2	Maurice Ellison	54	Lanc MC
3	Tom Byrne	42	G&PMC
4	Susan McClean	17	G&PMC

League - Provisional Final Positions

Division A

Club	Points	Div	O/A
Clitheroe & DMC	863	1	1
Bolton-le-Moors CC	751	2	2
Stockport061	494	3	3
Warrington & DMC	416	4	4
Accrington MSC	311	5	8
Garstang & Preston MC	241	6	10

Division B

Club	Points	Div	O/A
CSMA (NW)	336	1	6
Wallasey MC	324	2	7
Lancs & Cheshire CC	292	3	9
Pendle & DMC	232	4	11
High Moor MC	175	5	13
Manx AS	109	6	14

Division C

Club	Points	Div	O/A
Wigan MC	391	1	5
Lancaster M.C.	189	2	12
Mull CC	88	3	15
Bury AC	63	4	16
2300	16	5	17
Lightning MSC	18	6	18
Fylde MSC	0	=5	=19
Motorsport NW Ltd	0	=5	=19

Individual Championship

Provisional Final Positions

O/A	<u>Competitor</u>	pts	<u>Club</u>
1.	Steve Johnson	112	CSMA
2.	Steve Mather	88	BLMCC
3.	Stephen Price	82	BLMCC
4.	Steve Lewis	81	CDMC
5.	Terry Martin	72	CDMC
6.	Gary Heslop	47	HMMC
7.	Steve Quigley	44	CDMC
8.	Maurice Ellison	36	LMC
9.	Steven Butler	35	CDMC
10.	Rob Jones	33	WDMC
11.	Tony Archer	32	WDMC
12.	Michael Tomlinson	25	PDMC
13.	Gary Jakeman	22	HMMC
14.	Matthew Worden	16	CDMC
15.	Graham Chesters	14	GPMC
16.	Chris Woodcock	10	CDMC
17.	Paul Buckel	5	CDMC

Non Race/Rally Championship

Provisional Final Positions

O/A	<u>DRIVER</u>	pts	<u>Club</u>
1	Steve Mather	83.62	BLMCC
2	Steve Johnson	81.53	CSMA
3	Steve Lewis	79.28	CDMC
4	Steve Price	78.01	BLMCC
5	Steve Kennell	49.17	CDMC
6	Hazel Johnson	49.81	CDMC
7	David Goodlad	28.74	BLMCC
8	Mick Thomlinson	19.47	PDMC
9	Charles Andrews	18.20	Lanc MC
10	Steven Butler	10.00	CDMC

SD34MSG

MARSHALS CHAMPIONSHIP

Provisional Final Positions

Accrington MSC

David Barratt 40

Bolton-le-Moors MC

Steve Mather	50	Peter Sharples	40
Julie Sharples	30	Eric Wilkinson	30
Hannah Speaker	20	Joe Evers	20
John Richardson	20	James Sharples	20
Steve Price	20	James Swallow	10
Martin Beamish	10	Jack Mather	40
Martin Beamish	10		

Bury AC

Clitheroe & DMC

Steve Butler	30	Chris Woodcock	30
Gordon Hawcroft	30	Robin Stanley	30
Angie Stanley	30	Dave Barritt	20
Janet Barritt	20	James Gardner	20
Matt Worden	20	Michael Judson	20
Martin Berry	20	Martin Whittaker	20
Dominic McTeer	20	Jason McTeer	20
Dion Wild	20	Steve Lewis	10
John Ashton	10	Steve Quigley	10
Craig Wroe	10	Terry Martin	10
Paul Buckle	10	Steve Flynn	10
Paul Flynn	10	Matt Flynn	10
Sandra Campbell	10		

CSMA (NW)

Eve Fisher	70	Graham Bray	70
Greg Holden	20	Graham Maxwell	20

Fylde MSC

Garstang & Preston MC

Les Fragle	100	Margaret Duckworth	20
Karen Whittam	20	Peter Shuttleworth	10
Ric Wood	10	Steve Kenyon	10
Terry May	10	Andy Dewhurst	10
Graham Chester	10	Andy Benson	10
Jason Bleakley	10	Tony Young	10
Dave Nolan	10	Kris Coombes	10
Mark Shepherd	10	Pete Jackson	10
Phil Aspinall	10	Steve Coombes	10
Alex Jackson	10	Steve Hudson	10

High Moor MC

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

Lancaster MC

Maurice Ellison	20	Simon Barnes	10
John Byram	10		

Lancs & Cheshire MC

Lightning MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Ian Brown	80	Andrew Brown	80
Rod Brereton	60	Alan Shaw	20
Les Eltringham	20	Mick Tomlinson	10
Ray Duckworth	10		

Stockport 061

Ken Wilkinson	60	Mark Wilkinson	60
Rob Yates	50	Sarah-Jane Dunhill	50
Steph Wilkinson	50	Ian Bruce	40
Phil Hesketh	40	Julian Russell	40
Andy Chambers	40	Bob Milloy	40
Andy Turner	30	Geoff Callaghan	30
Brian Stott	30	Martin Payne	30
Anthony Miles	20	Chris Miles	20
Daryl Evans	20	Keith Miles	20
Daniel Chambers	20	Mathew Turner	10
Frank Wilkinson	10		

Wallasey MC

Warrington & DMC

Billy O'Brian	80	Robert O'Brian	80
Anne McCormack	50	Allan Burns	40
Denise Burns	40	Mark Carter	40
Joanne Mackman	40	Steven Price	30
Dave Read	30	Phil Clayton	30
Paul Cox	30	Sandra Witherspoon	30
Sheila Cox	20	Gordon Pirie	20
Dave Bates	20	Ian Heywood	20
Colin Burgess	10	Colin Cresswell	20

Wigan MC

Alan Bibby	30	Lance Rawlinson	30
Martin Fox	30	Helen Fox	20
Tony Ralph	20	Mike King	20
Colin Strath	20	Rob Jones	20
Tony Archer	20	Dave France	20
Denis Higson	20	Sue Roberts	20
Tony Lynch	20	Chris Cooke	20
Steven Sheehan	20	Stuart Pinder	10
Mark Hewitt	10	Mike English	10
Dayle Trayner	10	Adrian Spencer	10
Alan Heyes	10	George Thewis	10
Nick Archer	10		

2300

SD34MSG AGM

Wednesday 16th January
(3rd Wednesday of every other month)
8-00pm,
Hartwood Hall Hotel, Chorley.
Just off M61 at J8 109 / 583 181



ANCC

Stage championship
coordinator Required:

Our Stage Championship Coordinator Paul Slingsby has made a return to Driving this year and has decided he would like to make a serious attempt on the Overall title in 2013. He therefore has asked that he stand down at the end of this year. Anyone who may be interested in taking over can either contact Paul or Chris Woodcock. It would be good if his replacement could work with Paul for a few months to get a grasp of things.

ANCC

Next Meeting
28th January 2013
Whitcliffe Hotel, Cleckheaton
(104 / 186 255)



AGM

Monday February 11th

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

THE PAUL COOMBES AWARD

Nominations required

Each year SD34MSG gives
an award to the

BEST Road Rally

in its Road Rally Championship

Nominations / Votes are wanted from
SD34MSG Road Rally Championship
Competitors telling us which event (in your
opinion) was the best round

Send your Vote/Nomination to :

roadrally@sd34msg.org.uk

SD34MSG

Prize Presentation Night
Friday 22nd February 8-00pm
Blackburn Rugby Club
Guest - Mick Briant

3 times Motoring News Rally Champion
AND Malc Graham, Cyril Bolton,
John Morton, Ian Grindrod & Many More
Tickets £5 each (inc. Supper)

Available from Terry Martin

terrymartin01@aol.com

Chris Woodcock

pdschris@aol.co or 01254-681350

Or your Clubs SD34MSG Rep

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

Steve Price

Tel: 07814 953346

Gilnow Road, Bolton, Lancs, BL1 4LL

2013 SD34MSG Inter-Club

Table Top Challenge

Round 1

8-30 pm Tuesday 22nd January
at CDMC, Waddington Sports & Social Club
Waddington, Nr Clitheroe M/R 103 731 437

MAP 103 rqd
CofC Terry Martin

2013 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

CLASSES

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

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

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

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

Off Road; A = saloon cars up to 13ft long and up to and including 1400cc.

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

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

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

E= Sports cars.

F = Specials.

G = Special Stage rally cars.

2300 Club 2012 John Easson Award

2300 Club are pleased to announce the winner of the 2012 John Easson Award.

Blackburn rally driver Matt Griffin has been chosen as the winner of this year's prestigious award which is worth a total prize fund of £4,000.

The 22 year old was the choice of the judges after very careful deliberation, which saw the three finalists travel to Preston to take part in interviews with the panel of judges.

Matt emerged as winner after a very close run contest with fellow finalists, Garry Pearson from Duns in Scotland and Chris Ingram from Derbyshire.

This year the judges, co driver "legend" – Former Tour of Mull Clerk of the Course Clive Molyneux, former international co driver Ian Grindrod, boss of Motordrive Seats Allan Whittaker, and guest judge Bury rally driver John Cope faced a very difficult task in choosing the winner, Clive said, It is unfortunate that there can only be one winner, however we feel Matt will be a worthy recipient of the John Easson Award and of course we wish runners up Garry and Chris the very best of luck with their continued rallying".

2300 Club would like to thank all candidates who applied for this year's award.

Allan Durham

2300 Club John Easson Award Scheme Manager



MSA
**BRITISH
RALLY
CHAMPIONSHIP**



MSA British Rally Championship 2013 Pirelli Star Driver competition to focus on RallyTwo and Juniors

Pirelli Star Driver selections from next season's MSA British Rally Championship will come exclusively from the new BRC RallyTwo and Junior Rally Championships. Focusing on the lower categories and providing a leg up the ladder, the popular Pirelli-funded initiative which enters its seventh year in 2013, will select one finalist from each of the seven championship qualifying rallies choosing drivers who are competing in classes 6 to 10 (Rally1 and 2) only.

Drivers of cars such as the Fiesta R2 will be eligible for the 2013 competition

Pirelli UK Motorsport Manager Matthew Corby said: "Pirelli is committed to rallying in the UK and is particularly keen to help new drivers entering the BRC to progress. The Pirelli Star Driver concept has already helped five drivers including the 2010 winner Elfyn Evans, who now has the WRC Academy title to his credit.

"Last year's winner Jukka Korhonen will use his 2012 prize season as a basis for an assault on the BRC title next year and this year's winner will drive a Citroën DS3 in 2013."

The 2013 MSA British Rally Championship will once again feature just two wheel drive cars, with a class structure that allows progression within the championship from R1, through the high revving R2 category cars, right up to the top-flight R3 cars.

Championship Manager Mark Taylor said: "The British Rally Championship's Pirelli Star Driver competition is known worldwide for providing a focal point for talent. In this new era it will continue to do that but now rightly, it will focus on those competitors in the lower classes rather than those already winning the rallies and Championship outright."



MSA British Rally Championship

Northern Ireland's Donnelly crowned Pirelli UK Star Driver

Mark Donnelly has won this year's prestigious Pirelli UK Star Driver shootout after impressing a panel of four judges during a two-day showdown based at the iconic motorsport complex of Sweet Lamb in mid Wales.

Donnelly, who won the opening round of this year's Pirelli-supported MSA British Rally Championship, beat off stiff competition from six other finalists to claim one of the most coveted prizes in British motorsport. The 21-year-old from Omagh in Northern Ireland wins a once in a lifetime opportunity to take part in a full British Rally Championship campaign courtesy of the series' official tyre supplier, Pirelli. Next year he will compete on all seven British rounds at the wheel of a Citroen DS3 R3 from David Greer Motorsport.

Due to run for its sixth consecutive year, the Pirelli Star Driver programme has helped a number of promising drivers in their quest to become an international rally star. Previous winners include recently-crowned WRC Academy champion Elfyn Evans who is a perfect example of a driver who has used the support and guidance of Pirelli in order to compete on the world stage.

Tom Cave, Matthew Cathcart, Mark Donnelly, Desi Henry, Jussi Kumpumaki, Osian Pryce and recently-crowned British Junior Rally Champion Garry Pearson were all competing for the ultimate prize.

The finalists were assessed on their abilities to drive a Citroen DS3 R3 on a two-mile stage at Sweet Lamb: the same complex that is used as a rally stage in the FIA World Rally Championship. The drivers were also tested on their driving skills, media awareness, event strategy, technical ability and future potential.

A panel of four judges including World Rally Championship co-driver Chris Patterson, renowned motoring journalist Jerry Williams, Finland's Risto Laine and Citroen Racing's Jean Francois Lienere assessed the finalists. The panel reached a unanimous decision that Donnelly deserved to win this year's shootout based on his speed, technical knowledge and overall potential.

Following the presentation Donnelly said:

"I'm over the moon to have won here today, I really didn't expect it. It's been a really tough couple of days with some very slippery conditions and I honestly think that it could have gone any way. I'd like to take this opportunity to thank Pirelli, the British Rally Championship, Citroen Racing and David Greer Motorsport for this fantastic opportunity. If you look at some of the people who have won with Pirelli before, it is a real honour to be chosen as this year's Pirelli Star Driver."

Pirelli UK Motorsport Operations Manager Matthew Corby commented:

"On behalf of Pirelli, I would like to congratulate Mark on being crowned the new Pirelli Star Driver. We feel he is a very worthy winner and we're looking forward to working with him over the next 12 months. The level of competition at this year's shootout was extremely high and none of our finalists should leave Wales feeling disappointed: any one of them would genuinely have been fit for winning the prize.

"Unfortunately there can be only one winner and Mark impressed the panel of judges due to his skill behind the wheel, motivation and overall ability. The Pirelli Star Driver prize has proved itself as an excellent stepping stone for promising drivers to further their rally career and I am in no doubt that Mark will be in with a strong chance of winning next year's British Rally Championship."



Well, I was supposed to be doing it as an end of season send off, for the Pink Clio, and hoping to clinch the ANCC championship, the date change, to the 1st December, clashed with Steve (Quigley) jetting off to France for a wine tasting do, which was a pity, because we marshalled on the March event, and we both thought we would have won the Jack Neal rally, but hey ho, that's rallying. So just as I was preparing myself, to be talked into being chief marshal again, by C of C Chris Woodcock, Mick Pickles, (who I did the heroes rally with) rings up and says "Eh up Tel, do tha fancy doing Rockingham, and the Christmas stages, up at Croft"? I replied, "No thanks Mick I've done for this year, I was doing the Hall trophy, but Steve can't do it, so I'm marshalling"! "Right then lad, you can sit in with me".

So there we were, seeded car number three, as Mick had won the Jack Neal, and Steve Simpson was seeded at one, as last year's winner, in his Murataya, and some bloke in a WRC Impreza, at two, Mick had decided to bring his GpN Subaru, (he also has two Escorts, a Proton and a couple of 205s as well), I had worked out I really had to be top three in class, and my ANCC rivals had to be sixth in class or lower to win the championship o/a. so was well happy with the seeding.

Friday afternoon, myself, John, Sammi (service crew) and Andrew and Slugger, who were marshalling, set off, over to Blyton to help set up the stages! We arrived about 1.00pm, and it was bloody freezing, showing minus 5 C, and frost everywhere. We get our instructions and stage diagrams, and off we go to get a trailer load of cones. Were all done for half past five, down the road to the caravan, quick shower and a shave, and Johns started on the red wine already, "not for me mate, quiet one for me tonight". So, we rolled out of the pub, about 1.00am, having defeated the whole of Blyton at pool, and won the pub quiz!

Saturday morning arrives, down to the cafe, for full English, and that's my food sorted for the day!

Only a mile up the road to the circuit, Mick's already there, wheeling some tyres over to the tyre van and in a grumpy mood already. "Leave that to John, we will go and have a cycle round the track.

Start times issued, tyres sorted, Mick's decided on some part worn Inters, MAD video camera installed, sorted, off we go down to the stage start, Seems like there's a small delay, while they find a start clock or something. 54321 off we go, on the second lap, Mick shouts out "lost all boost, pipes come off"! "Just do your best, only about a mile and a quarter to go," as a Lotus Sunbeam passes us on the back straight. Into service, and John already knows there's a problem, after watching us being passed, and sets pulling the intercooler off, "15 minutes" I shout! Mick's already for packing up and going home, "felt like a f'in 850 Mini" John/Sammi are doing a great job, but were running out of time, pipes back on, but they can't secure it properly. Off we go to do the second stage, same as the first, same thing happened, "don't panic, we will have twice as long in service after this." This time, jobs done with a minutes to spare, tested, re-fuelled and tyre pressures checked. "We lost about 15 seconds each stage, to the leaders Mick, were lying 11th, time to get your foot down"! I don't know if anybody noticed, but, Mick's not one of these posing types, he drives in hob nailed boots, and likes a bit of carpet on his seat for some reason!!!

Anyway, no more problems for the rest of the day, and we claw our way back up to 4th, and lose 3rd o/a by 6 seconds, unfortunately, those 6 seconds costs me the ANCC championship, but at the end of the day, we had a good days rallying and a cracking weekend, well done to all those involved with the organising, and big thanks to the marshals.

Hall Trophy Rally 2012
Saturday 1st December
 Blyton Park Driving Centre



Farmer Pickles/Terry Martin. Car 3

Accrington MSC AutoSolo / Autotest at Darwen Services

BLACKBURN teenager Simon Robinson has clinched two junior categories of the ANWCC Championships after taking second in class at Accrington Motor Sport Club's national B autosolo.

The 16-year-old, who is a member of both Accrington Motor Sport Club and the under-17 Motor Club North West, was fifth overall at Blackburn and Darwen Services in a Peugeot 106.

The result was enough to claim second place overall in the ANWCC All-Rounders Championship, as well as victory in the junior drivers category. Robinson also took first place in the junior production car autotest section.

His performances this year have helped the under-17 Motor Club North West to third in the Inter-Club Championship, with Accrington finishing fourth. Simon's father David was second overall, and first in his class, in Sunday's National B Autosolo. He finished joint sixth in the ANWCC All-Rounders Championship and third in the autosolo category. Steve Johnson was the winner of the All-Rounds Championship after finishing third in Sunday's event, and first in class in a Nissan Micra. Johnson was also fifth in the ANWCC Championship's autosolo section for 2012, and fifth in the stage rally category. Steve Lewis, of Clitheroe and District Motor Club, was fourth in the national B autosolo.

Fellow Accrington Motor Sport Club member Steve Terry was the winner of the production car autotest at the M65 service station, with fellow Accrington Motor Sport Club members Daniel Barker and John Paul Morris third and fourth respectively. Terry finished fourth in the junior section of the 2012 championship, as well as fourth in the junior production car autotest category. Hazel Johnson, daughter of Steve, was third in Sunday's national B and clubman's autotest to finish third overall in the ANWCC Championship's junior drivers section. She was also fifth in the senior autotest category for 2012, and fifth in the junior production car autotest category.

Accrington Motor Sport Club's Philip Clegg was second overall and first in class in the clubman's autosolo.

Also See pages 47 & 48

Coppermines Grizedale Stages Rally



Nigel Worswick / Paula Swinscoe



Photo: Chris Ellison Photography

One would consider it an ideal day for motorsport: dry, sunny & 'crisp' however, when the 'crisp' aspect is in reality a heavy frost – that's transformed forest tracks into veritable ice rinks, then it's a certain recipe for impending disaster (or, 'action', depending on point of view!).

Such happened when the annual Coppermines Grizedale Stages Rally was held – organised by Furness and District Motor Club. The Club use two venues for their high-speed special stage event – Coniston Moor and the fabled, often revered Grizedale Forest.

Severe overnight frost resulted in quite a number of crews deciding that common sense should prevail over testosterone – electing to non-start in such conditions. The rally actually started with 60 crews however, after only the first special stage such top players as Bentham's Dave Wright (a past winner of this event) were heading the ever-increasing list of those retiring from the event after only about 1 mile. Morecambe Car Club's Phil Burton/Mal Capstick decided it just wasn't competitive fun – plodding around on the ice and waiting for the almost certain accident to happen after 4 lucky escapes, several spins and STILL posting a time 7th fastest on that one stage ... the duo added to those returning the (currently) undamaged car to the trailer park. Another top crew ended his charge on SS3 when the car finished on its roof, in a river! Poultry magnate Paul Bird somehow managed to keep ahead of the chasing pack until almost the final corner of the final special stage – then even his luck

ran out – the car suffering after high-speed contact between a ditch and finally a tree, which tore off front suspension on his Ford Focus WRC. Also non-starting was Arron Newby (Bolton-le-Sands) in the Pirelli/TEG-Sport Subaru – the team deciding conditions posed too great a risk for the young teenager.

However, it wasn't all doom and gloom for local crews: Ashley Hodge/Graham Chamberlain (Ford Escort) slithered their way round the forests to finish a very creditable 13th overall and 2nd in Class award, while MCC's Phil Sandham (Bolton-le-Sands) navigated Andrew Gallacher (Escort Mk2) into 17th overall and another 2nd in Class award. David Edwards/Caroline Lodge (Astra) were 18th overall and 3rd in their Class (Caroline continues her current run of success after taking a Class win on the previous weekend's gruelling 3-day RAC Rally through the Borders).

REPORT: GMS, Photo: Chris Ellison Photography



Photo : Marcus Andrews

Last Stage Heartbreak For Bird

Cumbrian rally driver Paul Bird saw his Grizedale jinx strike again when he came within four miles of winning the Coppermines Grizedale Stages Rally in his native Lake District today only for disaster to strike.

Bird, from Langwathby near Penrith, had to overcome some seriously slippery conditions after a severe overnight frost caused problems on the stages and he slithered to second fastest time some 15 seconds down on the opening nine-mile stage before reducing that to nine seconds after SS2 behind Alex Allingham's Subaru.

Co driven by Dumfries' Kirsty Riddick, the Fuchs Titan, Rapid Solicitors and Kick Energy-backed Frank Bird Poultry Ford Focus WRC07 pair flew through the first of the Broughton Moor stages to stop the clocks eight seconds quicker than any of their rivals over the 2.5 miles and hit the front after SS4 to lead at service by 14 seconds.

With the temperatures hardly getting above freezing all day despite the sunny conditions, just 16.4 miles of Grizedale lay between Bird and his second win on his local event to add to his 2009 success. All was going fine and was maintaining his lead when he slid wide three-quarters of the way into the final stage and clipped a ditch which caused the car to spin into a tree, breaking the steering in the process and causing instant retirement.

RESULTS:

- | | | |
|----|---------------------------------|-----------------|
| 1. | Alex Allingham/Mark Glennerster | Subaru Impreza |
| 2. | Josh Moffett/John Rowan | Mitsubishi Evo9 |
| 3. | Oliver Mellors/Daniel Barritt | Satria Neo 2000 |



The Preston 2012

Following the cancellation of the Illuminations, Andy wanted to do the 'One & Only' Preston Rally. This event, organised by Chelmsford MC, has a bit of a reputation as a 'Car Breaker' and seeing that we had only had the 'new' car for a couple of months - I was a little unsure if this was a wise move. Wise move or not - the entry was sent off and we were no. 62 out of a maximum of 65 entries received, eventually seeded at car 47.

For the uninitiated the Preston Rally runs on a 'Navigational Road Rally Permit'. The 'Navigational' side of it is a little complex to explain without the use of the roadbook and the 'competitive' sections diagrams, however, I will try to convey the system used. The road book (I have included the first page on page 19 so that the following might make more sense) consists of a series of preprinted sections of O/S maps with the route between 'Special Tests' shown.

The 'Special Tests' are mostly on private land and use everything from Forestry Commission roads to Farm Tracks. When I say Forestry Commission Roads they are not the 'normal' roads that are used on Stage Rallies but all those side roads and tracks that you see when you go to Marshal a Stage Rally and think to yourself 'I wonder where that goes?' They are as rough as Badgers! And then there are the Farm Tracks - The area around Thetford must be the English equivalent of Denmark. These tracks all seem to be past Pig Farms and these roads are deep in Pig Muck and besides being rough are very, very slippery (liberally covered in Pig Muck) then add the time of year and a touch of frost and its a recipe for sliding off the road into the nearest slurry pit.

One of the requirements in the ASRs is that each car carries one & a half gallons of water and a sponge and after each 'test' you are required to get out of the car and wash the cars lights, windows and number plates. More than once I told Andy to put his spots on during a test to be told 'They are on!'

We set off at 2pm and got to the start venue at 7-30. We then had to fix the horn which, on the way down on the back of a trailer, had decided not to work. Danny Cowell was struggling to fix a split oil cooler but managed in the end (he retired later on in the event with a faulty coil whilst lying 2nd O/A) & Simon Harrison Last years winner seeded at one managed to put his Subaru of the road for 15minutes on the 1st bend of the 1st test Through scrutineering and probably the longest Drivers Briefing I have ever attended. The briefing was all very relevant but at the time most of it meant little to me because the CofC was talking about the Special Tests as though I knew the tests and I did not.

So off we go 1st test of 17 (108 miles of whites with only 64 miles or so of none competitive connecting roads) Long straights with the odd 90 right and left (problem with this part of the world and very little hills) but bloody rough and slippy. More of the same on Test 2. Test 3 and the offside rear shocker punches its way through the turret. Test 4 and the nearside rear shocker does the same. There are a total of 17 'special Tests' and we now have to do the remaining 13 with no rear suspension! (we were not coming all this way to give up this early) We struggle on at a much reduced pace.

The event is split into 4 legs with 3 petrol halts (& time recovery). At each of the halts we inspect the damage. The shockers have punched holes in the rear wheel arches big enough to get your fist into. The shockers are now pretzel shaped and making so much noise that it is difficult to hear yourself think nevermind tell Andy which way to go.

By leg 4 we are running OTL and the Closing Course car is following us through each of the 4 remaining tests. But we are determined to do the whole event - we could have cut from MTC 33 to the finish with no more penalties but we decided that we were going to DO the whole event

We finished 37th out of 38 finishers out of 57 starters : **Maurice Ellison**



Photos : Paul Flack





START MTC 1
Pedestrian Part 1
(see map on Page 4)
Arrived: PNC 18
(subject: PNC 18)
Depart: MTC 18

MTC 2
Follow navigation
hand-out 01 from
hand

1000 1000 1000
1000 1000 1000

Cherry Hill
Murray's Direct Ltd
For assistance on this section
please refer to
Rescue Vehicle schedule

1000 1000 1000
1000 1000 1000

1000 1000 1000
1000 1000 1000

Herringswell
Grenville Decorators Ltd
For assistance on this section
please refer to
Rescue Vehicle schedule

MTC 3
Follow navigation
hand-out 01 from
hand

Kentford
AB Motorsport
For assistance on this
section please refer to
Rescue Vehicle schedule

1000 1000 1000
1000 1000 1000

Wokingham
Javalin Network
Services Ltd
For assistance on this section
please refer to
Rescue Vehicle schedule

1000 1000 1000
1000 1000 1000

Chelmsford Accident
Repair Services
For assistance on this section
please refer to
Rescue Vehicle schedule

MTC 4
Follow navigation
hand-out 01 from
hand

Chippenham
The Rover Centre
For assistance on this section
please refer to
Rescue Vehicle schedule

1000 1000 1000
1000 1000 1000

MTC 5
Follow navigation
hand-out 01 from
hand

1000 1000 1000
1000 1000 1000

SLOW AND QUIET
Turn right into
turn left into
New Street
Hard to spot turning

1000 1000 1000
1000 1000 1000



Round Eight, Croft, **27th October 2012**



After some repairs to the bodywork following an eventful Pembrey the car was looking good. The boys had been over it with a fine toothcomb to prevent any unforeseen mechanical maladies. We had our work cut out for the weekend as I had two objectives for this race, keeping James Knight-Coney behind me in the championship and try to make up a place or two. Making one place up in the championship would be difficult as Johny Bean is no slouch and making two places would be nearly impossible as that would need Chris Mullen not to qualify for the final.

As we woke on the Saturday morning we found that it had been snowing in the night, that would make the track interesting. Once at the circuit the boys set to with final preparations before practice and our guests arrived from Brian House Children's Hospice and Lucas Oil Products, just as it snowed again. Oh well!

Practice went as well as can be expected with conditions very slippery on the tarmac and deep standing water/mud on the loose. Not fun.

Heat One.

I was starting on the back row of the grid, but after two false starts by Johny Bean and Oliver Thomas the path ahead was a bit clearer for me. As the lights changed for the third time I got too much wheel spin, I tried to short shift to kill it but the engine just bogged down so I went into the first corner next to last. Conditions hadn't improved since the practice session so I drove sensibly, as it would have been very easy to crash out, Whilst others struggled with the conditions I managed to pick up a couple of places, finishing fourth on the road.

Heat Two.

In this heat I was on the front row, with Johny behind me. As we started Johny made a terrific start and we entered the first corner four abreast, it was never going to work so rather than get caught up in the carnage that there would surely be, I settled for a safer line through. As we entered the hairpin on the loose, at the top of the circuit, I managed to make up a place and was challenging Johny. At the chicane the marshals threw the red flag to stop the race as Paige Bellerby had spun at the finish line and was stranded at the edge of the track.

Heat Two Re-start.

I made a great start from the line but as I went for second gear it wouldn't go in, and I ended up in fifth place as we came through the chicane, the rest of the race was pretty quiet really, having managed to make up another place to finish fourth.

Heat Three.

The boys had checked what they could with the gear selection problem, given the lack of time to take the gearbox out. I started from the middle of the pack and although my start wasn't bad the pack just drove by me, when the selection problems in the gearbox showed themselves again. Conditions were improving on the track as the day progressed but if you ran off line you paid a major penalty, so as others made mistakes, I managed to work myself up to third place.

The Final.

Having qualified on the back row I knew that progression within the championship was unlikely at best. Still as the lights changed I got a really good start, and as we went into the first corner four abreast, I had nothing to loose this time so I held my nerve getting my nose slightly ahead of James and Johny, as we came out of the corner all hell broke loose. First, James lost the back end of his car and got a bit too sideways, as the car behind him tried to avoid a collision with James he collected Johny and both headed towards the gravel, just as James completely lost control and collided with the door of Robert Shield. James's car suffered heavily deranged front suspension, Robert effectively lost his door, Johny didn't suffer too much and was able to regain the track. As we approached turn two, I was on the outside and slightly ahead of Richard Norman. I held my line even though I was receiving the attention of Richard on my rear quarter, That must be when the damage to the rear suspension, discovered after the race, was sustained. As we came to the end of the long straight on the loose Richard pulled off a great move, by braking very late and going around the outside. At the front things were about to change, Tristan Ovenden who had made a great start was about to leave the track, handing the lead to Darren Scott. Despite the pressure Darren was under he held his nerve, and secured himself a good win, Chris Mullen, championship winner elect, finished second, ahead of Richard and myself. Johny held on to second in the championship by following me over the line. So it was an exciting end to the season, and I am proud of the teams achievement of finishing the championship for the third year running in the top three.

I must also take this opportunity to thank all of our sponsors for their valued support throughout the season, without you we would not have been able to race this year.

Finally, I must thank all of you, for reading this and supporting us through the season.

Tony Wild Team Geriatric

Wigan & DMC



Le Jog



Le Jog or to give it its full title the Lands End (Le) to John O Groats (Jog) not to be confused with the Jogle (yep that's John O Groats to Lands End!) passed through Cheshire on Sunday 2nd December.

Last year the LAC manned a special test at Standish assisted by Chester Motor Club this year they repaid the invite by asking us to assist with their two tests at the former RAF airfield at Pulford near Chester. The airfield now forms part of the Eaton Hall estate and Chester has an excellent relationship with the owners.

The tests were anything but Mickey Mouse and needed a fair amount of manning with the LAC taking on the final section of the second test and beginning of the following regularity section.

Good thing we weren't there the day before as flooding would have seriously impacted on the second test. As it was sheet ice made it difficult to stand up in some areas never mind drive. To overcome the freezing conditions Bob and Jan Chesters ran a soup and bacon bap bar assisted by David Bell on the coffees.

The tests had been set up earlier so all we had to do was sign on and get on post now pleasantly warm and full of soup etc. First car was due at 09.30 and the first of the course cars arrived about 09.00. The clocks arrived at Test 2 finish about 09.35 when the first entrants were tackling Test One - a little tight.

Problems with the regularity section meant David Bell and Brian Haslam were switched to sorting out the issues and informing entrants. Denis Walton became a Judge of Fact manning the 'stop astride' before the finish and Martin Wylie and yours truly manned the paperwork and clock at the Finish line. All systems go as the first car approached and we were in business by 09.41.

The entry had dwindled somewhat in the previous days and we only got about 40 of the original 60 entrants and they were quite a mixed bag ranging from an Austin A30, who were very proud of all the penalty points they were collecting through some pretty quick Porsche 911s, Escorts, Cortinas and Minis through to a stately Range Rover and a Bristol. Now given the choice of 4 days in a car the Bristol seems an ideal, if somewhat cumbersome, way of tackling the event. Many of the entrants were from Europe and a couple of Alfas and a ferociously driven BMW 1600Ti complemented a Audi Quattro in terms of spectacle. The BMW broke down just after the finish line but some quick fettling got it on its way again without outside assistance.

By now the cold was getting to the fingers and operating the clock involved some fumbling but we managed with only one problem. This in part was caused by the Lotus Elan not bothering with stopping for Denis's 'stop astride' and screeching into the finish sideways. I'm afraid I miss hit the stopwatch but did record the correct time on his timesheet so no harm done.

All too soon the closing car arrived and we thanked Bob for inviting us before departing home in time for lunch.

Chris Lee
(Lancashire A.C.)



Looking forward to a challenging year !

For those of you who don't already know me, my name is Matt Kiziuk otherwise known as Beaver ! I've always had an interest in rallying and over the years I have been a member of KLMC and been involved in auto testing briefly as well as marshalling on events.

My introduction to road rallying in the North West was when I was about 18 years old. I used to own a B reg Citroen BX 1.9 GT and went out with Ste Hudson and a few pals following my 1st night road rally. The event took us to the truck stop just off the M6 at the Appleby turnoff. I will never ever forget chasing Denis Quinn in his Sierra XR4 over some switchbacks and making contact with the roof of the car as it nose dived and ripped off the hastily attached spotlights !! Needless to say I was completely hooked !!

After this I tried to get out as often as I could with Ste and the boy's to watch wherever we could. The mix of hot hatches and Mk2 Escorts ripping through the lanes was a real adrenaline rush. Like most young lads, I thought I could do this road rally malarkie, but without a wealthy parent or lots of money, I never got the chance to get involved .

Now at the ripe old age of 34, I've decided that its time to give it a go so have recently purchased Tony Harrison's old BRM, and what a lovely little thing she is ! I've known Tony for years as I used to work for Norjac Mitsubishi and we had a lot of dealings with him, so when the opportunity arose to purchase his old car, I was more than confident that he would look after me, and he certainly has!

The car is currently down at Newton Motorsport in Kirkham having some minor modifications done (cage, seats, hydraulic handbrake, clocks, and rear suspension) to bring it up to what I would class as a safe vehicle for road rallying. And I have recently managed to secure a navigator to sit alongside me, so its all systems go for next year !!

I'd like to take this opportunity to thank all the people that have influenced my love of this sport over the years. Firstly and foremost, Ste Hudson who not only introduced me to rallying but also for all the support, help and advice since I decided to get into this, without you mate, I would not be doing this !! Special thanks also needs to go to Maurice Ellison, an absolute gent of a man and without a doubt a real asset to road rallying in the North West (*I will give you the cash later !*). Maurice has gone out of his way to help me, including spending time with my Navigator introducing him to the sport and telling him what to do and expect! (*that's him totally confused then !*)

Along the way there have been so many people who have helped with this project so far but a mention needs to go to Tony Harrison for selling me such a great little motor and offering advice on what best to do with it. Lee, Tomo and Rob at Newton Motorsports for all the help with parts, advice and also for putting up with my boyish enthusiasm, guys I know the car will be perfect when she's finished, I just hope I keep her on the black stuff !! Also I would like to mention all the people at the various clubs I've visited that have made me feel welcomed into the sport and always been on hand to offer advice and help.

There are a couple of things that I have noticed as a newcomer to this sport that have been quite off putting and I'd like to finish off by addressing these issues. While I've met some amazing people, I've also met some arse's too !! To these people, this is a hobby, a pastime and something that people need to spend lots of hard earned cash to be involved in. The last thing this sport needs is people stirring, name calling, and generally being quite rude towards others. I hope that as next season unfolds you all realise this and can enjoy the sport in a decent manner rather than trying to suck the fun and enjoyment out of it for others.

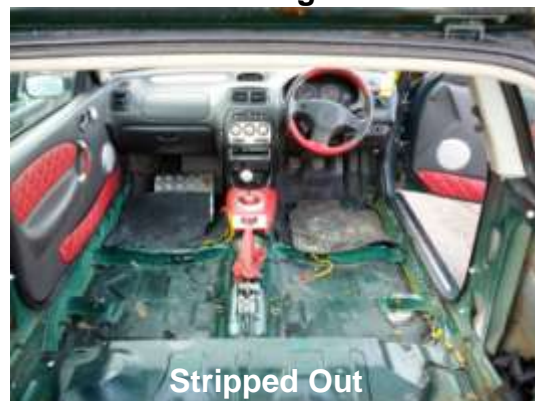
Well that's it. Hopefully Maurice will let me do some write ups (*you will get fed up of me asking*) next year and hopefully we will have some good news to report.....fingers crossed !! I look forward to seeing you all out on the roads next year, please show some consideration if you come across a green and orange rolling road block ! And if by some miracle the BRM is trying to pass, always remember the two flash rule !!

Matt Kiziuk (The Beaver)

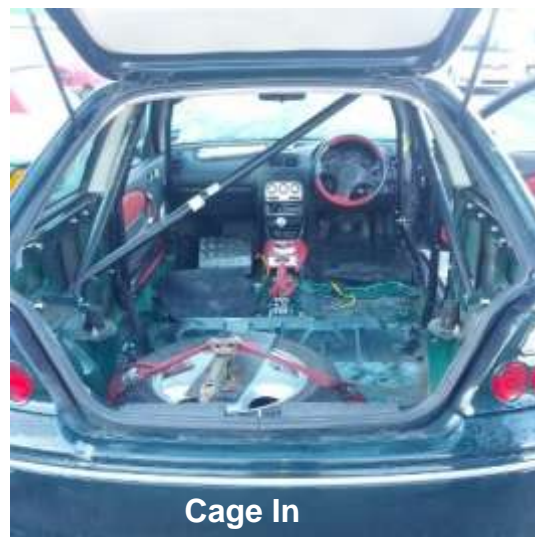


**1st O/A G&PMC Memorial Rally 2012
Steve Head/ Ian Tullie**

As Bought ↑



Stripped Out



Cage In

At the interview with the prospective Professor and the candidate applying for a place. The Professor said "I shall either ask you ten easy questions or one really difficult question. Think well before you make up your mind!"

The boy thought for a while and said, "my choice is one really difficult question."

"Well, good luck to you, you have made your own choice!

Now tell me this... What comes first, Day or Night?

"The boy was jolted into reality as his admission depends on the correctness of his answer, but he thought for a while and said, "It's the DAY sir!"

"How" the Professor asked, "Sorry Sir, you promised me that you will not ask me a SECOND difficult question!"

TOURING Car racer Adam Morgan will return to the British Championship next season – with

a new car and a new team.

Blackburn-born Morgan will contest the 2013 BTCC with family-run squad Ciceley Racing using a Toyota Avensis.

The team is headed by Adam's father, rallyman Russell Morgan, who has bought the ex-Frank Wrathall machine from Dynojet Racing.

The decision means that Morgan will split from Speedworks, who ran him in his debut Touring Car season this year.

His drive with Speedworks was the reward for winning the Ginetta GT Supercup in 2011.

Morgan's new car was driven by fellow-Lancastrian Wrathall in 2011, notching up a number of podium places.

And the car is now being prepared for the 2013 season at Ciceley's workshops, with the aim of having it ready for winter testing.

"We are well on the way with the project and we are enjoying getting the old team back together around us and planning Ciceley Racing's BTCC debut," said Morgan senior of the new venture.

"This is a big step for us, and we are looking for an experienced race engineer to help us, but we are relishing the challenge.

"Our only sadness is that it means the end of our association with Speedworks Motorsport.

"Christian Dick and his team have worked tirelessly on Adam's behalf throughout this season and have helped bring him on in leaps and bounds, for which we will be eternally grateful.

"This was not an easy decision for us and finances were the main consideration."

Morgan has endured a tough debut in the British Touring Car Championship, widely acknowledged as the UK's top racing series, but has gained a reputation as a fast qualifier – averaging an 11th place start on the grid throughout the year.

Although he had to wait until the middle of the season before he could collect his first championship points, Morgan went on to finish inside the top 10 in four races "Our aim for 2013 is for an improvement in Adam's luck and to become a top-10 regular," said Morgan, "then maybe to be able to snatch a podium."

And Morgan junior, who was educated at Stonyhurst College and learnt his racing skills through karting, is looking forward to the new season.

"We have a lot of work to do, but it should be great and I am really looking forward to it," he said.

"This is a family team and everyone really likes to get stuck in and to help out. We will be organising every aspect of every race weekend ourselves and that is something that we all enjoy doing.

"I'm sorry to be leaving Speedworks. They are a great bunch of lads and, despite me not having had the best season's racing, they have been great at helping me out and keeping me focused and committed so I really want to say a massive thank-you to them.

"This year was a challenging one for me. I learned a great deal about the car and about the set-up.

"I believe I showed that I have the pace to compete in the top 10. Now it is all about getting the results."

And he is already looking ahead to what he hopes will be a fruitful 2013.

He added: "We would like to get everything done well in advance and get five or six days of testing in the bag so that we are fully prepared and ready to go, and hopefully we can then hit the ground running."



Roger Albert Clark Rally

23rd - 25th November 2012

www.rogeralbertclarkrally.org



In some of the toughest conditions to be found in Dalby Forest, local legend Steve Bannister seized the early advantage across the opening four stages of the 2012 Roger Albert Clark Rally. After four stages, Bannister headed back to the overnight halt in Pickering with a 28s lead over Martin McCormack, but everyone knows there is a long way to go on this rally. But the opening stage delivered the first drama as both Julian Reynolds and Matt Edwards went out with engine dramas to rob the event of two potential front-runners.

Bannister survived a heavy landing, which pushed the radiator back, while McCormack was content to be well in touch after stages that Bannister knows so well.

Into a charging third went Matthew Robinson, who caught and passed former WRC driver Gregoire de Mevius on the opening stage, while Will Onions and Charlie Taylor both had strong runs to pack out the top five.

In the Open Rally, the Opel Allan McDowall set a cracking pace despite a couple of hairy moments to take a 51s lead over 2011 winner Martyn Hawkswell. In the Category 1 field 74-year old Bob Bean took an immediate lead in his Lotus Cortina.

At the end of day two the results after SS 15, Pundershaw 2, show that Kim Baker and Sasha Herriott the Roger Albert Clark Rally's first all-female crew are in eleventh place in the Open event.

Man of the moment, Steve Bannister said that his car felt very skittish on the slippery park concrete. This was a recurring theme with crews having enjoyed the Gale Rigg stage but felt that driving Duncombe Park with its coating of leaves was like driving on ice. Marty McCormack said he was enjoying the fight between himself and Bannister and agreed that the conditions in Duncombe Park were challenging.

The slippery conditions certainly caught out Tim Mason who's Porsche left the road, had to be recovered to the track by spectators and certainly looked the worse for wear when we spoke to the crew. The front wing was hanging loose and the near side headlight misaligned. Brain fade was blamed!

Stefaan Stouf said that he wasn't too worried about the slippery conditions but was concerned about the fog which had blanketed the area since dawn.

Dave Hemingway was another who had an off in Duncombe Park and his faux pas was potentially more serious as he nosed into a bank of spectators. Dave said that everyone was still standing when he left the scene so we hope no one was hurt. Remember folks, motorsport can be dangerous.

The all female crew of Kim Baker and Sasha Herriott were still out there battling with the best and lying in ninth place in the open rally.

On day two of the 2012 Roger Albert Clark Rally the pitch battle between Steve Bannister and Martin McCormack raged from icy forests of Yorkshire to the fog of Croft and the challenge of Pundershaw in the dark with added fog. Remarkably, in a day of nip and tuck, the gap between the two Ford Escorts was still just 28s as the weary crews arrived at Carlisle for the overnight halt. Bannister added to his lead in Gale Rigg, but McCormack pulled it back at Croft to set up a thrilling final day. Incredibly, only 75 stage miles are done and Sunday brings a whopping 85 competitive miles through the forests of Southern Scotland. It really is all to play for.

It would take big problems for both Bannister and McCormack to open up a chance for any other driver to have a chance of victory. Over three minutes down in a great third place was Matthew Robinson, who continued to enjoy one of the drives of his career. With less than a minute covering the next seven drivers, there was still plenty to battle over.



Martin McCormack



Steve Bannister



Martin McCormack



Bob Bean and Malcolm Smithson

Continued on Page 25

Roger Albert Clark Rally continued from page 24

Bob Bean had another great day in the office to retain the lead of the Category 1 field in his Lotus Cortina, while Allan McDowall continued to head the Open Rally despite a couple of moments in his Opel Kadett.

In what many people are describing as the best one yet, the 2012 Roger Albert Clark Rally was settled by just 17 seconds when Martin McCormack and Phil Clarke overhauled Steve Bannister and Kevin Rae on the penultimate stage of the rally.

The pace of the two Ford Escort Mk2s crews thrilled thousands of fans as they battled furiously from Friday evening to Sunday afternoon. Bannister took the advantage in Yorkshire despite an early puncture, but McCormack chased relentlessly and really turned up the pressure on Sunday, the toughest day of the rally with a whopping 85 stage miles.

McCormack closed in for the kill in the pair of stages in Craik and grabbed the lead with only the concluding 17-mile Kershope stage to run. Then, a mile from the finish, Bannister had a quick spin and the result was finally settled.

"What a battle," said Irish ace McCormack. "It's been unreal and it is incredible to finally win this rally." Bannister had given his all. "I didn't expect to live with him: in the end he just pushed that bit harder," said Bannister.

Will Onions and John Millington survived a last stage gearbox drama to take third as others hit dramas, including Matthew Robinson and Mick Gilby who had been running third until a fuel drama put them out on Sunday morning.

The irrepressible Bob Bean and Malcolm Smithson topped Category 1 in their Lotus Cortina, winning by 18 minutes after a faultless drive. In the Open section of the rally, Martyn Hawkswell and Nick Welch repeated their 2011 win in their Ford Escort Mk2 after pacesetters Allan McDowall and Gavin Heseltine crashed out.

At the awards evening, rally manager Colin Heppenstall paid tribute to all those who work so hard to make the event work as well as to the thousands of fans who help to make this the best rally of the year. The 2012 Roger Albert Clark Rally will be remembered for all the right reasons.

An almost perfect rally route combined with an almost perfect rally performance from two crews, Martin McCormack and Phil Clark, and Steve Bannister and Kevin Rae with the result being undecided until the very last stage.

Roger Albert Clark Rally 23rd - 25th November 2012 www.rogeralbertclarkrally.org

Car 87 Kim Baker & Sasha Heriot

The entry of Kim Baker and Sasha Heriot as the Roger Albert Clark Rally's first all-female crew. The crew finished the Open Rally in a very creditable seventh place.

"So many people had helped us to get to the start that I felt I needed to prove myself on Friday night, so after 2 offs on stage 1 Dalby, I calmed down a little bit!! Friday night was great, I love rallying in the dark and I love the Yorkshire forests. We had a hold up mid Dalby run 2 after 2 cars got stuck blocking the stage. After an hour or so of chatting to the other crews we got going again. The spirit of the rally really shone in that hour, trading stories about why we were all there. No other dramas Friday night.

Saturday was a long day, but a great day. Although everyone knows I didn't enjoy Croft, the highlight was getting to the start of Pundershaw and seeing my Dad and half of Mull Car Club who were running the stage. There was a sign at the

start line wishing us luck. However excitement turned to stupidity and just like Dalby on Friday night I started to make mistakes.

Sunday was the best day's rallying I have ever done!! I absolutely loved the stages, however the 205 didn't get on with Florida (I don't think it was too hot, just too rough!!). Booking out of service on the same minute as Bernard Munster was another one of those surreal moments that could only happen on the RAC.

The support from all the marshals, photographers, organisers and of course our sponsors has made it such a special event. Massive thanks to Gravysport for preparing the car; Mick and Chris who kept up in the chase car all weekend; Sasha for her amazing map reading skills and Rob at ICS for the in-car camera (could make interesting viewing)

Then in alphabetical order.... AB Motorsport, Autoserve, AKW Installations, The Basic Roamer Company, Brimington MOT Centre, CC Motors, DFB Blasters and Coaters, Geoff Jones Motorsport, Giles Philips Motorsport, Island Engineering, JD Garage Equipment, Jordan Road Surfacing, Juice Motorsport, KC Embroidery, Martin Betts, Motorsport Electrical Products, Mullholidays.co.uk, Overprint, Pant Glas Body Repairs, Personalised Printing for You, Questmead, Racing Hardware, G.I. Sykes, Robinson Road Planing Services, Seafare, Sheffield Rolling Road, Stan Quirk, Star Signs, T-Tec, XS Racing and Yorkshire Vehicle Finance.

As you can see, it's hard to name only a couple because the response has been overwhelming. We certainly hope to be back again next year, but hopefully in something a little more historic with a few more horses under the bonnet....Watch this space!!"

Kim Baker



Roger Albert Clark Rally

23rd - 25th November 2012

www.rogeralbertclarkrally.org



Bitter Late Blow For Perez On RAC Rally

After recent class wins on the Cambrian Rally, Trackrod Rally and Wales Rally GB, triple British champion Steve Perez was well on course to end his season in the best possible fashion by claiming a fourth successive Historic class victory on the gruelling Roger Albert Clark Rally when he was forced to retire with two stages to go.

Perez was holding 14th place overall and comfortably in command of his class when the Amigos Tequila-flavoured beer branded Lancia Stratos suffered a suspension failure following a puncture in the Wauchope stage within sight of the finish meaning his record of three consecutive finishes on the event, including an impressive eighth overall last year, came to an end. A stalwart supporter of De Lacy Motor Club's three-day event that recaptures the spirit of yesteryear's Lombard RAC Rallies, Perez, from Chesterfield, was contesting the rally for the ninth year and along with Welsh co driver Paul Spooner, the tens of thousands of fans were out in force cheering them through the stages. After the start, Friday evening's blast through the fast open riggs of Dalby saw the iconic BTR-prepared Italian machine of 1974 vintage return to Pickering after four stages in 13th place overall out of the 70 starters and leading the class.

Saturday's stages started in Gale Rigg before heading to the stately home of Duncombe Park where two very slippery spectator stages awaited crews and after negotiating the first run safely, Perez suffered a time consuming spin on the second stage which dropped him down to 16th overall, a position he maintained throughout the second loop. *(continued column 2)*

(Continued from column 1) From there it was onto a fog-shrouded Croft Circuit where the 2003 British Historic, 2004 National ANCRO and 2010 BTRDA champion really put on a show for the bumper crowd. Ninth fastest on the first all-tarmac stage, Perez scorched to fifth fastest time on the second run which elevated himself two places up the leaderboard going into the night time stages of Hamsterley and Pundershaw. Here, he consolidated his position but dropped a little time in the final test in darkest Kielder to arrive at the Carlisle overnight halt in 15th place.

The final day dawned wet and windy and with some of the toughest forests that northern England and southern Scotland could offer, Perez shot out of the blocks to set an amazing third fastest time in Glen Dhu which was followed by another supreme effort in Newcastleton, elevating himself up to 12th in the process.

The remainder of the morning wasn't quite so good and Steve dropped some time in Florida and Riccarton but managed to claw his way back up the leaderboard by the first run through Craik, which he considerably improved on the second test, only to suffer the heartbreaking disappointment on the very next stage.



Perez Back To Business In Ireland

Following the disappointment of retiring just two stages from home on the Roger Albert Clark Rally when a flailing punctured tyre broke a suspension upright, triple British champion Steve Perez was back in action yesterday when he contested the Killarney Historic Rally in Southern Ireland and once again came away with a class win.

Along with co-driver Carl Williamson, Perez, from Chesterfield, was driving the Amigos Tequila-flavoured beer branded Lancia Stratos which had seen him take class victories on the recent Cambrian Rally, Trackrod Rally and Wales Rally GB and after the opening stage, was holding 30th overall and fourth in class.

Despite the damp conditions and a very strong local challenge, the 2003 British Historic, 2004 National ANCRO and 2010 BTRDA champion gradually climbed the leaderboard and by half distance was up to 20th overall and third in class in the iconic BTR-prepared Italian machine of 1974 vintage.

But it was in the second half that Perez upped the pace and with some committed driving, he managed to elevate himself to an impressive 14th overall, fifth historic car and second in class at the County Kerry finish. However, by virtue of the fact that class winners Wesley Patterson and Alan Whyte took the overall win in their Ford Escort RS1800, Steve and Carl netted the victory in the Appendix Class K to round off a successful 2012 season.

THE GLYN MEMORIAL TROPHY JUNIOR STAGES

(2 Day Event)

Caernarvonshire + Anglesey MC

3rd-4th November 2012

(Final UK Round)

GEORGIA SHIELDS - New Junior Rally Driver shows strong pace against UK's best young rally drivers, but a second Gearbox problem steals valuable seconds and positions.

After a successful 1st ever campaign in the Ecosse Junior 1000 Rally Championship, where Georgia finished 8th from 14 contenders with a less than 20 hours in a car, it was time to set about a new end-of-year challenge. The decision was made to have a run in the well-established UK Junior 1000 Rally Championship, where many competitors had already been running for 3+ years. Additionally, Georgia had also never driven in the dark before, so with technical night stages to be run, a brief practice session was undertaken between 4:30-6:00pm at Blyton Race Circuit a few days prior.

All was seemingly going well, with just hours to go before loading up to attend the Anglesey event, when a pierced driveshaft boot was spotted, along with gearbox problems starting to occur with metal in the fresh oil. On further investigation, the selection of 3rd and 4th was becoming problematic, which cast doubts on the serviceability of the recent replacement gearbox! This was unfortunate, as this replacement gearbox was only purchased and striped down/checked just days prior to testing at Blyton race Circuit, and it was thought that the minor problem was linkage related.

However, at 11pm on the Friday night before the Anglesey rally, after fitting another driveshaft, the gearbox was still occasionally problematic. No spare unit was available, as the old one had not been fixed by a local mechanic, so at the 'late hour' a decision was made to run the car with the faulty gearbox. A used spare was picked up at 6am on the way to Anglesey, but it was decided to be risky to fit another gearbox which was untested and could fail completely, thereby spoiling the whole weekend. At least the current gearbox had completed an intensive afternoon of testing at Blyton, and although was slowly deteriorating it was felt it could see us through the rally. So, after final checks were completed around midnight, it was off-to-bed and an early rise at 6:00am Saturday for the drive down to Anglesey. <PERHAPS NOT THE BEST START TO A 2-DAY RALLY WEEKEND>

On arrival at Anglesey, the cold wind was blowing off the sea and many supporters were deliberating Georgia's gearbox 'woes'. A new gear-linkage was considered, but nobody in the 'pits' had a spare. Some tinkering and minor adjustment with the gear-linkage/bolts after the first few stages provided an optimum position, which Georgia managed as best she could and was posting times only 12-15 seconds off the leaders pace throughout SS1 to SS4. Georgia felt that she could have been easily 5-6 seconds quicker without the gearbox problems, which would have made her ultimate positions 2-4 higher up the stage time-sheets. Nevertheless, it was huge smiles when the hail-shower arrived on SS6 and cars were sliding everywhere, with Georgia absolutely loving the slippery conditions and hoping it would stay that way...CRAZY LADY!

Unfortunately, the gearbox problems gradually began to worsen and times fell away a little bit more as the rally progressed. A little despair could be felt amongst the mechanics, as so much more could have been achieved, but Georgia held it together and continued to work around the problems, including loss of power with a cracked/blowing exhaust, pushing harder still and managing some very respectable times right through to SS16, still being only 13 seconds off the pace. The team remained positive throughout, and were provided with extra motivation as Georgia's mum Vicky dished out some delicious cakes and snacks throughout the whole 2-day rally. As a result, Georgia brought the car home in a respectable 8th overall from 15 starters.

The sun shone brightly on the Sunday and spirits lifted as the 2nd day of rallying commenced. This was made even more memorable when Sky Sports turned up to produce a short programme called "**Get Involved**" in Junior Rallying. They interviewed many Junior's, including Georgia (and dad Antony) as she and the team were complete 'novices'. The "**Get Involved - Rallying**". Programme was later aired on Sky Sports News on the morning of the Brazilian F1 qualifying 24-Nov-2012, and can be viewed via the link below:

http://www.skysports.com/tv_show/story/0,20144,24128_8271445_24128,00.html



A screenshot of a Sky Sports News HD webpage. The main headline is "GET INVOLVED" in large white letters on a dark blue background. Below it, a sub-headline reads "We found out more about the thrill of rallying in the latest show". To the right, there is a small video player showing a rally car. The page contains several paragraphs of text about the show, including mentions of "Calling potential petrol heads", "There were 607 rallies staged in the UK last year", and "You won't see it off in a race-cooked forest". At the bottom, there is a "My SKY SPORTS INFO BAR" and a "PERSONALISE THIS BAR WITH YOUR FAVOURITE TEAMS" link.

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Continued from Page 27

THE GLYN MEMORIAL TROPHY JUNIOR STAGES

Closing comments from proud parents/crew Vicky & Antony:

"Is it really only seven or so months ago since Georgia drove her Micra rally car for the first time on 16th March? We'll remember those first tentative steps behind the wheel at 3-Sisters circuit, just days before the first round of the Ecosse Junior 1000 Rally Championship at Charterhall on 31st March. Georgia had never been out of second gear before (or above 30mph) and was now just building up to reach 3rd gear (60mph) for a few moments on the short back-straight at 3 Sisters. By the end of this first short afternoon of testing/driving, we packed-up and waited for Charterhall to arrive, not really knowing what to expect as Georgia and the team were complete beginners! The trepidation and nerves on the start-line were unbearable (well especially for the parents) as the Juniors all set off into the distance across old Charterhall airfield. Then, to see them reaching speeds of +90mph with other cars on the stages, on slippery tarmac/gravel/pot-hole type stages was quite something. So-much-so, we were quite astounded, but Georgia seemed happy to attack the first stages with sheer determination and absolute conviction.... Even with a few major incidents like clipping tyres, driving along with the car at 45 degrees, plus spinning off at speed through the fences towards the trees and suffering some bodywork/mechanical damage, she soldiered on to bring the car home! To be honest, we think that most adults would be scared attempting this kind of rally driving, even with 25 years of driving experience..... but with only 4 or so hours driving time to Georgia's name at this point, it was quite remarkable to witness her driving with such natural ability and quickly catching two of the cars ahead by half-way round SS1. The memories of 2012 will remain with us all for ever, with hopefully many more good times and improved results to come. **WELL DONE x.**

Pictures courtesy of Matthew Jackson



Association of North Western Car Clubs 2013 STAGE RALLY CHAMPIONSHIP including THE K11 MICRA CHALLENGE K11 MICRA CHALLENGE

Open to all registered championship contenders this will run within Class F (up to 1000cc) where they will be eligible for ANWCC Championship points – see anwcc.org for full details.

It is expected that all spare engine & gear boxes will come from the scrap yard! Throttle bodies, ECU and distributors MUST be Original Equipment, spares will be taken to some events and cars may be required to swop these parts.

All cars MUST be open to all competitors at events to check the compliance to these regulations.

Other restrictions may be introduced if deemed necessary. We have been offered standard 998 engines that will be available if required.....

This class offers a very cheap way of enjoying stage rallying cars cost from about £2500 and the cost of events from about £200 each.

- Includes all ANWCC Stages Rallies over 20 rounds
- Control tyre - Falkens (or Pirelli road tyres in the first two years)
- Cars can be used on many other types of events
- Open to all members of ANWCC clubs - 100+ in 2013

Steve Johnson Northwest Go Motorsport Regional Development Officer said

The introduction of this class within the ANWCC championship will help clubs and competitors promote motorsport as an affordable hobby. This builds on the Production Car Autotest and AutoSOLO events which cost from £25 an event to enter.

Since marshallng at event can cost just your time, Motorsport can offer all a place to enjoy your pastime and have fun. Codrivers and drivers can be from 14 years old on some events

Dave Thomas Phone 01492 584872 or Stephen Johnson Mobile 07718 051 882



CONTROL



MARSHALLING POST With Gareth Adams



Marshalling on the Roger Albert Clark Rally 2012.

Sorry that there was no report last month, a set of night shifts (first in over 2 years) and some cancelled events curtailed my activities and my proposed subject material. As Maurice says, normal service has been resumed.

Well it's been and gone for another year. The format slightly changed this year with the Monday jaunt into Kielder being dropped, but did it detract from the event, I don't think so.

Friday saw the familiar venture. Car packed in the morning, everything sorted and departure for Pickering showground, now called the Ryedale Exhibition centre. There has been a bit of remodelling since the event was last there 2 years ago. The Spectator car park has become one of the main service areas with freshly dropped hard core, very wet and muddy in places still but at least level. Inside the centre is the scrutineering, which is always good to watch with a few trade stands about and several cars in the bay at one time. Some competitors had 'blagged' the indoors area for their service area also. It's always a good start to this event wandering around, talking to people and taking a few pictures, soaking up the pre event atmosphere.

Sign on for Dalby was about 4pm, to be run twice as stages 1 and 3 starting at 18:04. My position was on post 10 which was on the long straight, on the way back down to the Wood yard for the second time. We had a chicane made of big straw bales to look after. With me were Dave and Ann otherwise known as Stock 1. Unfortunately their radio was playing up, we managed to get it going for a while, but it died again later. I must buy a radio some time.

As the darkness fell, the first car, car 65, of Bob Bean and Malcolm Smithson appeared, followed by the rest of the Pre-historics and 1400's. First car on the main event was Car 1 of Martin McCormack and Phil Clarke, who had way too much speed approaching the chicane, the inevitable was about to happen. However, he managed to spot a gap on the wrong side, if you know what I mean, catching a few brambles and branches to escape what was going to be a head on into the large bales. To be honest I don't think he gained an advantage, but if he did it was only a couple of seconds, we did report it in.

A couple of minutes later, Julian Reynolds and Patrick Walsh (Car 3) went past us bearing battle scars, lights all over the place, oil dripping out and the sound of a poorly sounding engine. It soon came to light that he retired in stage, having had an off and holing the sump prior to our post. Approximately 5 minutes later, a call came in that car 10 of Matt Edwards and Sam Collis were "out of sequence". We hadn't heard them, but they were only about 150m before our post. They were both OK, but upset, revealing a 3 inch diameter hole in the side of the block. As Sam said "Rallying can be a cruel world, but it's nothing 10 pints won't solve". If only all of that statement was true, Sam. We had them recovered between the two runs of the stage, only to have the gearbox fail on the Saab 900 of Magic McCrombie and Pete Gunson (car 43) at the same location on the second run. They were pleased to have gone further than last year! We made them a brew and they were in high spirits until the end of the stage. Unfortunately we had a delay of about an hour when some cars got stuck blocking the stage, which seemed to take forever to sort out.

An overnight halt in Pickering saw me leave for Duncombe Park for the Saturday morning stages. It was bitterly cold and foggy, with visibility down to 10's of Metres. We had over 100 Marshals sign on for a 2.53 mile stage. This stage is a gem, and I was asked to go back again this year to assist with the start, like I had last year. I was with Graham Potter and Tom Atkinson for the odd numbered stages as we were to run Duncombe 4 times, in 2 pairs at 30 second intervals.

Tim Mason and Colin Thompson (car 21) had an off on the first stage and damaged the front nearside wing and surrounding area and Dave Hemmingway and Simon Ashton (car 77) had a similar off, scattering a few spectators on his detour, though none were hurt, thankfully. The only other item to report was that my start list did not tally with the radio car's one. Investigations revealed that car 80 had started stage 9 in the stage 10 queue. The other start crew had tried to explain, but their Dutch was probably as good as mine, not to worry, they got it correct the second time round, almost, when we saw them coming and

pointed them into the correct queue!

Photos : GMS (Grizemotorsport)

Email : grizemotorsport@aol.co.uk

Continued on Page 30

When the fog did clear, for the second pair of stages, it was amazing to see the quantity of cars in the car park. Surely this has to be the way to get rallying back 'on the map'.

Somewhere near a main road, with a post code for the Sat Nav, refreshments, toilets and only a couple of hundred Metres walk to the action from the car park, which lasted for hours, all for a tenner a car!

After the stage, I called in at Hamsterly for a watch. I missed the first 4 or 5 cars but saw the rest of the action on the approach to the finish. Can't believe I drove through Northallerton and the surrounding area, not seeing any floods, but pictures on the TV since saw most of the area under water. After the stage I made my way up to Newcastleton.

Sunday morning saw the rain start and a short journey up to Riccarton. This stage was being used for the first time on the Roger Albert, and I don't think I have been there before. I was assigned the flying finish with Karen Spencer and Martin Pullan. I drove the whole stage which I didn't realise was over 13 miles. For the afternoon the stage was reversed and renamed Wauchope. We were originally going to be the start crew, but a change of plan saw us relocate to the stop line.

Communications set up and the stage turned round saw our competitors restart, albeit about 30 minutes late, due to some issues on a previous stage. It's a while since I have done a stop line, probably about 2007 or so in Greystoke on the Roger Albert thinking back. It's one of the jobs where the 'action' is low, but you are always busy, with times to record and previous cars to check up on, following up any out of sequence cars; but most of all you are the first people the crew usually see / talk to following the stage. Here's a couple snippets, when I told Marty McCormack and Phil Clarke (car 1), that they had taken 6 seconds out of Steve Bannister and Kevin Rae (car 2), it's a good job they still had their belts on, otherwise they would have had dints in the roof! When I mentioned to Colin Hope and Nick Patrick (Car 44), that they were in the highest of spirits of any crew so far, their response was, "That was scary, we've got no brakes left and we've just demolished a box junction".

On the way back home down the motorway thinking, well that's it for this year, it may be as far as the Roger Albert is concerned, but there is still the Grizedale stages left, which will be part of my report for next month.

Bye for now : **Gareth Adams**

The Barrow Taxi Column

aka Mr Paul Brereton



I hope everyone had a wonderful Christmas and I wish petrol heads everywhere a very happy (lucky for some) 13. Having survived the end of the world on the 21st December I am now paying the bills I was hoping to be able to write off! What's on the cards for 2013? I see that the Illuminations is now planned to run in February and I look forward to that one. Hoping to get out on the Devils Own in March with the mark 1 Escort but beyond that I have no definite plans yet. Still in limbo on the navigator front because most experts are already spoken for but I will be making a few phone calls and pestering some of the guys (and gals) to risk a run out with me, or if anyone out there feels up to it get in touch. Paul Brereton (facebook or British Rally) Having felt very down for the last 5 or 6 weeks with a catalogue of minor illnesses I have come to realise that over-eating and lack of exercise are not really good for you. So my New Year resolution is to eat healthier and exercise more. As I said to the girl in McDonalds "This is one of my five a day" I can't see her lasting long at Mc's because she said that only applies to fruit and veg! Blooming retard, They don't sell fruit and veg at Maccy Dees or KFC. How can you expect a taxi driver to get fruit and veg? There are no drive through fruit shops in Barrow and we find it a struggle to get out and open the boot! Anyway my first problem was pleurisy which stopped me going out with Maurice on the Hexham and that was just clearing up nicely when we went up to Grizedale to marshal on the Coppermines stages. At the entrance Dave Brodie said we should be a bit careful going in as it was very slippery in parts. We were in the pickup truck so felt no apprehension. As we went in someone in an Astra was behind us and as he was keeping pace with us I pulled over to let him have a bit of fun but it turned out that he didn't want to drive any faster than us. It was a good job really because the first bit was no problem at all. It was as we came to marshal point 10 that the truck, being in rwd started to slide about a bit, then on an uphill section we were happily going up sideways to the amusement of marshals on their point where we heard later that six cars had gone off on the first run. We were on a hairpin at 22 so we expected some fun and games as the event progressed. Unfortunately the conditions had caused several excursions into the scenery and had also caused some retirements so cars were being cautious on the hairpin which was quite understandable although many of the guys were still winding it on as much as they dared. The second run through was faster but still just took the edge off it and it was, to say the least, a little nippy! The following day I started with bronchitis so off to the quack again for yet another pack of antibiotics. That had all but cleared up in four days when I started with a streaming cold which stayed with me for 10 days. I went to work one morning feeling fine, nose had dried up but was very sore as I had got some sort of infection there with constantly blowing it, then the following morning I woke up with conjunctivitis. Back to the quack again (I haven't been to the doctors that many times in the last 60 years) Sorry, but it's another course of antibiotics. That was four days ago so I am writing this on Sunday 23rd Dec and hoping nothing else starts before I have chance to devour all those Christmas goodies that I am hoping to get. At least my eyesight has returned to normal so now I can knock off the tablets, hit the scotch and drink to your health folks and maybe be seeing double in the very near future. Sorry to rabbit on but Maurice insists on having his monthly column and as I had very little to write about and I am just a lonely old man, living all alone I thought I would have a little whinge to you because although you are not remotely interested you can't actually tell me to sod off and it fills a page.

I wish you all every happiness for the New Year and beyond.



Roger Albert Clark Rally 2012 Big Mc Attack...

The 23rd to 25th November 2012 saw the ninth running of the increasingly popular Roger Albert Clark Rally. This year saw one of the best entries the event has ever received with anyone of the top ten seeded competitors in with a chance of victory.

Thousands of spectators lined the whole route and during the Friday night test within the Dalby Forest Complex were treated to sounds from a golden era with BDG Escorts, Porsche 911's, Talbot Lotus Sunbeams, Saabs and a rasping Lancia Stratos echoing through the woods.

It was local man Steve Bannister / Kevin Rae (Ford Escort Mk2) who would set the early pace and ended the first leg some 28 seconds ahead of his nearest rival Martin McCormack / Phil Clarke (Ford Escort Mk2) with Matthew Robinson / Mick Gilby (Ford Escort Mk 2) sitting in third.

Some notable favourites took an early exit with the Escorts of Julian Reynolds / Patrick Walsh and Matt Edwards / Sam Collis suffering engine dramas.

Saturday saw Bannister and McCormack evenly matched with 28 seconds still separating the 2 charges come the end of the leg which included the forest stages of Gale Rigg, Hamsterly and Pundershaw and the spectator friendly tests of Duncombe Park and the racing circuit at a foggy Croft. Robinson maintained his impressive third place but was now falling over 3 minutes behind the two charging out in front.

Sunday was a true "sting in the tail" with over half the event stage mileage crammed into the remaining nine stages. McCormack set about reducing the deficit from the off and his maximum attack style took a massive 19seconds off Bannister in Glen Dhu. The battle was a thrilling spectacle as the two leaders traded fastest times up until the penultimate stage when McCormack headed Bannister for overall lead for the first time in the event. The last stage was to be the decider & the result may have been different would it not have been for a late Bannister spin costing him time and maybe the win. Victory for either driver would have been highly deserved in arguably one of the highlights of the motorsport calendar.

Results

1. McCormack / Clarke	Ford Escort MK2	2hrs 48m 06s
2. Bannister / Rae	Ford Escort MK2	+ 17s
3. Onions / Millington	Ford Escort MK2	+10m 15s
4. Easson / Cook	Ford Escort MK1	+10m 30s
5. Moon / Roughead	Ford Escort Mk2	+11m 05s

Report and Photographs James Redman www.pprs.moonfruit.com

Our Man 'Darn Sowf'

((down South - i.e. Anywhere other than Gods chosen region - The North West of England)

aka James Redman

www.pprs.moonfruit.com



Bannister / Rae



McCormack / Clarke



Onions / Millington



2012's rallying season in numbers...

- 3 - National Championships competed in
- 20 - Starts
- 15 - Finishes
- 1 - Victory
- 7 - Top 10 Results
- 7 - Class Awards
- 2 - Accidents
- 12 - Different Drivers

I can't help but feel though, that despite the facts listed above, it's been a disappointing season, especially when entering the start of this year with such high hopes of success. These hopes were underlined whilst running as course car on the Wydean setting a total time that would've been good enough to see us finish 2nd overall. For those hopes to be so cruelly crushed only a few weeks later on the Sun-seeker was to say the least, utterly soul destroying especially so soon after recovering from injuries sustained in Ulster 6 months earlier.

They say things happen for a reason, and when the opportunity arose to co-drive in the iconic shape of a Metro 6R4 on the closed Scottish Border lanes of the Jim Clark Rally, spirits were raised. It was a day I will never forget, and just as I felt a good result was necessary, my confidence was dealt another blow when the engine cried enough in second service.

May to September was a bit of a barren spell, and when I did get the call to do the Nicky Grist Stages in July the engine cried enough after just 5 miles and when we weren't able to make the start of the Woodpecker due to the rebuilt engine not being ready confidence, faith and motivation was at an all time low. I could quite happily have got up and walked away from the sport.

There have been positives though, the opportunity to co-drive in a Metro 6R4 and the highlight eventually came in October with outright victory on the Mini Britannia by a comfortable 30 second margin. A day of total ups and downs but to get the result at the end was a huge relief. Achieving my best result on a Road Rally and finally achieving a top 5 overall in November was another massive monkey off my back. The last 4 months of the year would see my faith restored in the sport I've come to love over the last 23 years and prove me completely wrong. Eight starts, eight finishes including a victory, 3 top 10's, and 5 awards.

Most would be over the moon with nearly a top 10 result every 3 events, and don't get me wrong I am, but the fact I've nothing as a whole to show from it with any sort of championship result is a disappointment. Ultimately though, the beauty of rallying is that there is two people in a car as a team and although I may not have any personal championships in 2012, I have managed to help three drivers claim Runner Up in their respective Championships and that for me is enough.

During the quiet summer months I made myself to take a massive stop check and ascertain the reasons I was involved in the sport. Whilst it's all very well to chase the dream, have ambition and aspirations, attempt to win every event you do, chase multiple championships etc, the real reasons I started this sport are totally different. Put simply, the many amazing people I've met whom I can proudly call friends, the unforgettable craic over the years and sheer fun.

Personally it hasn't all been plain sailing either this year, and although the summer break probably came as a blessing in disguise allowing me to graduate from university, find a job and move into my own place, I can now admit to having battled against Clinical Depression and Anxiety for around 17 months and continue to do so albeit in mild amounts thanks to a lot of hard work.

All that remains for me to say is a huge number of thank yous.

Drivers: Callum Black, Tim Daltry, Simon Chapman, Roger Taylor, Phil Hindley, Julian Barnett, Gary Wright, Mike Bayliss, James Ford, Pete Jagger, Simon Boardman.

Prep Companies/Service Crew who've kept the cars going: GeoPrep, 586 Sport, AB Motorsport, Ian Chamberlain Motorsport, CAM Sport, 9Tech, GroveWeb Rally Team, CWC, Langworth Motorsport.

Sponsors: Millers Oils, Mace Energy, Olympic Support, ProDec, TechnoGroup, Polsworth Garage, GroveWeb, North Birmingham Fleet Services, Central Maintenance Solutions, Weller Wheels, Abercorn Investments Consultants.

Media Solutions: Primarily, Chicane Media (James Ward), Pro Rally Photography (Phil James), Special Stage Rally Review but to all you photographers who tag us or send pictures/video of us in action.

Finally to every organising team, marshal, radio crew, rescue and recovery unit that have given up their own time to allow us to have our fun out on the stages. To all my friends and family for the continued understanding and support.

The time has come though, for me to put my feet up, enjoy what little is left of 2012 and after the last 4 months, be able to have a refreshed and clear outlook on 2013. What rallying lies ahead, simply remains to be seen and the relentless game of Snakes and Ladders continues.

In the famous words of a certain Norwegian 'Never Give Up' & 'This is my Life'.

TTFN



Have a Merry Christmas and a cracking good year in 2013

Chris Williams

Swift Collects Award And Looks Forward To Croft

Darlington rally driver Paul Swift collected the 2012 AS Performance North of England Tarmac Rally Championship trophy last night and is now planning to celebrate with the two forthcoming rallies to be held at Croft over the next few weeks.

The seven times British champion clinched the title following a superb top six placing in his Motoscope-supported 2.0 litre Ford Escort Mk2 RS1800 on the Stobart Rail Pen-dragon Stages in September and added his name to the impressive list of former winners including John Pye, Richard Mawson, David Robson, George Grieve, Bob Dennis, Bob Grant, Michael Glendinning and Barry Lindsay.

The success wasn't the only one in 2012 as Paul added the Fuchs Titan Race ANCC Stage Rally Tarmac Championship to his list of achievements, which he won for a second successive year.

Now Paul is concentrating on the forthcoming Northallerton AC's Christmas Stages Rally which takes place on Saturday 29th December followed three weeks later by the Darlington and District Motor Club-organised Jack Frost Stages Rally on Sunday 20th January 2013.

Last year, Swift managed to finish third in both events yet ironically behind different crews on each rally. He followed Kevin Procter (Subaru WRC) and Chris Anderson (Ford Fiesta) home on the Specsavers Christmas Stages Rally and Paul Bird (Ford Focus WRC) and Martyn Tinker (Lotus Exige) on the Autogas 2000 Jack Frost Stages Rally. Nonetheless, two podium places was an impressive achievement for Paul in a two-wheel drive car on the very slippery and icy stages which normally are associated with the events and comprise around 40 miles of stages at the racing track just south of Darlington.



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



Well that's another year over. What have we got to look forward to in 2013 - in my case more aches and pains, more trips to the quacks to check that I might last the season out.. Doom Gloom & Despondency - Oh Woe is me Thrice Woe.

On the up side its another season of Road Rallies to look forward to although I am rather saddened to note that the Lonsdale Belt run by KLMCs Dan Willan wont be amongst them this year because of Dans work schedule. Crying shame - the Lonsdale Belt is one of my favourites.

The SD34MSG Road Rally Championship currently only has 8 events as qualifying rounds in it starting with the VK Derbyshire in April. (one over half means that you only need to do 5 rounds to score Max points and that is IF they all run)

What am I going to do till then. We could do with some events in January, February and March. I for one would not mind the trip to Wales to try my hand down there - its a lot easier than going to do the Preston down in Thetford. On the up side - at least the VK is a cracking event but we will need to get our entry in early as it fills up rather quickly.

KLMC are running the Devils on the Lonsdale Belt date (March) but thats a Historic Rally thing and I am not too sure how that fits in with our RR Championship and it is rumoured that 2300 are going to run a road rally this year but dates and what it is have not been announced yet.

Road Rallies used to be the backbone of club motorsport and their demise also saw the downfall of a lot of car clubs and a fall in club memberships. I know full well the problems of putting on a road rally but surely amongst the SD34MSG clubs there must be more than 4 member clubs (*Garstang & Preston, Stockport061, Lancaster, and Clitheroe*) capable of organising a road rally.

As Stage Rallies get more and more expensive, and Single Venues venues harder to get, the interest in road rallies is getting stronger and the number of entries are increasing but why does everyone want to run their event at the end of the year is beyond me.

I have just been on the ANWCC Website and have noticed (*so I have had to re-write this bit*) that Morecambe Car Club have got a new date in for the **2013 Illuminations Rally**.

Thank God someone has seen the light and MCC are now planning to run this event on **February 16/17th 2013**.

Hope they get the word out and let every one know about the new date so that they get the entries, marshals and help from their own club members so that it runs this time.

Have a Happy and Successful 2013

ps : Since writing this—the Illuminations Rally regs are now out and I note that Bolton-le-Moors CC have put a date forward to organise a road rally on the traditional Illuminations date in October. Wahay!!

Golden Microphone Awards

Thursday 27th December
Dressers Arms

The annual Gemini 'Golden Microphone' awards (with £150 in Prize Money) took place on Thursday the 27th of December at the Dressers Arms in Withnal. Gemini is now in its 34th year

Tony Jones was the clear winner, having amassed 33 points and beating Peter Langtree into seconds place with last years winner Stuart Dickenson in third spot.

This was my first 'Golden Microphone' awards night and I was surprised how many people (30+) could be shoehorned in to so small a place and still manage to eat and drink.

Following the awards ceremony, copious amounts of liquid refreshments was consumed and tall tales were stretched somewhat - apparently there is the right way and wrong way of operating a rally radio service and then there is Bills way.

Ideas were sought for the way forward because any organisation that stands still is in reality going backwards. Following this discussion Bill distributed his collection of hats, gloves, t-shirts and bags which he had purloined from various events during the year

A good night was had by all and we all look forward to the next Gemini bash.

Mo - Gemini 59



Keith Lamb (G9)
takes a quick nap ?



2012 Final Championship Positions:

1st	Gemini 56	- Tony Jones	- 33 points
2nd	Gemini 48	- Peter Langtree	- 26 points
3rd	Gemini 13	- Stuart Dickenson	- 22 points
4th	Gemini 6	- Dave Crosby	- 19 points
= 5th	Gemini 39	- Alan Shaw/Les Eltringham	
	Gemini 23	- Ian Davies	- 18 points
7th	Gemini 9	- Keith Lamb	- 17 points
= 8th	Gemini 18	- Eve and Graham	
	Gemini 59	- Maurice Ellison	
	Gemini 12	- Chris Jarvis	
	Gemini 31	- Duncan Stock	- 16 points
=12th	Gemini 4	- Ian Winterbottom	
	Gemini 14	- Adrian Lloyd,	- 14 points
=14th	Gemini 3	- Les Fragle	
	Gemini 33	- John Ellis	- 13 points
16th	Gemini 11	- Mark Wilkinson	- 12 points
17th	Gemini 37	- Dave Chappell	- 11 points
=18th	Gemini 7	- Tony & Avril Lee	
	Gemini 25	- Chris Woodcock	- 9 points
=20th	Gemini 2	- Graham Cookson	
	Gemini 21	- D.Bedson	
	Gemini 53	- Tom & Vicky Mercer	
	Gemini 49	- Jim Tate	- 8 points

OUT & ABOUT With Gemini (Part One)

Part two on Page 35

Tony Jones collects the
Golden Microphone Trophy



Bill holds court



Tony Jones



Mark Wilkinson
Helen Winterburn



Stuart Dickenson



Les Fragle

OUT & ABOUT With Gemini (Part Two)

The Hall Trophy Stages Rally at Blyton concluded the Gemini Communications Radio Championship being the final of the 26 rounds of this years Championship.

The event at Blyton saw us with a frosty set-up day on the Friday and we were all surprised when it started to rain around 3am in the morning [so they tell me]. However by 8 am the rain had gone and after a damp couple of stages the tarmac dried out giving some very fast stage time, this and along with almost wall to wall sunshine for the rest of the day rounded off the year well. This is the first time I had been back to the circuit and I was delighted to see just how much tarmac had been laid since my last visit, Ty-Groes and Oulton Park may have to watch your backs. Being nearer to our homes in Lancashire than Anglesey I can see this venue being used far more in the coming years. 33 cars made it to the stage start of SS1 after survived the Scrutineer and 30 cars finished stage 8, they are definitely making the cars better than they used to, remembering our days at Flookburg when sometimes half the field had to be towed out of the first stage, one year we had 15 light recoveries from the likes of RED ROSE Land-rover who came for the fun of this alone.

I would just like to windup the 2012 Gemini Radio championship by saying large thank you to all who have turned out and took part over the year, I hope to be seeing lots of you at the Prize Presentation on the 27th December, I have already sent out the invites, but for these who can't make the evening may I wish you the very best of Christmas's and a fabulous new year.

Bill

Please Note:

CHISTMAS IS CANCELLED

Apparently, YOU told Santa that you have been GOOD this year ...



He died laughing

Gemini Communications Team

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www.geminicommunications.org.uk

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Forthcoming Events Date for the Diary

Plains Rally

Saturday 18th May 2013

Candle lit bubble baths are so relaxing - every time my girlfriend takes one I get about an hour of peace and quiet.

I said to the wife, "Get me a newspaper" "Don't be silly," she said "You can borrow my ipad" That spider never knew what hit it.



Tom Cave 'On Fire' Photos - Keith Lamb (Gemini 9) Coppermines Grizedale Stages Rally

In a dark and hazy room, peering into a crystal ball, the Mystic delivered grave news:

"There's no easy way to tell you this, so I'll just be blunt. Prepare yourself to be a widow. Your husband will die a violent and horrible death this year."

Visibly shaken, Laura stared at the woman's lined face, then at the single flickering candle, then down at her hands.

She took a few deep breaths to compose herself - and to stop her mind racing. She simply had to know.

She met the Fortune Teller's gaze, steadied her voice and asked, "Will I be acquitted?"

Me and my mate had a car boot challenge to see who could get the cheapest item.

I got an A-Z of Leeds for 25p. He paid 15p for an abacus with no beads.

Surely that doesn't count?

Ten things to think about

1. Two can live as cheaply as one, for half as long.
2. Experience is the thing you have left when everything else is gone.
3. What if there were no hypothetical questions?
4. A flashlight is a carrying case for dead batteries.
5. How can there be self-help "groups"?
6. Is there another word for synonym?
7. I had amnesia once - or was it twice.
8. Protons have mass? I didn't even know they were Catholic.
9. Is it possible to be totally partial?
10. Is Marx's tomb a communist plot?

The human body has 7 trillion nerves.

My wife manages to get on every single one of them!



MSA steps up campaign for closed road motor sport

After two years of campaigning, the Motor Sports Association continues to make encouraging progress in its pursuit of a change in the law to make it easier to hold motor sport events on closed public roads.

The MSA has been working throughout the year with officials from the Department for Transport who are preparing an internal Impact Assessment of the proposed legislation. If this secures a positive response, it is anticipated that a full public consultation will be forthcoming in the spring.

The MSA is preparing a 'toolkit' for distribution to clubs and members of the wider motor sport community to help them make a constructive input into the consultation process once it begins next year. The document will be circulated in advance of the consultation going live and will help to demonstrate the enthusiasm within the sport for these proposals.

In the meantime, the MSA will be contacting key MPs, ministers and representative organisations to brief them on the proposals and to explain the important safeguards that are in place to ensure that all events would be safe, well managed and properly insured.

"We continue to have constructive meetings with DfT officials and other interested parties," said Colin Hilton, MSA Chief Executive. "By the time the consultation opens, we will have taken our messages to the people and groups who have the power and influence to impact these proposals both positively and negatively. It is important that they have the opportunity to understand not only the benefits, but also why this is a responsible measure that will benefit local communities."

If you have not already done so, please consider signing the MSA's Closed Roads petition at www.petition.co.uk/msa and encourage others to do likewise.



Huff caps great week for British motor sport

Rob Huff's maiden FIA World Touring Car Championship title, sealed in the final round of the year at Macau last month (16-18 November), capped a stunning week for British motor sport on the world stage.

Huff took five race wins this season en route to the title. "I'm delighted to be able to take the world championship title back to the UK in a year that's been so successful for British sport," he said. His success also contributed to a third consecutive WTCC Manufacturers' title for Chevrolet, whose programme is run by the Northamptonshire-based RML Motorsport.

There was further British success in Formula 1 the same day, with Lewis Hamilton winning the United States Grand Prix at the new Circuit of the Americas in Austin, Texas, where the Milton Keynes-based Red Bull Racing won its third Constructors' title in a row.

Those triumphs came a week after 18-year-old Henry Easthope became the third consecutive Briton to claim the CIK-FIA U18 Karting World Championship, following Matthew Graham (2011) and Jake Dennis (2010).

"Rob has been edging ever closer to the mantle of World Champion since first entering the WTCC back in 2005 and we are delighted to see him crowned for the first time," said MSA Chief Executive Colin Hilton.

"Furthermore, his success means that British drivers have now won four of the eight WTCC titles since the championship was revived, with Andy Priaulx having collected three in a row from 2005 to 2007.

"We also congratulate Ray Mallock's RML Motorsport, which has delivered yet another world title for Chevrolet. And with Lewis winning the USGP in Texas, the UK-based Red Bull team taking its third consecutive F1 title, and Henry Easthope becoming the latest Briton to win a CIK-FIA world title, this is a particularly special time for British motor sport."

FIA appointments for MSA's Hilton

At last week's FIA General Assembly, MSA Chief Executive Colin Hilton was elected to the Executive Committee of the FIA Institute for Motor Sport Safety and Sustainability, and was also appointed Deputy Chairman of the FIA's Sports Development Task Force.

"I am delighted to join the FIA Institute and look forward to supporting its important work," said Hilton. "I am grateful to Allan Dean-Lewis who has represented the UK with such distinction in this capacity for many years. It is also exciting to be part of the FIA's new Task Force that is looking at how we can help the development of the sport around the world."



Win Ebrey calendars

Leading British motor sport photographer Jakob Ebrey is offering MSA members the chance to win one of his new 2013 calendars, worth £14.99.

To enter, simply answer the following question: How many BTCC races has Jason Plato won?

The winners will be the first five people to email the correct answer to media@msauk.org

Shenington KRC is Club of the Year

Shenington Kart Racing Club has been named the 2012 JLT MSA Club of the Year following its nomination by the Association of British Kart Clubs (ABKC).

Shenington KRC is one of the most popular, well-run and respected kart clubs in the UK, with around 300 members. The club works hard to introduce cost cutting measures, including links with sponsors and traders, and also strives to improve and develop so as to attract more members of all age groups, especially Juniors.

The club has benefitted from MSA Club Development Fund grants to aid venue improvements, and has also introduced modern timing equipment and displays to achieve better engagement for officials, parents and spectators alike. The club has also successfully raised funds for local charities, notably the Chiltern Air Ambulance.

Mike Coombs, Chairman of Shenington Kart Racing Club said: "It is an immense honour for our kart club to win this award, especially considering the amount of effort so many clubs have put in this year to keep numbers up. Thanks to our committee's initiatives we have had some success in attracting drivers with small budgets to carry on or start racing."

Representatives of Shenington KRC will be presented with £1000 and a JLT Rose Bowl Trophy at the MSA Night of Champions in London on 19 January 2012.

Magherafelt and District Motor Club was awarded second place and will receive £500 and a trophy, while third-placed Chelmsford Motor Club wins £250 and a trophy.

Stephen O'Neill is Marshal of the Year

Magherafelt & District Motor Club's Stephen O'Neill has been named the JLT MSA Marshal of the Year, having impressed the judging panel with his efforts to promote the sport and encourage more people to get involved.

O'Neill, aged 44 from Magherafelt, has earned a reputation as a hard-working, dedicated and reliable marshal and timekeeper. In recent years he has acted as Stage Commander on the closed-road Ulster Rally, taking full responsibility for keeping residents informed of developments and addressing their needs as required. He is also renowned for bringing new recruits into the sport at all levels, arranging for them to be trained and mentored appropriately.

"In 20 years I've never taken anything out of motor sport except a lot of fun and enjoyment," said O'Neill. "I put the effort in purely for the love of the sport, not to get anything back, so to be told that I've won the JLT MSA Marshal of the Year Award was both a surprise and a delight. I look forward to heading to London for Night of



IMS launches Spring Classic as Euroclassic returns for 21st year

The MSA's commercial subsidiary, International Motor Sports, is launching a new UK-based classic car tour next year. The MSA Spring Classic will run from 27-28 April, complementing the MSA Euroclassic in September.

Open to cars over 20 years old and based at Celtic Manor Resort in South Wales, the Spring Classic will run through Wales and West England, culminating at Castle Combe.

Meanwhile the 21st Euroclassic will begin at Liège in Belgium on 9 September before heading through Germany and France, ending with a gala dinner in Luxembourg on 14 September.

Regulations and entry forms will be available in early 2013. For more information and to register your interest visit www.msaclassics.co.uk



British success at Rotax Grand Finals

The UK won the Rotax Grand Finals Nations Cup for the third time when 276 drivers from 60 countries convened at Portimao on the weekend of 28 November.

British karters Edward Brand and Oliver Hodgson finished second and third in Senior Max, while Harry Webb triumphed in Junior Max. In total UK karters scored 1355 points to runner-up Canada's 1275.

"It is always tremendous to see British karters performing so well on the international stage and 2012 has been a fantastic year in that respect," said Rob Jones, MSA General Secretary and Kart Committee Chairman. "The MSA congratulates all the British karters who competed at Portimao, as well as all those who have won races and titles across an array of international karting championships this year."



MSA Academy gathers for first training camp

More than 40 members of the MSA Academy joined up at Silverstone last week for the first session of the new 'year'. Team UK drivers, including British F3 champion Jack Harvey and McLaren Autosport BRDC Award winner Jake Dennis, joined other Academy members and students from the MSA's Advanced Apprenticeship in Sporting Excellence (AASE) at the Porsche Performance Centre at Silverstone.

Under the guidance of Performance Director Robert Reid and long-standing scheme mentor David Brabham, the drivers spent the day exploring some of the aspects of sports psychology and human performance that will have a significant impact on their careers.

In particular, a two hour Insights Discovery workshop introduced the drivers to some basic personality profiling that helped them to understand better how their communications and behavioural preferences can have an impact, both positively and negatively, on their racing activity.

"It was really interesting to see just how differently all of us go about things," said Development Squad member Jack Barlow.

"You start to appreciate how you can make a bad situation worse, just by not realising how to approach things in the right way."

"The MSA Academy is evolving from a series of independent initiatives into a more effective performance pathway," said Robert Reid. "It was a very exciting and proud moment to see the whole squad together and getting so much out of the day. We are genuinely starting to shape the future of British motor sport talent."

Team UK off to a flying start

The Team UK drivers stayed at Silverstone for a further two days as they began their 2013 preparations. Working with the MSA's Performance Managers – Tom Onslow-Cole, James Wozencroft and Andy Meyrick – the drivers laid the foundations for their forthcoming programmes, setting their targets for personal and physical developments over the season.

"We are changing the focus of what we do to reflect a more coach-led system of training," explained Robert Reid. "The drivers will work consistently with the Performance Managers through the year to understand what kind of intervention they require. The scheme will become much more tailored to the requirements of the individual driver and just in these first two days we have seen a real early benefit."



Dennis wins McLaren Autosport BRDC Award

MSA Team UK and Racing Steps Foundation driver Jake Dennis was crowned the youngest ever winner of the McLaren Autosport BRDC Award last Sunday and will test a McLaren Mercedes Formula 1 car as part of his prize package.

Formula Renault 2.0 NEC champion Dennis, aged 17 from Nuneaton in Warwickshire, was named the 24th winner of the prestigious accolade at the Autosport Awards, having overcome stiff competition from five other drivers including three fellow MSA Academy members: Josh Hill, Jordan King and Josh Webster.

Dennis said: "It's such a relief to win. It's incredible for me and a great way to say thank you to the Racing Steps Foundation for all the support they have given me over the years. I had a great season this year with Fortec Motorsports which hopefully I can repeat in seasons to come."

Dennis' prize also includes £100,000 and full BRDC membership.



Ingram takes Young Driver of the Year title

Twingo Renaultsport R2 Trophy UK champion Chris Ingram has been named the RSF MSA Young Driver of the Year, an accolade awarded each year to one outstanding member of the MSA Academy's Advanced Apprenticeship in Sporting Excellence (AASE) programme.

Ingram, 18, and four other finalists – Jack Barlow, Jake Dalton, Jake Dennis and Oliver Myers – were put through their paces in a bank of race simulators at Let's Race in Surrey before delivering presentations about their time as MSA Apprentices.

The judges were: Robert Reid, MSA Performance Director; David Brabham, MSA National Race Coach; James Calado, RSF driver and Team UK graduate; Josh Webster, AASE graduate and Team UK member; Tom Gayle, Loughborough College AASE Programme Leader; and Ben Anderson, National Editor of *Autosport*.

"It's been an amazing day," said Ingram. "Coming here as a rally driver wasn't the easiest task given the simulators but I set some decent lap times in the end and my presentation went well, so it's been fantastic and I'm absolutely delighted with the result."

Ingram will collect a trophy and £1000 during the MSA Night of Champions at the Royal



Go Motorsport at the Roger Albert Clark

North East RDO Peter Metcalfe manned a stand with Darlington & District Motor Club at last month's Roger Albert Clark Rally, which attracted a sell-out crowd to Croft circuit.

"This was a great opportunity to meet and talk to people about how to get more out of motor sport," said Metcalfe. "There was a good mix of people ranging from casual spectators to regular competitors. Being a historic event there were plenty former competitors and clubmen, many of whom showed a genuine interest in returning to the sport now that they have fewer family or work commitments."

Go compete at Autosport International

Visitors to Autosport International (NEC, Birmingham, 10-13 January) will get the chance take part in a live motor sport run by Go Motorsport in conjunction with local motor clubs.

There will be free passenger rides aboard a selection of cars competing in an AutoSolo organised especially for the show, with tickets available from the Go Motorsport stand.

"As part of our campaign to get more people into all areas of grassroots motor sport, we are delighted to be staging an AutoSolo as an exciting new addition to what's on offer to those attending Autosport International," said Colin Hilton. "AutoSolos are hugely entertaining and an inexpensive way into motor sport for anyone wanting to have fun on four wheels."



MSA to kick off 'Year of the Volunteer' at NEC

The MSA will launch the 'Year of the Volunteer' at Autosport International, held at the NEC in Birmingham from 10-13 January 2013.

The Go Motorsport stand will highlight the many volunteer roles in motor sport, from trackside marshalling and timekeeping to scrutineering and stewarding.

There will also be a 'help desk' for those interested in volunteering, as well as a fully equipped rescue vehicle and a team of engineers building an entry-level rally car. Of further interest to budding scrutineers will be a pair of vehicles, each with five built-in faults that visitors will be invited to identify for a chance to win tickets to the British Grand Prix and Wales Rally GB. "It is often said 'without volunteers there would be no motor sport' and that truly is the reality," said Colin Hilton, MSA Chief Executive. "From the British Grand Prix and Wales Rally GB, to the many thousands of local events organised by enthusiastic motor clubs throughout the land, none of them would happen without the expertise and generosity of these volunteers. Motor sport, though, is a fantastically exciting attraction and for those who want to get involved but, for whatever reason, don't actually want to compete, there are lots of ways for them to get really close to the action by performing some of these hugely rewarding roles."

Go Motorsport campaign

There are many ways for you to play your part in encouraging more newcomers into all areas of motor sport. To find out more visit www.GoMotorsport.net



Touring car aces set to star in Birmingham

FIA World Touring Car Champion Rob Huff, Dunlop MSA British Touring Car Champion Rob Gordon Shedden and three-time WTCC Champion Andy Priaulx will represent tin-top racing at Autosport International.

Huff and Shedden both claimed their maiden WTCC and BTCC titles respectively in 2012. Meanwhile Priaulx took the WTCC crown three times from 2005-07.



Di Resta confirmed for ASI

Scottish Formula 1 star Paul Di Resta will appear during the two public days of Autosport International 2013 on 12-13 January.

Di Resta will join the likes of three-time world champion Sir Jackie Stewart, multiple 24 Hours of Le Mans victors Derek Bell and Allan McNish, and departing BBC F1 anchor Jake Humphrey.

"My schedule throughout the F1 season is manic, and what I love about attending Autosport International is that I get the opportunity to interact with so many passionate motorsport fans, see what is new in the sport, as well as catch up with friends," said Di Resta. "I enjoyed my time at the 2012 show, and I'm looking forward to getting back to the NEC in January, particularly appearing alongside Sir Jackie Stewart. It will be a great opportunity for them to take on his advice and comments first hand."

ASI will also host the finalists for the 2012 McLaren Autosport BRDC Award, led by winner Jake Dennis. The 17-year-old will be joined by Josh Hill, Jack Hawksworth, Jordan King, Melville McKee and Josh Webster in the Live Action Arena, with the six youngsters showcasing their skills in FIA Formula Two and Ariel Atom cars.

Regulation changes

At the meeting of the Motor Sports Council on 27th November, the following regulations were approved for implementation from 1 January 2013.

Section K

K9.1 Clean Flame-Resistant overalls, must be worn to cover from ankle to wrist to neck.

K14.3 (e) Gloves. Materials tests to ISO6940. Each glove to be labelled to that effect. Backs of gloves to be made from at least two layers of 180 gr/m². Thread must be flame resistant and non-melting. Gloves must be fitted at the wearer's wrist and cover the cuff of the wearer's overalls. Manufacturers **should** register all glove models with the MSA and FIA.

Section B Definitions

Pace Notes

Any information (in any recorded form) relating to a Special Stage, that has not been provided to all Competitors by the Organisers of that event. **This excludes Subjective Route Notes and commercially available maps.**

Subjective Route Notes

Information relating to a Special Stage prepared by an MSA registered supplier, which is available to all competitors in an event.

Section R

R24.7.5

Unauthorised possession of **pace** notes, radio equipment (25.1, 25.9)

R24.12

An organiser may permit the supply of Subjective Route Notes. This must be stated in the SRs and the Subjective Route Notes must be prepared by an MSA registered supplier. Only one such supplier is permitted to be nominated for an event (or part of an event).

R41.4.3

(see R25.9.1)

Section U

U17.29.7

Clubs may run classes to heavier weight limits (if **MSA approval is given by the issue of a Kart Technical Exception (KTE)**), but may not reduce the weight limits.

MSA members are reminded that all regulations passed by the Motor Sports Council will appear on the carrier sheet that accompanies the next available MSA magazine.

Circuit racing trial approved

With regard to circuit racing only, the Motor Sports Council approved a trial during 2013 to include the provision of a grid place penalty of up to 10 grid placings within the General Regulations. As a result, the following revised regulations will apply to those Clubs/ Championships that are accepted for the trial by the MSA:

(C)2.1.1(c) Time Penalty (or Position Penalty – Karts **or** Grid Place Penalty – Circuit Race) (2.3)

(c)2.1.7(iii) Fine, Time, **Grid Place** or **Position** Penalty – 3 points

(C)2.3.2. At Race meetings, up to a 10 Grid Place Penalty may be applied at a driver's future Race.

If your Club would like the opportunity of being part of this trial please submit a written request, together with the list of Championships for inclusion, to Andrea.Butt@msauk.org. MSA consent for trial inclusion will be provided in writing in addition to being incorporated on the issued Car Race Championship Permit, if appropriate.



National Motorsport Week 2012 Club Competition

South of Scotland Car Club has won the Motorsport Industry Association's annual £500 prize for the best club contribution to National Motorsport Week, which this year ran from 29 June to 7 July.

The club teamed up with its local branch of Tesco to run an Autotest in the store's car park, not only to promote accessible motor sport but also to help combat the anti-social behaviour of boy and girl racers on the same tarmac. Experienced competitors put on skilled displays over two tests before some of the many assembled onlookers got behind the wheel to rapturous applause from the locals. The event received impressive media coverage, including air time on BBC 1 Scotland.

Five other clubs were awarded £100 each after impressing the judges: Aintree Circuit Club, East Ayrshire Car Club, **Lancashire and Cheshire Car Club**, **Under 17 Motor Club (North West)** and Weston-Super-Mare Motor Club.

Aintree Circuit Club offered a three-month introductory membership for just £5, encouraged newcomers to take part in the new Halewood AutoSOLO at Jaguar Land Rover, and arranged a day of filming with former F1 Champion Damon Hill at Aintree.

East Ayrshire Car Club worked in conjunction with its local enterprise council and opened the gates to the Kames Motorsport Complex, offering members of the local community the opportunity to hit the track with an experienced competitor for free.

Lancashire and Cheshire Car Club set up a stand at the Aviation and Transport Show, displayed a range of competition cars and staged a pit-stop wheel changing challenge for members of the public.

The Under 17 Motor Club (North West) ran a promotion offering a day's free motor sport in an AutoSOLO/ Production Car Autotest. The winner, 14-year-old Ryan Townsend, was provided with a car and the entry fees, as well as club membership to encourage him to continue competing.

Weston-Super-Mare Motor Club put on an impressive and professional display at the Princess Royal Square on the seafront. An array of competition cars went show, manned by club members who handed out promotional material and engaged with members of the public.



The Motor Sports Association (MSA) is recognised as the sole motor sport governing body for the United Kingdom by the world governing body, the Federation Internationale de L'Automobile (FIA).

Technical Regulations



Exhaust and sound testing

Competitors are kindly reminded of the requirements of (J)5.17.7. which states: 'Temporary Silencers, by-pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited.'

The MSA is aware of certain temporary silencing devices that could be fitted during scrutineering but removed thereafter. However, removing such a device post-scrutineering, such that the vehicle would no longer pass scrutineering, contravenes (J)5.17.7.

Noise control in Rallies

One of the amended regulations in the 2013 MSA Yearbook is (R)4.1.3, which now reads: "All measurements refer to the 0.5m test (J.5.16). Wherever practical the 2.0m test should be used."

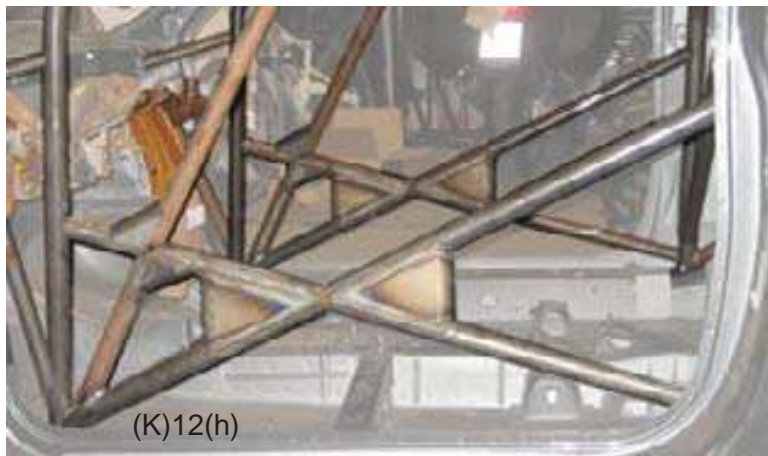
To clarify, the specific limits in rallying are as follows:

CATE-GORY	Engine speed	0.5m test	2.0m test
Road Rallying	2/3 maximum engine speed	98 dB(A)	86 dB(A)
Special Stage Rallying	4,500rpm	100 dB(A)	88 dB(A)

Stage Rally wheel diameters

The MSA wishes to remind competitors of the requirements of (R)48.5.5, which states: "Rim diameters may be increased or decreased by up to a maximum of 2in. However, the rim diameter must not exceed 18in."

To clarify, the permitted increase/decrease in rim diameter means that it is permissible for a vehicle to be fitted with a rim up to 2" greater in diameter than the largest rim originally fitted to that model of car, whether as Original Equipment, manufacturer's option, or homologated option (see definition of Original Equipment in Section B). For example, a Ford Escort Mk2 was only available with a 13" wheel as Original Equipment, so the largest size permitted for a Mk2 is 15". This regulation applies to both Category 1 and Category 2 Stage Rally Cars.



ROPS door bars

Regulation (K)1.2.2 includes the wording: "Any modification to a homologated safety cage is prohibited."

Most homologated ROPS already incorporate door bars but some of the older ones do not.

The word 'modification' is a defined term as follows: "Any change in the design, material, shape, dimensions and/or surface finish of a component, except for basic manufacturing processes, normal wear and published service or repair procedures."

Welding door bars into a homologated ROPS is therefore considered a modification but door bars can be removable so they can be bolted in.

Also on the subject of ROPS door bars, the illustration of crossed door bars in drawing (K)12(h) shows a simple cross with one single piece and two shorter pieces, as per the pictured example (top). Regulation (K)1.3.5 requires at least one of the members to be a single piece, therefore permitting designs such as the one pictured (bottom).



The MSA has teamed up with

Autosport International to offer licence holders a £5 discount on trade tickets by quoting M13A. For more information call 0844 581 1420 or visit www.autosportinternational.com

The MSA would like to wish all its licence holders, clubs, associations, volunteers, officials and anyone else connected with British motor sport a very happy Christmas and a safe and enjoyable 2013.

EVANS CROWNED 2012 FST INTERNATIONAL SHOOTOUT WINNER

After two gruelling days of competition in which some of the most impressive young rally drivers from around the world did battle for the ultimate prize, Elfyn Evans emerged victorious – adding victory in the FST International Shootout to his already decorated 2012 season. But with this year's Shootout providing some closely-fought competition, a second prize was awarded for the first time in the event's six-year history – an M-Sport funded drive in a round of next year's European Rally Championship for FST Belgium's 'wildcard' entry, Hugo Arellano.

Competing for a year's contract with M-Sport, the most aspiring and talented youngsters from across the global Ford Fiesta Sport Trophy series descended on the team's headquarters at Dovenby Hall. Assessing the drivers' physical, psychological and media abilities, Day 1 consisted of a timed wheel-change competition, psychological test devised by Edinburgh University's Sport Science faculty and a press conference in which each competitor was scrutinised by some of the industry's most respected journalists.

Taking an early lead, Arellano and Evans impressed throughout all completed disciplines* – topping the score sheets with just three per cent to separate the battling duo. Evans claimed the top spot in both the physical and media tests, with Arellano excelling in the psychological assessment. Also rising to the challenge, 18-year-old Latvian Ralfs Sirmacis scored highly across all three tests to secure a strong position going into the final driving assessment.

Further down the field, competition was tight and the ultimate prize remained up for the taking. As wintry showers began to fall on a frosty Carlisle Airport, Day 2's driving assessment was a tough one as the competitors looked to impress M-Sport Managing Director, Malcolm Wilson, with their speed and flare behind the wheel of the Ford Fiesta R2. Each crew completed two recce runs of the stage – in the same recce cars used by Ford World Rally Team's Jari-Matti Latvala and Petter Solberg in this year's FIA World Rally Championship (WRC) – before taking to the Fiesta for three timed passes over the broken-asphalt stage.

Arellano and Sirmacis claimed the fastest times through each pass – Arellano fastest on the first and third pass with Sirmacis claiming the fastest time through the second. But it was Evans' consistency that paid dividends. With two second and a third fastest time, the Welshman secured the best overall time, albeit just 0.1 seconds clear of Belgium's 'wildcard' entry.

With the assessments complete, Wilson selected the five drivers who had impressed him most over the two-day competition. As the lucky five candidates, Arellano, Evans, Marcis Kenvas (Latvia), Sirmacis and Radoslaw Typa (Poland), then had the opportunity to convince M-Sport's Managing Director that they were deserving of the opportunity to work for one of history's most successful WRC teams.

After a lengthy and difficult decision process, Evans concluded what has been a sensational season by winning the sought-after position at M-Sport. In one of the closest competitions in Shootout history, Wilson saw it only fit to award a second prize – offering Arellano an M-Sport supported drive in the Fiesta R2 for a round of next season's European Rally Championship – thus highlighting and commending the high standard of training provided by the FST Belgium series.

Complimenting his FIA WRC Academy prize of either a 13-round season in the WRC with the Fiesta R2 or a five-round WRC programme with one of M-Sport's super 2000 specification Fiestas, Evans will begin the next phase of his rallying career in January when he joins the two-time WRC Manufacturer champions for a residential employment contract in 2013.

Elfyn Evans (GBR, 23) said:

"I am very happy to have won the [FST International] Shootout. Alongside the prize from the [FIA WRC] Academy, I think the two will compliment each other perfectly. It will give me a fantastic opportunity – to move away from home and meet and work with a lot of new people, and I am sure I'll learn a lot along the way. "The competition was tough and the conditions were tough. It was very difficult to find the balance between going quickly and not making any mistakes. We tried to ensure that we had a clean run on each of the passes, and in the end it all paid off. This was the perfect end to what has been an unbelievable season!"

Hugo Arellano (LUX, 25) said:

"It was a close competition this year and I had a really good battle with Elfyn [Evans]. I am really happy with my performance this year – to see that I could compete at the same level as the [FIA] WRC Academy champion [Evans] is something I can be very proud of. "I am really excited for next year now, and the chance that Malcolm [Wilson] has given me to run the [Ford Fiesta] R2 on a round of the European Championship. It is a great opportunity for me. I come from a very small country where rallying is not so famous. I have to work hard to get a programme together, so for me, this is a little dream come true and I would like to thank Malcolm and M-Sport for the opportunity."

M-Sport Managing Director, Malcolm Wilson OBE, said:

"The level of competition was very good this year – so much so that I thought it only right to award two prizes. This is the first time we have done this as part of the Shootout, but I was so impressed with the level of this year's competitors. "Elfyn [Evans] and Hugo [Arellano] are two exceptionally talented young drivers. They are both great ambassadors for the sport and I expect that we will see a lot more from them as their careers progress."





M-SPORT CONFIRMS ØSTBERG FOR 2013

Following the recent announcement that M-Sport will team up with the State of Qatar for the 2013 edition of the FIA World Rally Championship (WRC), the company is pleased to confirm Mads Østberg and Jonas Andersson as Qatar M-Sport World Rally Team's nominated point scorers for all 13 rounds of next season's championship.

Following a sensational performance this season, Østberg was a strong candidate to help guide the team to success in 2013. Securing a top-five finish on each of the 11 rounds he contested in 2012, the Norwegian secured fourth place overall in the drivers' championship – just 5 points adrift of Ford World Rally Team's Jari-Matti Latvala in third.

Despite his relatively young age, Østberg has more than 20 years of experience in motorsport and has been a regular on the world stage since 2006. Having piloted the Ford Fiesta RS WRC since its debut in 2011 – contributing to a clean sweep of the podium for the Fiesta on its maiden outing in Sweden – the Norwegian is well versed in how to get the maximum from the car and has already demonstrated his ability on snow, gravel and asphalt.

With 15 stage wins and his first WRC victory under his belt, Østberg has regularly challenged his more experienced rivals. Harnessing a working knowledge of the team and car, the ambitious youngster is poised to produce another successful season behind the wheel of the Fiesta RS WRC and will be looking to prove his potential as one of the championship's most sought-after talents.

M-Sport Managing Director, Malcolm Wilson OBE, said:

"Mads' [Østberg] performance this year has been very impressive. He has always had the speed, but his progression on Tarmac and the maturity he has demonstrated this season proves that he is ready to make the next step in his career and made him the ideal candidate to join the team in 2013. He has an old head on young shoulders and I am confident that we will see some strong performances from him as he rises to the challenge next year."

Mads Østberg said:

"I am really happy to have been chosen to join the team and continue working closely with M-Sport next season. We've been working with the car [Ford Fiesta RS WRC] for two years now – we know the car and we know the team so from the technical side of things, I think we will be in a really good position as there won't be too much of a change to get used to."

"But from the other side of things, it will still be a big challenge – albeit a big step in the right direction! This season has been really good for us, and I hope we can continue that into 2013. I am really looking forward to next season, and I can't wait to get back behind the wheel and start testing with the team"



Go compete at Autosport International

The Motor Sports Association, governing body of UK motor sport, is giving visitors to the 2013 Autosport International (NEC, Birmingham 10-13 January) a chance to participate in a live motor sport event via its award-winning Go Motorsport campaign.

Visitors to the show will be able to experience a free passenger ride in a selection of vehicles racing against the clock in a special AutoSolo being staged close to the busy exhibition halls.

AutoSolos are one of the most accessible, affordable and fun forms of motor sport with motor clubs regularly holding hundreds of events throughout the country. The focus is very much on car control as drivers negotiate a specially laid-out course in the swiftest possible time. With costs kept to a minimum, no safety gear (such as helmets and flameproof overalls) is required and there are classes for standard production cars.

What's more it's possible for youngsters to enter from the age of just 16 years old and it's no surprise that future World Champions such as Colin McRae cut their competitive teeth on events such as these.

"As part of our campaign to get more people into all areas of grassroots motor sport, we are delighted to be staging an AutoSolo as an exciting new addition to what's on offer to those attending Autosport International," said Colin Hilton, Chief Executive of the MSA. "AutoSolos are hugely entertaining and an inexpensive way into motor sport for anyone wanting to have fun on four wheels."

Tickets for the passenger rides will be available free of charge from the Go Motorsport display stand at the NEC.





F1000 Dates & Events 2013

10th March Roskirk Three Sisters
 17th March Lee Holland Anglesey
 14th April Cadman Builders Stages RAF Honington
 12th May Dale Stages Haverfordwest No 2 event -
 No novice juniors
 23rd June Mid Summer Stages Caerwent No 2 event
 - No novice juniors
 7th July Brawdy Stages RAF Brawdy
 18th August Centenary Stages TBA
 22nd September Woodbridge Stages Nr Ipswich
 13th October Peter Lloyd Stages Pembrey
 2nd & 3rd November Glyn Memorial Anglesey This is
 proposed to be a round of both the Scottish and Irish
 rounds



Solberg confirms WRC exit for 2013

Petter Solberg has revealed his sadness after confirming that he won't take part in next year's FIA World Rally Championship.

The charismatic Norwegian, world champion in 2003, has announced in a statement that he will "explore and direct focus in a different direction in his successful and decorated career".

His decision brings to an end a 15-year stint in the WRC. In 188 starts at world level, Solberg won 13 rallies, finished second 15 times and came home third on 24 occasions. He scored 852 points and set 456 fastest stage times

The 38-year-old Solberg made his WRC debut in Sweden in 1998 before being signed by Ford after being talent-spotted by the Blue Oval. However, he left in controversial circumstances midway through 2000 to join Subaru where he won his first and only world crown three years later. Following Subaru's withdrawal from the WRC at the end of 2008, Solberg established his own team with some success before returning to Ford in 2012. Co-driven by Chris Patterson, he finished fifth in the standings on 124 points.

The Under 17 Motor Club Northwest Open Days



**Pre Driver 2 (14-19 year olds) and
 Production Car Autotest
 Come and meet the club.**

Saturdays - at 13:00 to 15:00

16th February 2013

20 July 2013

In an effort to help new drivers, the Under 17 Motor Club Northwest are holding pre driver training days for 14 to 19 olds who do not hold a full driving licence. This course is aimed at those with limited driving experience or have taken part in the Pre-Driver One course.

This course is an introduction to Motorsport in a controlled environment with highly skilled trainers in dual controlled cars and rally cars. A series of assessments will help develop the young person's skills.

The course will be assessed in four areas;

1. Attitude to learn,
2. Following precision instructions.
3. Driving accuracy.
4. Driver improvement.

10:30 to 11:30 Introduction, Set up

11:30 to 12:30 Assessment & First session- (then 30 minute lunch break)

13:00 to 15:00 Practise and instruction – Dual Control or F1000 Rally Car

15:00 to 15:45 Final Practical assessment – Dual Control or F1000 Rally Car

15:45 to 16:00 Site Clear up all help

Speak to our members and find out how we train young drivers 14 and older.

You can sign up for our next available Pre Driver One course (2013 - All school holidays on a Tuesday, Wednesday & Thursday between 14:00 - 16:00) and get a free passenger ride with one of our members.

Contacts;

Dave Robinson 01254 698907

Steve Johnson 01254 392663

Steve Rhodes 07789 843 972

Web Site **www.u17mc-northwest.org.uk**



ORGANISING THE CHRISTMAS DO!

RE: Gala Christmas Party

I'm happy to inform you that the company Christmas Party will take place on December 23rd, starting at noon in the private function room at the Grill House. There will be a cash bar and plenty of drinks!

We'll have a small band playing traditional carols... feel free to sing along. And don't be surprised if our CEO shows up dressed as Santa Claus! A Christmas tree will be lit at 1:00 PM. Exchanges of gifts among employees can be done at that time; however, no gift should be over £10.00 to make the giving of gifts easy for everyone's pockets.

This gathering is only for employees!

Our CEO will make a special announcement at that time!

Merry Christmas to you and your family

Patty

RE: Gala Holiday Party

In no way was yesterday's memo intended to exclude our Jewish employees. We recognize that Hanukkah is an important holiday, which often coincides with Christmas, though unfortunately not this year.

However, from now on, we're calling it our "Holiday Party." The same policy applies to any other employees who are not Christians and to those still celebrating Reconciliation Day.

There will be no Christmas tree and no Christmas carols will be sung.

We will have other types of music for your enjoyment.

Happy now?

Happy Holidays to you and your family,

Patty

RE: Holiday Party

Regarding the note I received from a member of Alcoholics Anonymous requesting a non-drinking table, you didn't sign your name. I'm happy to accommodate this request, but if I put a sign on a table that reads, "AA Only", you wouldn't be anonymous anymore. How am I supposed to handle this?

Somebody?

And sorry, but forget about the gift exchange, no gifts are allowed since the union members feel that £10.00 is too much money and the executives believe £10.00 is a little chintzy.

REMEMBER: NO GIFTS EXCHANGE WILL BE ALLOWED.

RE: Generic Holiday Party

What a diverse group we are! I had no idea that December 20th begins the Muslim holy month of Ramadan, which forbids eating and drinking during daylight hours. There goes the party! Seriously, we can appreciate how a luncheon at this time of year does not accommodate our Muslim employees' beliefs. Perhaps the Grill House can hold off on serving your meal until the end of the party or else package everything for you to take it home in little foil doggy baggy. Will that work?

Meanwhile, I've arranged for members of Weight Watchers to sit farthest from the dessert buffet, and pregnant women will get the table closest to the restrooms.

Gays are allowed to sit with each other. Lesbians do not have to sit with Gay men, each group will have their own table. Yes, there will be flower arrangement for the Gay men's table

To the person asking permission to cross dress, the Grill House asks that no cross-dressing be allowed, apparently because of concerns about confusion in the restrooms. Sorry.

We will have booster seats for short people.

Low-fat food will be available for those on a diet.

I am sorry to report that we cannot control the amount of salt used in the food. The Grill House suggests that people with high blood pressure taste a bite first.

There will be fresh "low sugar" fruits as dessert for diabetics, but the restaurant cannot supply "no sugar" desserts. Sorry!

Did I miss anything?!?!?

Patty

RE: The £\$%^&*@ Holiday Party

I've had it with you vegetarian pricks!!! We're going to keep this party at the Grill House whether you like it or not, so you can sit quietly at the table furthest from the "grill of death," as you so quaintly put it, and you'll get your bloody salad bar, including organic tomatoes. But you know, tomatoes have feelings, too. They scream when you slice them. I've heard them scream. I'm hearing them scream right NOW!

The rest of you wierdos can kiss my ass. I hope you all have a rotten holiday!

Drive drunk and die,

The Bitch from Hell!!!

RE: Patty Lewis and Holiday Party

I'm sure I speak for all of us in wishing Patty Lewis a speedy recovery and I'll continue to forward your cards to her. In the meantime, management has decided to cancel our Holiday Party and give everyone the afternoon of the 23rd off with full pay.

Happy Holidays!

Joan

Sunday 2nd December 2012 Blackburn Service Station Autosolo
Accrington Motor Sport Clubs 2nd December AutoSOLO and PCA

Paul Wilkinson and 11 students from Tameside College attended the above event. - BTEC level 3 Diploma in Vehicle technology (Motorsport). Or BTEC level 3 Motorsport for short. Steve Johnson the Northwest Go Motorsport development Office had delivered a half day session to the students in college and invited them along to get involved.

Please take time to read them - each one build the story of the day.

We started our day at 6am to arrive at college on time. Scott Gilmour picked me up from my house and met our friends at college. We agreed that we would drive down in two separate cars so that we wouldn't have to sit on the coach. We was driving down the M66 when we saw our own Reno Clio had broken down on the hard shoulder. We quickly sped past them and laughed. We arrived at the services and did a quick inspection of the cars which were set to compete and then the event started. The best part of the day for me was the 16 year old and his dad trying to beat each others times.

Alex Glynn

On dec, 2nd me, as well as the rest of motorsports, woke up early to prepare ourselves for the event. Our morning started as we arrived at the college at 7am to find that we couldn't get the keys for the mini bus, after such a 'good' stroke of luck I could tell that the day wasn't going to go to plan but eventually a few phone calls later, we had the keys. We got the bus revved up and got on our way. Soon after the next problem arose, the car we were supposed to be racing broke down, and it had to be towed home, we arrived at around half past 8 and began work on the entrance making sure people knew where to park. After around half an hour we had another problem as the co-op had booked in a delivery even though they knew that we would be holding an event and we had to let him pass through. When the drivers had been briefed on the track the racing was under way. We were posted at the top of the track at quite a good action area. Our duty was to watch the car and monitor how many cones they hit or whether they managed to get through smoothly. If they hit a cone then we held up the card saying 'c' which of course stood for cone, if they didn't hit a cone then we held up the card saying 'ok'. The other marshals would relay our signal back to the time keepers to add on any penalties, 5 seconds per cone. After our brake we took over the time keeping from the other group where we had to take a card from the driver which had his lap time on it and then wrote it on the clip board that had everyone's time on and the recorded their next time on the card and gave it to them until they next started a lap. As the day went on and the sun got on the track and the times got faster, the fastest track of the day was around 46.6 seconds which for a track of its size was an impressive time. The track was host to many people from around 14-60+ male and female. As an added bonus the people who volunteered received vouchers for mac-donalds on site which meant they could get a £2 bigmac meal which would have normally cost about £4.69.

2nd December Blackburn Auto solo

On the 2nd of December, we went to a race event (auto solo) at Blackburn service station on the M65. I and several others met up at college for 7 o'clock to make our way to Blackburn service station but we had a bit of a problem as our security guard locked the minibus keys where they wasn't supposed to be so we waited around until we got hold of the keys. So after getting the keys we hit the motorway for Blackburn Services. After about half an hour we hit another barrier our car the Renault Clio broke down on the hard shoulder a bit ahead of us after about a week we found out our problem with it which was that the previous car owner rebuilt the engine and used silicone to stick the sump and engine block together because it's not good for the car as it wasn't a good sealant and the oil pick up pipe sucked up the silicone and caused it to jam in the engine which means the oil couldn't drain causing an oil lose. This was our first race for the Clio and it didn't manage to race. After leaving the Clio on a street we finished our journey towards Blackburn services. We arrived at Blackburn services for about 9 o'clock ready to start. My first job of the day was to stop the cars that were driving and find out what group they were in and told them to park in their groups. After completing this job my next job was to go to the back of the course and watch of the cars if they hit the cones. After this we were on dinner break for about 45 minutes. After our break we went to manage the timing where we had to get the cars number write down how many penalties they had then what their time was. After that the race day had ended and we went to a presentation where we all got a free mug then we went home. - **Danny Rixon**

The day started with an early awakening at 06:00, I arrived at college for 06:45. 15-25 minutes later we heads for Blackburn service station on the minibus to attend the auto solo set up and provide a helping hand and enter our Renault Clio 172 cup into the event. Sadly the Clio didn't make it to the event and broke down on the motor way due to an insufficient oil incident caused by one of the previous owner's. With the Clio out of the picture we headed to the event anyway to participate in marshalling, and sent the Renault Clio back to college with our tutor Kevin Marshal. In addition to this Kevin's rover had another problem whilst toeing the Clio home its radiator cracked releasing a white smoke that me and my friend (Rhys Williams) had to replace a few days later.

When we arrived to the event four of the college students including myself had to grit the track due to the icy conditions present that morning, once the track was gritted things got going and the event got exciting. The more the drivers experienced the track the further the excitement grew and the drivers became more confident. There were no big accidents just a few cones knocked out of place and a penalty for the drivers.

All in all the day was a great success and a lot of fun, definitely worth the early start and our time. **Elliott Fowler**



Continued on Page 47

Continued from Page 46

On the 2nd of December at 7.15am we set off from college in the minibus to go to the Blackburn autosolo then as we got onto the motorway we seen the dismal sight of our blue Renault clio 172cup sport, broken down on the M62 at the time we didn't know what the problem was but we have since found that the oil pick up pipe was blocked from silicon which the previous owner used to stick the sump to the engine block, we then left the car on the slip road then set back off towards Blackburn, we arrived at about 8.30am to the services station immediately we were set to work with myself, Ryan and Daniel(danny) were sent to the entrance and we had to separate group 1 and group 2. We were then at the rear of the track marshalling the race and there were a few people coming extremely close to the bollard and a few near misses and some crafty drifting on the bend it was very exciting and intense, 1 car would go past then all of a sudden there was another car on its way, then we went on our break, then went to time-keeping, observing at first, then we took over. When the event finished we all chipped in packing away, then we all went to the presentation at the end of the day and all got mugs, then we all went home. - **John Charlesworth**



I woke up at quarter to 7 in the morning, peeled myself of the covers and got ready. I then defrosted my car and set off to get petrol before driving to college, while I was at the petrol station I then set off to college to pick up Reece Howarth and Matthew Street and meet Scott Gilmore and Alexander Glynn who were also travelling in their own car. We set off from college to catch up to the coach at around 7:40. While singing along to some tunes and driving down the M66 we saw a car broken down with the hazards on parked on the hard shoulder. So we drove past laughing our heads off and carried on to Blackburn. When we arrived at Blackburn we had a hot chocolate and waited for the rest of the group to turn up. Once the rest of the group had turned up we were then split up into 3 groups and then we started to scrutineer while the other groups gritted the track and figured out what group the cars were in and directed them to their parking areas. Then we were separated into different sections of the track where one group did timekeeping the other group did marshalling and the 3rd group had a rest. Then every half an hour we swapped over so we had all had a few goes at the different areas. While we was there we were asked by a number of people what the day was about and how they got involved. On the whole the day was great we got some great pictures and videos and we had a great day just a shame that Garry Preece destroyed the clio we was so looking forward to racing.-

Jordan Andrew

I had to wake up at about half 6 to get to college at 7 o'clock. Once I had got to college I locked up my bike and found out we had no keys for the minibus so our tutor started defrosting his car this meant that we were waiting for him. Once the keys were found we got in the minibus and set off. On the way to Blackburn we saw our Renault Clio parked at the side of the m66 we stopped and waited for the car to be looked at. Once we realised that we couldn't fix it at the side of the road we watched it being pushed by our tutors off the slip road. We left the car and went to Blackburn. Once we had arrived we were split into groups and I was lucky and was allowed to go for a rest and watched the secretary and learnt what he did. But before we could learn everything Steve had asked us to do a different job. We had to spread some salt and grit on the track as it was too icy too be safe. We walked around the entire track and spreaded the grit. Once finished, we started filming the racing and taking pictures for about 20 minutes but we also had 2 other jobs to do. We then went to timekeeping area and learnt a lot about what we had to do. Like writing the times and timing. Once we finished the timekeeping we were allowed to the other side of the track and took more pictures and learnt more about the racing line and how people accelerate too much around some corners we then repeated the previous roles. And learnt more each time we did the role. I realised that there was more to racing as I learnt about the actions and tasks behind the scenes and how early that some events start. This was all thanks to Steve Johnson and our tutors Kevin Marshall and Paul Wilkinson and Gary Preece who broke our Renault Clio which we fixed in the next few days after. **Kallum Millward**

The day started with a very early morning at 6:00Am, I arrived at college at 7 to find that the mini bus keys were locked in the staff room and we couldn't get into the mini bus so Kevin started to defrost his car so we could go in his car and still make it to the auto solo event however Paul managed to get into the staff room to get the keys for the mini bus. We set off on the motorway to the event and we got a call off Garry saying there is a problem with the clio and its broke so we met him on the hard shoulder after we just left it there and went to the event without it. When we arrived we was met by Steve and told our group to the sign in desk to learn how it all works over. After that we went out to learn time keeping and how that works. It was really good! Then we went to marshal the top corner and watch the car drift after dinner we did the time keeping we had to keep the time and right it on the time card and give it to the driver to do his next run. When we was at the top corner we had to hold a card with OK and a C on it if a driver hit the cone we held up the C and if he didn't we held the OK up. In all a really really good day

Rhys Williams.My review of Sunday the 2nd

I found the day very entertaining and a great mixture of cars for our wondering eyes to follow. All though they were mostly micras! Having a chance to learn how to do all the aspects of hosting a race event. All though timing took a while to get the hang of with us not wanting to interrupt the fast precise work they were doing. Getting to marshal we got a chance of a bit of a break plus still being involved was a great feeling. Getting to help set it up and dismantle really made you feel like you really helped out. Even though we could not get to enter as our clio 172 cup blew up on the motor way we helped out and still felt welcome.

All though next time I'm entering my seicento and putting the clio to shame! - **Scott Gilmore****What a great set of young students – Steve Johnson Go Motorsport NW RDO**



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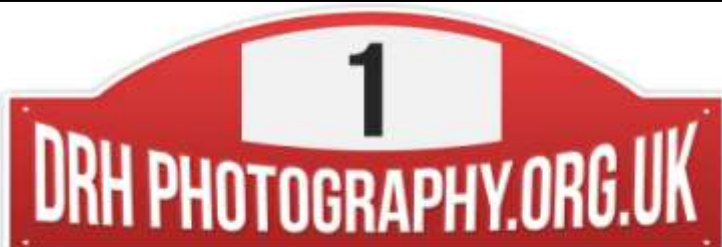
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MSA announces 2013 Forestry Commission fees

The Motor Sports Association (MSA) has confirmed the fees that will be charged for providing access to the Forestry Estate for MSA-permitted rally events from 1 January to 31 December 2013. Prices have increased in line with the Retail Price Index (RPI) at 3.2%.

The rates per mile for 2013 are:

Special Stage Rallies (including Multi-Use and Historic Special Stage Rallies)

Primary usage: £651.00

Secondary usage: £386.00

Endurance Road Rallies

Primary usage: £198.00

Secondary usage: £123.00

National Cross Country Events (Tyres Restricted) (Competitive Safari or Hill Rally)

Primary usage

Category A roads: £203.00

Category B roads and other surfaces: £65.00

Secondary usage

Category A roads: £98.00

Category B roads and other surfaces: £33.00

Road Rallies

Primary usage: £98.00

Secondary usage: £54.00

Navigation Rallies

Primary usage: £54.00

Secondary usage: £54.00

Rally Time Trial

Rally Time Trial (multiple usage): £1421.00

Forestry Commission Permit

International Rally of GB: £2960.00

British Rally Championship rounds: £1185.00

Other events: £327.00

Right to Roam Closure Order

CROW Act 2001: £126.00

BAJAGB

Primary usage

Category A roads: £332.00

Category B roads and other surfaces: £119.00

Secondary usage

Category A roads: £177.00

Category B roads and other surfaces: £59.00

Forestry Commission permit: £2368.00



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MARSHAL TRAINING DAYS

The date is Sunday 27th January 2013 and the finances have been approved. The details are below but if you require any further information, please come back to me.

1) Please visit the relevant "Area Map from Google" link on the VIM web site (direct short cut for directions to the venue. http://maps.google.co.uk/maps?f=q&source=s_q&hl=en&geocode=&q=Askham+Bryan+College,+York&aq=0&sl

2) Sign on is between 08:15 - 08:45 in the college refectory which is a short 'out in the fresh air' walk from the training classrooms .. so be prepared.

3) We aim to start by circa 08:55, with all attendees together before splitting into the various groups (New, In-stage, Timing, Radio & Seniors). Each group will have a short presentation by a senior Paramedic during the day which will cover basic 'First on the Scene' actions.

4) There will be a mid-morning break for tea, coffee & biscuits (free), with staggered lunch breaks so as to avoid everyone breaking at once. (If you wish to bring your own food you are free to do so.)

5) The morning and early afternoon will be 'classroom' based, whilst there will also be a practical session later in the day which should be classroom based.

6) We aim to finish by circa 15:30.

7) Please remember it's YOUR TRAINING and whilst we try to cover as much as possible in an as enjoyable way possible, we do rely on your questions and comment to ensure we cover your specific needs/questions.

8) Lunch is available again this year, cost approximately £5.00 and includes tea or coffee, BOOKABLE in advance but to pay on the day upon arrival

9) Unfortunately there is no fire training on the day but if you feel you need such training, please come back to me as I'm trying to arrange a session at the Croft Race marshal's training day on 17th Feb 2013. It will be a half day affair with free coffee etc. and possibly a free lunch on arrival. All subject to numbers wanting to have the session.

If you have any queries before the Training Day, please don't hesitate to contact me. Application form is via the link below.

<http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=york>

Alternatively if it is closer to you and your members, there is an identical training day at **Stockport college on Saturday 26th January**, the link to the application form is below

<http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=stockport>

SD34MSG



Prize Presentation Night

Friday 22nd February 8pm

Blackburn Rugby Club, Arterial Road, Blackburn BB3 6RJ

Guest - Mick Briant

3 times Motoring News Rally Champion

Tickets £5 each (inc. Supper)

Chris Woodcock

pdschris@aol.co or 01254-681350

Or your own Club SD34MSG Rep

NESCRO Historic Rallying

In The North Of England And Scotland

Busy Season Beckons For Retro Ralliers

Historic rally enthusiasts are in for a bumper season in 2013 with at least a dozen events running to cater for those who still cherish the classic makes of yesteryear, the NESCRO series incorporating all manner and styles of events including the daylight test and regularity ones, stage rallying in the giant Kielder Forest, tests only at single venues and even the traditional night time road rallies, once the backbone of British club rallying.

The season opens with the **Saltire Rally**, sponsored by the Edradour Distillery which features some fantastic tests and road sections set amid the stunning scenery of the beautiful Perthshire mountains. The action then moves to the South Lakes (More mountains !!!) for the revitalised **Devils Own Rally**, based in Kirkby Lonsdale, it offers tests, regularities and the option of an easier "Run" for those not wanting too torrid an event.

The end of March sees the York Based **North Yorkshire Classic** which makes good use of the many disused airfields in that area and the action stays in Yorkshire for April's **Ilkley Jubilee Rally**, based in Skipton, this event has a reputation for some head scratching navigation but it should be remembered that it is aimed at the more competitive people contesting the HRCR's Clubman Championship.

The Pirelli Historic Rally, based in Carlisle, will see the Mintex MSA British Historic Championship circus roll up to tackle a series of stages, all in the Kielder Forest complex, always spectacular, the sight and sound of Escort BDAs on full song is a must see occasion for huge numbers of enthusiastic spectators. The same weekend sees the **Berwick Classic**, a 2 day event which uses a huge variety of test venues in the Scottish Borders, some of which would do justice to a stage event !! Always a popular event, attracting a large entry, it is many historic competitors "Must Do" event of the year.

The action moves back to Cumbria for July's **Lake District Classic**, an event which has improved dramatically since coming under the direction of the experienced duo of Ron Palmer and David Agnew who pick some great routes and test venues for the event. Then it's North of the Border (Just !) to Dumfries for the **Doonhamer**, a relatively new event which has really grown in stature and seems to have an amazing variety of test venues to choose from, it's another event which features extremely long tests which drivers really enjoy.

Whickham & DMC's **Shaw Trophy** didn't run in 2012, it is scheduled for the first weekend in October but the event organisers will have to put more work into promoting their event if they are to attract a viable entry. Also in October is the **Illuminations Rally**, Morecambe Car Clubs event has a long and distinguished history but has dipped a bit in recent years. The 20th. October sees those prolific organisers of classic events, Wigton Motor Club, offer their **Solway Classic**, this is another event which offers tests and regularities or the option of a simpler run around the roads of West Cumbria.

The season rounds off with the **Hexham Historic**, the "World's Friendliest Rally" offering a traditional night event featuring 100 competitive miles over the little used and remarkably traffic free roads in Northumberland and finishing with the equally traditional "Apré Rallye" supper, by far the cheapest event of the year, the Hexham is scheduled to run on November 10th but may well have to move dates given the proposed incursion of the Roger Albert Clark Rally into the area on that weekend.

Details of all the events in the 2013 NESCRO programme can be viewed on the organisations website, www.nescro.co.uk or by contacting the NESCRO Media Manager, Ed Graham, e-mail edgraham@btinternet.com



Pro-Rally.co.uk

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News from the West Wales Rally Spares RAC Rally Championship Jimmy McRae to contest the RAC Rally Championship

Jimmy McRae will contest the 2013 West Wales Rally Spares RAC Rally Championship with the Jardine Lloyd Thompson Team alongside John Lloyd in a two-car team of Ford Escort Mk2s run by Melvyn Evans.

The five-time British Rally Champion is one of the most popular figures in British rallying, but has not competed regularly for several seasons. Now, everyone involved in the new championship is thrilled to have such a high profile driver confirm plans to join the contenders.

"Jimmy is an absolute legend of British rallying and to have him competing with us is another massive boost," said championship manager Colin Heppenstall.

"I'm just pleased that John wanted a team mate," said McRae (69), who has been involved with the JLT team for 17 years and is delighted to have a full season in prospect. "I'm pleased that Jimmy will be joining the team as he is a good guy to have around and he is the master," said Lloyd, who was keen to contest the RAC championship as the championship calendar includes some of his favourite rallies.

Pauline Gullick will co-drive for McRae and Adrian Cavenagh will co-drive for Lloyd. The team will miss the opening round, the Red Kite Stages, due to prior commitments, and will open its campaign on the Mid Wales Stages in early March.

LONDON RALLY WILL START AT BROOKLAND

Brooklands – the birthplace of British motorsport - will host the start of a brand new motor sport event, the London Rally 4 Heroes on April 19 next year. Bringing a tarmac stage rally to the London area for the first time in two decades, the London Rally will showcase Britain's best rally cars and drivers close to the capital.

The MOD has opened the gates of 60 miles of private military roads to create this rally. There will be spectator stages where families can get close-up views of the cars in action. 100 entries are expected for this unique event that will generate funds for the Help 4 Heroes charity that aids rehabilitation of wounded soldiers. For every mile covered by every car on the London Rally more money will be donated. Motor industry members will also contribute to this motorsport donation.

The London Rally is being organised by the experienced Southern Car Club in association with other motor clubs in the region. For further event information contact: Stuart McCrudden Associates Ltd

E-mail: stuart@smapr.net

Bolton-le-Moors CC

January Auto Solo on 27th January
Regs Available from Website
www.bolton-le-moorscarclub.co.uk

Tregaron and District Motor Club

Cambrian Road Rally

19-20 January 2013,
regs available at
www.tregaronmotorclub.co.uk
for more info call 01974261645

The 2013 Jack Frost Stages Rally

In association with Autogas 2000 & Cartersport
Sunday 20th January 2013 - Croft Circuit, North Yorkshire

Jack Frost Stages Rally Regs Available

Darlington and District Motor Club have once again teamed up with Thirsk-based fuel conversion specialists Autogas 2000 as well as Northallerton's specialist motorsport PR company, Cartersport for the Jack Frost Stages Rally which will take place at Croft Circuit on Sunday 20th January 2013.

The event will again comprise up to eight stages totalling around 45 stage miles on the tarmac of the North East's only permanent race track and will be a qualifying round of the AS Performance North of England Tarmacadam Championship 2013, Fuchs Titan Race ANCC Stage Rally Championship 2013 and the SG Petch ANECCC Stage Rally Championship 2013.

Three times winner Tony Bardy, from nearby Scotch Corner, took the victories from 2004 to 2006 and hopes to be back in action after damaging his Nissan Sunny GTi-R on the recent Tour of Mull. Meanwhile, event sponsor and Autogas 2000 boss Chris Wise took the honours in his MG Metro 6R4 in 2007 and 2008 and will be back in action to challenge for another victory to end Birdy's run. Scrutineering and documentation take place the same day as the event from 06:00 with the first car starting at 09.15. There are classes for cars up to 1400cc, up to 1600cc, up to 2000cc, over 2000cc and all four wheel-drive cars as well as pre-1981 classic rally cars. The entry fee is £210 and the final closing date is 8th January 2013, although competitors are advised to enter early to avoid disappointment. In a bid to help competitors financially, once again no cheques will be banked before 3rd January 2013 or can be post-dated for that date instead.

For further information, please contact Terry Wright on 01325 359895 (before 21.00), or via email at chair@darlington-motor-club.org.uk. Regulations and entry forms are now available at www.darlington-motor-club.org.uk.

Winter Challenge Road Rally

sponsored by Buckley Crane Hire

January 26/27, 2013,

organised by North Wales Car Club **maps 115/116**

and the 1st round of the 2013

ANWCC Road Rally Championship.

153 miles of brilliant roads, mostly smooth tarmac and very challenging. Regulations and entry form can be found at www.anwcc.org.

Lampeter & District Motor Club

Rali Bro Caron

16th / 17th of February 2013,

sponsored by Melvyn Evans Motorsport.

This year we will provide just over 100 miles, nearly all on tarmac. The event will be the first round of the 2013 WAMC championship.

The event this year will start at Lampeter Comprehensive School and finish in the Rugby club, Lampeter for breakfast, oh... and results.

Regulations and entry forms will be available from the LDMC website (www.ldmc.org.uk) on the first weekend in January.



On Friday 1st February 2013 RIPON MOTOR SPORT CLUB LTD Proudly Presents **LEGENDS OF THE LANES**



The 1970s and 1980s were the hey day of road rallying and Ripon Motor Sport Club has gathered together some of the stars of this era to entertain you with their reminiscences and stories from these times

On the panel will be:-
3 times Motoring News Champion Driver-Mick Briant
3 times Motoring News Champion Driver-Ron Beckett
Double Motoring News Champion Navigator-John Millington
Mexico Challenge Regular-Bob Ben
Rapid Mini and occasional MGB Driver-Phil Cooper
Top Northern Navigator and Co-driver-Ian Grindrod

The evening will be hosted by
Moderator-Phil Cooper-Driver-Craig Thorley

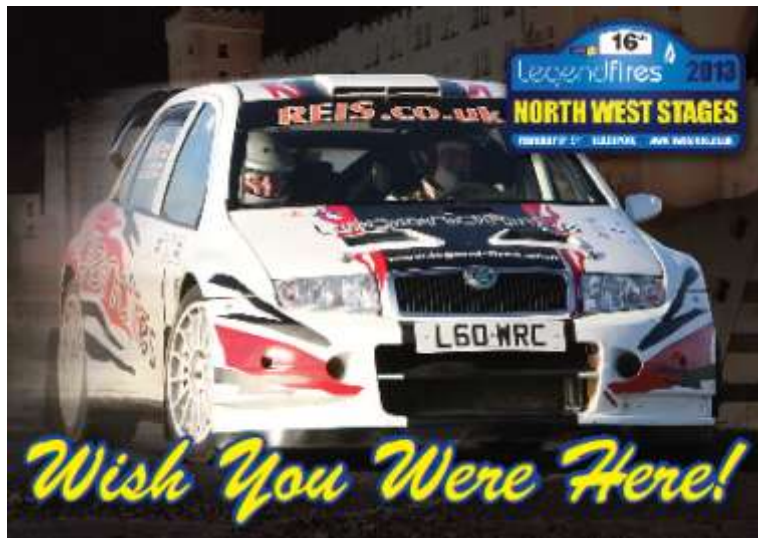
The event will take place in the theatre at
Lightwater Valley near Ripon (HG4 3HT)
commencing at 8:00 pm

Tickets, including Pie & Pea Supper—
£10

All proceeds to The Yorkshire Air
Ambulance

Email info@riponmotorsportclub.co.uk
to book your ticket or ring Annette Beckwith on 01765 600587

www.riponmotorsportclub.co.uk



Morecambe Car Club Ltd
Presents an evening with 3 Times
Motoring News, BTRDA and Welsh Rally Champion

Mick Briant

And some of his friends



The story of the highest level of road rallying – The Motoring News Championship, as seen through the eyes of one of the championship's most successful drivers

Limited Editions of the book, by Mick Briant. Do you have to drive like that? Has a print run of just 1100 copies.

All the books will be numbered 1-1100.

Editions: 1- 10 will be available signed by all 8 Rally Legends.

11- 20 will be available without signatures.

21- 120 will be signed by all 8 Rally Legends.

121-1100 will be available without signatures.

The meeting will be at the
VALE OF LUNE RUGBY CLUB
POWDER HOUSE LANE
LANCASTER
LANCASHIRE
LA1 2TT
OS Map ref. 97 464 632

The meeting will start at 20.00 hrs (8pm)
Lancashire Hot Pot with Pickled Red Cabbage & Mushy Peas available on the night for £7.00
To place your order ring Derek Shepherd on 01524 412505.

To register your interest & the money required at this stage, send in your copy of this highly collectable Limited Edition book you can email mick@mickbriant.com Or call on 01763 045 942 or by post to: Mick Briant, Northwood Grange, Lumb Lane, Northwood, Malack, Derbyshire DE4 2HP Picture taken from Mickbriant.com website. www.mickbriant.com www.mickbriant.com



16th
Legendfires 2013
NORTH WEST STAGES
FEBRUARY 8th-9th BLACKPOOL www.nwstages.co.uk

RALLY SHOW

THE BEST MOTORSPORT SHOW IN THE NORTH WEST
NORCATHMALL - NORWICK CASTLE HOTEL - 8-9TH FEBRUARY 2013



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12 SPECTATOR STAGES
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SLIT CAR RACE TRACK
MANY TRADE STANDS
CHAMPAGNE FINISH



FREE ADMISSION!

www.nwstages.co.uk



ILLUMINATIONS RALLY 2013

Regs are NOW available for the Illuminations Rally
which is to run on the

16/17th February 2013.

Any offers of help would be most appreciative so
please get in touch ASAP with

Derek Shepherd at email address
derekshepherd12@btinternet.com

GO MOTORSPORT ROADSHOW

DATE: **Wednesday 23rd January 2013**

VENUE: Penrith Rugby Club,
CA11 8RG
map ref 90/ 527 295

TIMING: Assemble at 20.00 for a prompt start at 20.30

REFRESHMENTS: There will be a free Buffet

Acknowledgements

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

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

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

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

Terry Martin,	John Gorton,
Alan Barnes,	Andrew Gardner,
Paula Swinscoe,	Matthew Rudd,
Chris Lee,	Sam Bartlett,
Bill Chadwick,	Daniel Coverdale,
Steve Hudson,	Ross Miller,
Nigel Worswick,	Nial Cook
Paul Buckel,	Nick West,
Tom Byrne,	Jem Dale,
Steve Butler,	Ed Graham,
Andrew Komasa,	Dave Whittaker,
David Culley (GMS),	Stu MacMaster
Antony & Georgia Shiels	Mike Taylor
Ian Grindrod	Joe & Tim Cruttenden,
Hazel & Steve Johnson,	Joseph Lewry
Bryan & Matthew Gibson,	Malc Graham
Rod Brereton	James Redman
Tony Lynch	John Cope
Allen Durham of Pro-Tec	Dan Ruddick
Bill Wilmer	Gemini Communications
Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
Steve Coombes (Gemini 5)	James Swallow,
Phil James of Pro-Rally,	Andrew Shepherd,
Duncan Littler	Tony King (WMC)
Sue Carter of Carter Sport,	Mick Bryant
Neil Johnson & the Lancashire Telegraph,	
Paul Brereton 'the Barrow Taxi'	
Dan Hurst	DRH Photography
Jon Suter	JMS Photographic
Rachel Bourne	Bourne Photographic
Arron + Stuart + Lynn Newby of TEGSport,	

and last but not least, **Chairman / Secretary/
League Compiler / Individual Championship
Compiler (& 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
to distribute to their Club Members.**

**Deadline for copy is Thursday 25th Jan
for the February edition which is due out
on Monday 31st January 2013**

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@mail.com

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



Legend Fires North West Stages 8th / 9th February 2013

We are pleased to announce that the 16th Legend Fires North West Stages will be running again in February as a Multi Venue Sealed Surface Stage Rally, using at least Five different venues and Based at the Norbreck Castle Hotel and the adjoining Norcalympia Exhibition Hall.

- * 70-75 stage miles.
- * 100% Sealed Surface
- * At least 4 stages in the Dark on Friday night, plus a full days rallying on Saturday
- * New Spectator Stage (details to be announced shortly)
- * The Norcalympia Indoor Rally Village, featuring Scrutineering, trade stands, Displays, Champagne finish celebrations etc
- * Compact route and Central Servicing
- * Fantastic Social atmosphere on Friday/Saturday night
- * Accommodation deal at Rally HQ for over 500 rally enthusiasts to stay under one roof.

Regulations and online entries available early at :

www.nwstages.co.uk

Special Rates at Norbreck Castle:-

- Friday night Dinner Bed & Breakfast
- 1 night package - £35 per person
- Friday & Saturday Dinner Bed & Breakfast
- 2 night package - £58 per person
- 1. Call 0871 222 0031
- 2. Select Option 3
- 3. Please quote LFN0802

Manx Auto Sport

regulations for the 2013

15/16Feb 2013

Chris Kelly Memorial Rally

are now available to download from

<http://www.manxautosport.org/events/chr...-2013.aspx>

**The Chris Kelly Memorial Rally was winner of
the " Best Event" in the 2011 ANWCC Stage Rally
Championship and 2013 aims to be even better.**

With the rally taking in 14 special stages covering approx
110 special stages its set to be a cracking event.

Entries for 2013 will be accepted online or via post.

Entries close on Friday 1st February at 20:00hrs at the
price of £325 (ex travel) and £550 (inc travel).

