

April 2012



Motor Sport Group

spotlight

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SD34MSG



Gazzard & Accounts Ltd

CSMA NW Autosolo/Autotest & AMSC PCA
Blackburn Services M65 J4 - 19 February 2012

SEE page 19

Chairmans Chat

It's good to see that the British weather continues to be so changeable. As I mentioned previously the weather during the North West Stages at the beginning of February was very wet, icy and windy and yet yesterday the weather during the Lee Holland Memorial Rally was much different with wall to wall sunshine although the wind was still a little chilly. It just shows that no matter how much effect the organisers put in to deliver a good event the weather will always help or hinder on the day.

It was very good to see seventeen crews battling in the Lee Holland Junior Rally and even better was that all seventeen finished safely. Not only is this good for the future of motorsport but it might encourage some young drivers to opt for competition where they can drive safely on stages or around a circuit rather trying similar antics on the public roads. Some youngsters may think that motorsport is expensive but competing in properly organised events will give them a better chance of making it to age of senior level events rather than ending up in hospital or worse often at to others expense. So it's in all our interest to encourage the youngsters in our clubs to get involved in our events be it competing or helping.

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



Fuchs Titan Race ANCC

Stage Rally Championship 2012

Following the **Lee Holland Stages** at Anglesey organised by **Garstang & Preston M.C. and Pendle & D.M.C.** on the 18th of March

The current ANCC Leaders are
1 Steve Quigley (218pts)
Terry Martin (319pts)
2 Paul Swift (216pts)
Derek Cornforth (309pts)

Next Round SMC Stages



Mark Shepherd (G&PMC)

Finishing the Sport Relief
Mile in Salford on
Sunday 25th March
**A 'Jolly Well Done !'
From All of us**

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2300 Club Ltd

SD34MSG: Neil Molyneux
2300@fcs-uk.com

Website: www.2300club.org



Manx Auto Sport Ltd

SD34MSG: Chris Woodcock
Website: www.manxautosport.org



Bolton-le-Moors MC

Chairman: Steve Mather
Speed.freaks@sky.com
Secretary: James Swallow
jameswallow87@hotmail.com

SD34MSG Peter Sharples
The Club Meets at 9-00pm very Thursday @ Horwich
RMI Club, Chorley New Rd, Horwich. M/R109/639 111
Website: www.bolton-le-moorscarclub.co.uk



Clitheroe & DMC

Chairman: Daniel Harper
Daniel@minisport.com
Secretary: Heidi Woodcock
01254-681350 (Home)
HeidiWoodcock1@aol.com
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07816 184539 (mobile)
terrymartin01@aol.com

The Club Meets at 8-30pm Every Tuesday
Waddington Sports & Social Club
Waddington, Nr Clitheroe
Website: www.cdmconline.com



Garstang & Preston MC

Chairman: Steve Kenyon
Secretary: Chris Coombes
SD34MSG: Margaret Duckworth
margaret.duckworth42@btinternet.com
01772-700823

The Club Meets at 8-30pm Every Tuesday
Lonsdale Club, Fulwood Hall Ln
Fulwood, Preston PR2 8BD
Website: www.gpmc.org.uk



Stockport 061 MC

Chairman: Rob Yates
Secretary: Andy Chambers
SD34MSG: Mark Wilkinson
mark@stockport061.co.uk
0161-4376425

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
Website: www.stockport061.co.uk



Mull Car Club

Chairman: Niel McHaffie
Secretary: Tula Rowley
SD34MSG: Chris Woodcock
07973-830695
pdschris@aol.com

Website: www.mullcarclub.co.uk



Lancashire & Cheshire CC

Chairman: Martin Nield
0161 980 8509
info@lancashireandcheshirecarclub.co.uk
SD34MSG: David Bailey
david364bailey@btinternet.com
0161-2919065

The Club Meets at 8-30pm on the 2nd Thursday
of each Month at the Roebuck Pub M41 6HD
www.lancashireandcheshirecarclub.co.uk



High Moor MC

SD34MSG: Gary Heslop
gary.heslop@btinternet.com
0161 643 0151
Website: website@hmmc.co.uk



Pendle & DMC

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01282 602195
shawalan@orange.net
Secretary: Ray Duckworth
01282 812551
raymond.duckworth@btinternet.com
SD34MSG: Ray Duckworth
Website: www.pendledistrictmc.co.uk



Warrington & DMC

Chairman: Dave Read
chairperson@warringtondmc.org
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clubsec@warringtondmc.org
SD34MSG: Ann McCormack
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01928-710546

The Club Meets at 8-30pm Every Tuesday
Thorn Inn On the B5356 Appleton Thorn, WA4 4QX
Website: www.warringtondmc.org



Wallasey MC

Chairman: Gary Marriott
0151 652 4764
chairman@wallaseymc.com
Secretary: Tony King
07989 616546
Tony_King@msn.com

SD34MSG: Tony King
The Club Meets at 9-00pm Every Monday
Port Sunlight Village Social Club
Bridge St, Port Sunlight CH62 4UP
Website: www.wallaseymc.com



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Bury AC

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Motor Sport Group

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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Knutsford & District Motor Club
www.knutsfordmotorclub.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

Wigan Motor Club



Chairman David Hind
01257-795575
davidmg1962@hotmail.co.uk

Secretary Alan S.Bibby,
0161 728 2609
asbibby@tiscali.co.uk

Meet at the The Delph Tavern, Tontine, Orrell WN5 8UJ
every second & fourth Monday of the month
Website : www.wiganmotorclub.org.uk

LANCASTER MOTOR CLUB



Chairman **Chris Paskin**
07528-704105
cpaskin@btinternet.com

SD34MSG **John Byram**
& Comps Sec **07772-926246**
lancastermotorclub@gmail.com

Meet on the 1st Thursday of each month at the
Scale Hall Hotel, Morecambe Road, Lancaster.
Website : www.lancastermotorclub.com

Fylde MotorSport Club



Chairman David Grady
07957 642855
abandito@hotmail.com

Secretary Sandie Taylor,
07547 335709
sandietaylor23@yahoo.com,
Meet at the The Victoria Hotel, Cleveleys
every first Thursday of the month
Website www.fyldemotorsportclub.co.uk

WHATS ON AT CLITHEROE & DMC

**Membership
renewals for 2012
now available**



**SATURDAY 9th June
50th Anniversary Celebration
West Bradford**

**The Club Meets at 8-30pm
Every Tuesday
at Waddington Sports & Social
Club Waddington, Nr Clitheroe
Website : www.cdmconline.com**

Forthcoming Club Nights

April

3rd Committee Night
10th
17th SD34MSG Inter-Club
Table Top Rally
24th

February Scatter

1st Chris Day/Steve Hudson (Nov)
2nd Paul Buckel/Steve Butler (Exp)
3rd J.Hothersall/C.Redhead (Nov)

CDMC, came up with a novel idea, instead of all the old farts talking about the good old days etc, we got the newest/youngest members to tell us all what they wanted from club nights, where we are going wrong, how we can improve the club for new / young members, as it turned out we are not doing to much wrong, but they did suggest having a CDMC facebook account, and trying a couple of recruitment drives at local events. Well done, and thanks for a good night, Dion Matt, James and Martin, **the future of CDMC**,



Training them young !!!!



The Dave Calvert "Quote" of the month,

At a recent Clitheroe & District MC Clubnight Dave Cavert was interviewing Phil Scholes.

Dave asked Phil, what he was up to now he wasn't rallying, **Phil replied**, "**Going out, Thursdays, Fridays and Saturday nights to Lap dancing clubs!**"

Dave said, "**Are there girls involved?**"

What type of lap dancing club are you going to Dave?

WANTED

YOUR :-

**News, Views, Reviews,
Reports, Jokes, Photographs,
Projects, Club Profiles,
Events, Birthdays,
Anniversaries.**

**For Sale & Wanted,
Crew RQD, Club News,
Club Events, Ideas
Opinions, Almost Anything
Send to**

Maurice Ellison

sd34news@gmail.com

07788-723721

Without the input of the above items and more information from Club Members & Member Clubs then the Magazine has very little point. It needs your input to be a success



Date Event

April

**12th AGM & Awards
Presentation**

High Lane Conservative Club

16th Scalextric

Goyt Mill, Marple

May

10th Quiz

High Lane Conservative Club

24th Karting

Swains, Buxton

June

14th Radio Cars

High Lane Conservative Club

Motorsport Training

2012 dates

Practical - Rally timekeeping & In Stage marshalling

12 & 13th May 2012

Where ? M65 Junction 4 Services Blackburn.

Who ? Anyone 14+ (under 18 bring Mum or Dad)

Cost ? - Free Just book on line.

This event 9:30pm start 16:00 finish

It will be 1st come, 1st served & limited numbers. For

any more information please contact me

steve.johnson@csmclub.org 663

or 01254 392663

All training sessions should be booked via;

<http://alturl.com/8xuyh>

or

[http://silkrallyradio.biz/tinc?](http://silkrallyradio.biz/tinc?key=zxveR9zk&formname=csmawitton)

key=zxveR9zk&formname=csmawitton

You need the Rally Marshals Training Seminar to become a MSA marshal at some events.

The timekeeping will be "hands on" instruction - Volunteers in Motorsport/MSA log books can be signed.

ADVERTISING IN the 'SPOTLIGHT'

1/4 page (ish) advert for a full 12 issues 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

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Maurice Ellison 07788-723721

sd34news@gmail.com

BRC's Bulldog Rally on Sky Sports

As crews readied themselves for the ceremonial start of round two of the MSA British Rally Championship, the Sky Sports schedules for the coverage of Bulldog International Rally of North Wales were released.

The programme, which normally airs on the Monday immediately after each event, will be shown a week later than usual, coinciding with the original date of the rally at the very end of March.

Hopefully viewers won't be too disappointed, as the action promised to be fierce from the outset on these classic Welsh forest stages and the entry list is a mouth watering mix of turbo-charged Citroëns, high revving Renaults, Fords and Škodas.

The one hour Greenlight Television-produced programme, hosted by Mike Brewer and Robbie Head, will go out on Sky Sports 2 & 2HD on Monday 2nd April at 17:30, repeated at 22:30, then again the following day.

YOUR HELP WANTED



Pirelli Rally 27th - 28th April 2012

We are going to be Marshalling the Start Area of this event. The plan is to have the Pirelli F1 simulator plus other attractions in Carlisle City centre all day Friday 27th April, the cars will start to arrive from 4pm and will be gone by around 7.45pm. We need at least 12/14 people to marshal the area with pedestrian crossing points and other crowd control duties, mainly starting from 3.30pm but if any of you can be there early so much the better.

If any people want to stay on for the Saturday and help, the organisers would be most grateful, as they are running a rally show as well as the service area at Carlisle race course all weekend or of course there are always stage commanders looking for more help.

If you can help us man the Start area on Friday

PLEASE Contact - Maurice Ellison - Lancaster M.C

07788-723721 or sd34news@gmail.com



Myerscough College

Providing opportunities for all

The Myerscough Open Day in 2011 attracted more than 15,000 visitors. Those Visitors came from all over the North West. We were unprepared for the amount of interest shown in motorsport but despite this still picked up quite a few new Club Members. This year we have been allocated a much larger area and will have sufficient parking for 50 competitors & trailers and more room left over than we can use ourselves.

Therefore we would like to invite other SD34MSG clubs to join us with their members and cars to display at the show. A simple way to recruit new members to your club. (and a good day out too)

Interested ? Contact Maurice : sd34news@gmail.com



SUNDAY 10th JUNE

Lancaster MC

will promote a

Clubsport

Autotest / PCA

To be held at

Myerscough College

Open Day & Country Fair

Regs Available from

Comps. Sec. John Byram

07772-926246

lancastermotorclub@gmail.com



Wigan Motor Club

will be celebrating

40years of Motorsport

this year

(27th October 1972 - 2012)

A Sporting Evening is planned to celebrate the anniversary

More details to follow

Wigan MC meet at the Delph Tavern, Tontine, Wigan, WN5 8UJ - every 2nd and 4th Monday of each month.

Gemini

Communications Team

Radio Crews needed for the Following Events

11th & 12th May

Manx National Rally

8th July

GREYSTOKE 2012

23rd September

Stobart Rail Pendragon Stages

Contact Bill Wilmer 07973-830705

w.wilmer@btinternet.com



Manx National Rally

11th & 12th May

**Entries Sec
& Club Sec.**

hilarym@manx.net

**Special Ferry Deals
for Marshals**



G&PMC

Forthcoming Club Nights

April

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

3rd Committee Night (all Welcome)

10th Memorial Road Rally Meeting

17th SD34MSG Inter-Club Table Top Rally (CDMC)

24th Quiz



WALLASEY MOTOR CLUB



Rolling Road Report

by Stu Macmaster

Back in early January, Neil Philpotts did a cracking job of organizing a rolling road day with a company that has recently opened on the Wallasey Dock Road.

Normally the guy in charge, Dan, like to cut his teeth mapping cars and bikes, but on this gloomy Sunday he was well prepared to load various cars on to his hub dyno and blast through some power runs for the day.

There was a great turnout, with 9 cars – road and race getting loaded on to the dyno. Top day out, with Dan giving some useful feedback on the cars performance, along with an email and print out of each cars performance for the respective owners. So a big thank you to Dan and Neil for sorting the day and the buffet lunch that was also laid on for club members.

Below are the various cars, and results gained – remember, all figures are @ the wheels, not guessed calculations of what the engine power may have been....

Carl Bennett	Honda Civic EG6	1.6	135.1bhp & 95 ft/lb @ Wheels
Dave Hill	Honda Civic EP3 Type R	2.0	188 bhp & 139 ft/lb @ Wheels
Steve Turner	Honda Civic EG6	1.6	147.2bhp & 100 ft/lb @ Wheels
Stuart MacMaster	Mazda MX-5	1.8	101.3bhp & 97.3 ft/lb @ Wheels
Mark Wilson	Mk2 Cortina	1.6	76.6bhp & 86.1 ft/lb @ Wheels
Andy Davies	E36 BMW M3	3.0	283.9bhp & 235.7 ft/lb @ Wheels
Allan Davies	E30 BMW M3	2.5	251.3bhp & 176.4 ft/lb @ Wheels
Alan Smith	Porsche 944 S2	3.0	170 bhp & 178.3 ft/lb @ Wheels
Rodger Chambers	VW Golf VR6	2.8	157.2bhp & 153.5 ft/lb @ Wheels

Quiz to test your intelligence

(Passing requires only 4 correct answers)

- How long did the Hundred Years' War last?
- Which country makes Panama hats?
- From which animal do we get cat gut?
- In which month do Russians celebrate the October Revolution?
- What is a camel's hair brush made of?
- The Canary Islands in the Atlantic are named after what animal?
- What was King George VI's first name?
- What colour is a purple finch?
- Where are Chinese gooseberries from?
- What is the colour of the black box in a commercial airplane?

Remember, you need only 4 correct answers to pass.

Check your answers

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The Brian Molyneux Award

Many people reading this article will have had the pleasure of knowing Brian Molyneux but for those new to SD34 MSG let me tell you about Brian. He was a stalwart member of the 2300 Club originally based at the Mullard lighting factory near Padiam and in 1969 organised the first Tour of Mull Rally on the Isle of Mull in Scotland. The event originally ran as a road rally and then moved to a stage rally but in the forests. After many years trying to get permission to close public roads for an event this was finally granted and the Tour of Mull Rally took on its current format of classic stages around the island over two nights and one day. Despite the distances involved to get to the island the event became the rally of the calendar and the entry list was filled within days of the reg's hitting the streets. A key thing was that the island locals supported the event, particularly those in business as it gave a significant income at the end of the season.

Sadly Brian passed away in 1996 but he left us the legacy of a fantastic rally which could not have happened without all the work that he put in over very many years. Thankfully his sons, Neil and Clive, together with the rest of the team made sure the event carried on until after 40 years 2300 Club handed over the reigns to Mull Car Club who continue to run the event, the dates for this year being Friday 12th to Sunday 14th October. The Tour of Mull is the thing that Brian is remembered for but this was only one of the many things he did for motorsport, particularly at club level. If you get to Mull this year don't forget to remember Brian as you pass his cairn overlooking the Dervaig hairpins on the Mishnish Lochs classic stage.

After his death we at SD34 MSG wanted to create an award in Brian's memory but it had to be special so it, a beautiful crystal glass bowl, is only awarded to someone, nominated by any of the member clubs, who has achieved something special for motorsport primarily in the local area, usually over many years.

The award was first presented in 1997 and it wasn't hard to choose the recipient as this person had been involved in motorsport for many years including playing an active part in SD34 MSG from its beginnings in 1964 and we are pleased that he is still connected with the Group. The first recipient of the Brian Molyneux Award was one of our Vice Presidents, Roy Honeywell.

For 2011 the presentation of the award was delayed as the recipient, unfortunately, could not attend the Presentation Evening however I am very pleased to announce that at the recent Garstang and Preston Motor Club Presentation Evening I presented Margaret Duckworth with the Brian Molyneux Award. Margaret has worked tirelessly for GPMC since the early 80's, including being the Treasurer for 27 years, encouraging new members and helping to edit the club newsletter. She has been a key person within SD34 MSG since her husband Peter, a past Chairman, passed away in 1999, including handling the championship registrations always striving to involve as many members of the member clubs. Margaret is one of the many unsung heroes without whom our motorsport events would not run, working away, often in the background, ensuring that all the necessary paperwork and the like gets efficiently completed. Alongside are photographs showing the presentation of the award to Roy Honeywell, the first recipient, and to Margaret Duckworth, the latest recipient.

Les Fragle



UNSUNG HERO: Retiring SD34 chairman Alan Shaw, right, receives a commemorative gift from Roy Honeywell to mark his work for the group

Prize guys on the grid

EAST Lancashire's competitors reaped the rewards of their success in 1997 at the SD34 Motor-sport Group's annual prizegiving ceremony.

Hosted by Pendle and district motor club, over 200 enthusiasts packed the Rolls Royce social club in Barnoldswick for the celebrity panel and presentation of silverware.

Star of the show was ITV's Formula One summariser Tony Jardine, who joined rally co-drivers Ian Grindrod and Clive Molyneux — standing in at the last minute for the absent Barry Lee — for two hours of motorsport anecdotes.

Long-standing

Over 50 awards were made to winners in the seven championships organised by SD34, a long-standing group of motor clubs based mainly in Lancashire.

A special presentation was made to retiring chairman Alan Shaw, from Barrowford, in recognition of the achievements made during his six-year tenure at the helm of SD34.

Roy takes inaugural award

AS A founder member of the 2300 Club and instigator of the Tour of Mull rally, the late Brian Molyneux was one of motorsport's most respected and influential figures.

In his honour, the SD34 created the Brian Molyneux Award, which was presented for the first time to Roy Honeywell, president of both Clitheroe and district motor club and SD34, and RAC Rally Liaison Officer for Lancashire.

Missed

Announcing the award, chairman Alan Shaw said: "Brian was a true clubman and a gentleman, and he is sorely missed."

"His love of the sport was well-known, and the group wanted to dedicate this award in his memory."

"I am sure that the decision to present it to Roy Honeywell, who had been involved in motorsport since the 1960's, is one which Brian would have thoroughly approved."

The award was made by Brian's two sons, Neil and Clive.



BRIAN'S LEGACY: Roy Honeywell, centre, receives the inaugural Brian Molyneux Memorial Award from Neil Molyneux, left, and Clive Molyneux



Garstang & Preston MC 2011 Prize Presentation Friday 24th February 2012



Ben Wallace



Margaret Duckworth receiving the Brian Molyneux Award



If you have never been to a **GPMC Awards Night** then you don't know what you are missing. This was my first time - Definitely **NOT** your normal awards night - Irish Bingo, a Quiz, and lots of awards given out (was very impressed with the lighthearted nature that the 'Richard Head Award' was both given & received by Peter Jackson) and as you can see from the photos a very casual and laid back affair rather than a stuffy Black Tie job. I did feel sorry for **Chairman Steve Kenyon** who never stopped all night, working away and making sure everyone had a great night out - except him but that's the price you pay for being chairman

An absolute mountain of food at the Buffet (I had just about managed to eat my piled up plate and was feeling a little stuffed when 'sweets are now being served' was announced, and still loads of scum on the buffet table - How G&PMC do it for £8 is beyond me!

Lots of Laughs and an extremely good night out. Awards were presented by **Ben Wallace the MP for Wyre and North Preston** (the MP who is doing all the lobbying etc for Closed Roads) who got into the spirit of it all and did not bore us to death with a party political broadcast, however he did bring us all up to speed with the current position on 'Closed Roads'.

Margaret Duckworth was, and I quote "Gobsmacked" to receive the **Brian Molyneux Award** from SD34MSG Chairman Les Fragle

And then it was onto the Disco, but by now it was 11-30pm and to be honest the time had flown by, I made my apologies and headed home to bed. What time the shenanigans eventually finished I don't know, but a brilliant night out for little money (even managed to bag a raffle prize or two !!)



SD34MSG Inter-Club Table Top Rally

**Round 2 will take place on
Tuesday the 17th of April**

**at Waddington Sports & Social Club
Waddington, Nr Clitheroe. 8-30pm
O/S Map 103 will be required**

Signing on : 8-40

Drivers Briefing : 8-50

1st 'Table' Away : 9-00

Brian Snape R.I.P.

7th July 1945
3rd March 2012

January edition of Spotlight



Brian Snape appointed Officiel d'Honneur

The MSA has bestowed its highest accolade, Officiel d'Honneur, upon Brian Snape in recognition of his outstanding contribution to UK motor sport. Snape has served the sport through many years' membership – and past Chairmanship – of the MSA Timekeeping Advisory Panel, and the mentoring of countless trainee timekeepers. The MSA's Allan Dean-Lewis, who presented the accolade, said: "It is a pleasure and a privilege to have the opportunity to make this very special presentation to Brian Snape to recognise what he has done to assist the success and safety of our sport over many years, especially in the area of Rally Timekeeping. He joins an elite band of around 25 other people who hold the Officiel d'Honneur title, which says much for the respect that so many people hold for Brian in what has been a lifetime interest in our sport."

I found out early this morning from Ronnie Sandham that Brian had passed away. As you will remember Brian and I worked together for many years when I drove him round numerous events and it is because of him I became a timekeeper myself. I also remember some of those RAC evening meals in places like Chester, Harrogate and the like. Very happy days and good memories. I was out on the Malcolm Wilson Rally last weekend, by strange and sad coincidence one of the first events I ever did with Brian. Many people asked about him that weekend knowing he was not well, none of us expected such a sudden end. Kind Regards

Ian Smith Gemini 40

The clock of life is wound but once and no man has the power to tell us when the hand will stop.

At late or at an early hour.

Now is the only time you own.

Life, love, toil with all your will.

Place no faith in time.

For the clock may soon be forever still.

Met Brian for the first time shortly after I came to live in Blackburn, after moving from Manchester.

Saw his name in Motoring News as a contact to get in touch with as Morecambe Car Club needed marshals for the Illuminations Rally. I signed up & Brian encouraged me to join MCC.

Subsequently, in time, I worked for Brian at Nightingale Signs in Lower Darwen, for many years, and over time went on many rallies [too many to mention] and had some brilliant times, & met so many people in the sport.

Unfortunately over the last 2 years Brian's health suffered, however just 3 weeks ago, we went out for a few hours, & he seemed to be much better. We had a laugh remembering old times, and talking bloke rubbish.....

I was so shocked to get a call from Brian's wife, Madeline to say that he had died at home, not 2 weeks after we had been out.

Well what can I say about Brian, a friend, a boss, someone who pointed me in the direction to join a motor club when at 18 years old & didn't know where to start looking.

If I can blame Brian for anything, it's getting me involved in the sport, it's cost a fortune over the years, but his legacy has been passed onto my son Phil, who eats sleeps & breaths rallying.

RIP Snapey....sadly missed....

Rob Scholes

Unfortunately it does not come as a shock. Over recent years I have seen Brian each August/September when collecting and returning the timing equipment for the Prom Stages ... we always used to have a chat while I was there. The last time I saw him was September 2009, and he looked like he had aged considerably over the previous 12 months. When I phoned him springtime the following year, he was just in the process of selling the Turner Timing business to Russell Smith, mainly because of his health. As you can see from the photo in the MSA article, he does not look well there. Sad news indeed, and rallying has lost yet another stalwart

Ian Winterburn Gemini 4

Very sad news about Brian. My thoughts are with his family and close friends. Yet another big loss to our sport.

Steve Coombes Gemini 5

I had known Brian since he used to work clocks with Bill Turner in the 60's, I think Brian's heyday's was when he ran first course car on the Lombard RAC Rally, it went round the country in those days. It was Brian's job as they arrived at each town for the over-night stop to sort out where all the team were having their evening meal, I used to gate crash these do's when I could as they were real good fun. **I'm sure you will all join me in sending our sympathies to the Family.**

Bill Wilmer:

Sally was driving home from one of her business trips in Northern Arizona when she saw an elderly Navajo woman walking on the side of the road. As the trip was a long and quiet one, she stopped the car and asked the Navajo woman if she would like a ride. With a silent nod of thanks, the woman got into the car. Resuming the journey, Sally tried in vain to make a bit of small talk with the Navajo woman. The old woman just sat silently, looking intently at everything she saw, studying every little detail, until she noticed a brown bag on the seat next to Sally. 'What in bag?' asked the old woman. Sally looked down at the brown bag and said, 'It's a bottle of wine. I got it for my husband.' The Navajo woman was silent for another moment or two. Then speaking with the quiet wisdom of an elder, she said: 'Good trade.....'

New Motorsport event for 2012 The Dales Challenge 12th and 13th May 2012

The event is scheduled to run over the 2nd weekend in May, it will be spread over 2 days, but if you choose to attend either or both days, each day will be different.

The main event and buffet presentation will be held on Saturday evening the 12th May.

The itinerary for the weekend is as follows:

Saturday 12th May 9am

The start of the Lancashire/Yorkshire tour of approximately 200 miles over famous rally roads of the 70s

Saturday 12th May 8 pm

Presentation/party—music and more nostalgia

Sunday 13th May

Part 2 of the tour, some more of our fantastic scenery. Finish at lunchtime

We already have entries from as far away as Holland and Scotland. If you would like to be part of what should be a fantastic weekend please register your interest as soon as possible Ring or email. The event is open to all cars but preference will be given to classic or interesting cars

David Barritt

Dove Cottage

1 Back Lane

Trawden, Colne, Lancashire BB8 8PQ

Tel: 01282 789153 Mobile: 07836 349295

Email: olivertirrab@hotmail.co.uk

Gemini

Communications Team

Would anyone be interested in helping me with safety radio on

PLAINS RALLY

May 19th,

the route is **Garth 1, Dovey, Hafren 1, Hafren 2 different stage, Sweetlamb, Garth 2** and then the **Woodyard**, all stages up for grabs, lots of help needed please.

Let me know if interested.

Bill Wilmer 07973-830705

w.wilmer@btinternet.com

"Mrs. Brown," says the doctor, "your husband is seriously ill. He needs a great deal of rest, absolute peace and quiet. I've prescribed some tranquilisers.

Please take two tablets every six hours."

Blunt objects are pointless

SD34MSG Inter-Club Table Top Rally

**This may appear as an odd request
BUT**

Marshals Wanted

Little experience necessary Just turn up on the night & all will be explained. Or Let me know in advance Email Maurice Ellison : sd34news@gmail.com

**Tuesday the 17th of April
at Waddington Sports & Social Club
Waddington, Nr Clitheroe. 8-30pm**



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Stage Rally Championship

Following CDMC Jack Neal Stages - Blyton

O/A	<u>Driver</u>	<u>pts</u>	<u>Class</u>	<u>Club</u>
= 1	Gary Jakeman	27	B	HMMC
= 1	Michael Judson	27	C	CDMC
= 1	Steve Quigley	27	C	CDMC
= 4	Steve Johnson	26	A	CSMA
= 4	Graham Chesters	26	B	GPMC
= 4	John Ric Wood	26	D	GPMC
= 4	Ross Miller	26	C	CDMC
8	Keith Dowthwaite	0	C	Wall

O/A	<u>Co-Driver</u>	<u>pts</u>	<u>Class</u>	<u>Club</u>
= 1	Terry Martin	27	C	CDMC
= 1	Heidi Woodcock	27	D	CDMC
= 1	Paul Blanchard	27	C	CDMC
= 4	Steve Butler	26	A	CSMA
= 4	Ian Rayner	26	B	CDMC
= 4	Paula Swinscoe	26	D	CDMC
= 4	Bradley Johnson	26	D	CDMC
8	Tony King	0	C	Wall

Road Rally Championship

Following KLMC Lonsdale Belt

O/A	<u>Driver</u>	<u>pts</u>	<u>Club</u>
1	Pete Tyson	11	Lanc MC
2	Pete Jagger	10	BLMCC
3	Robert McClean	9	GPMC
4	Paul Buckel	8	CDMC
5	Paul Redford	7	CDMC
6	Steve Hudson	6	GPMC
7	Andy Ritchie	5	Lanc MC
8	Paul Brereton	4	Lanc MC
9	Charles Andrews	3	Lanc MC
10	Simon Boardman	0	CDMC
11	Dion Wild	0	CDMC

O/A	<u>Navigator</u>	<u>pts</u>	<u>Club</u>
1	Tom Byrne	10	GPMC
2	Susan McClean	9	GPMC
3	Steve Butler	8	CDMC
4	Alan Barnes	7	GPMC
5	Maurice Ellison	6	Lanc MC
6	Ian Rayner	0	CDMC
7	Mathew Worden	0	CDMC

Individual Championship

O/A	<u>Competitor</u>	<u>pts</u>	<u>Club</u>
1.	Steve Johnson	37	CSMA
2.	Stephen Mather	28	CDMC
3.	Steve Price	12	BLMCC
4.	Steve Butler	9	CDMC
5.	Michael Judson	7	CDMC

Non Race/Rally Championship

O/A	<u>DRIVER</u>	<u>pts</u>	<u>Events</u>	<u>Club</u>
1	Steve Mather	30.69	(3)	BLMCC
2	Steve Johnson	30.48	(3)	CSMA
3	Steve Kennell	29.77	(3)	CDMC
4	Steve Price	28.54	(3)	BLMCC
= 5	Hazel Johnson	19.36	(2)	CSMA
= 5	Steve Lewis	19.36	(2)	CDMC
7	Charles Andrews	9.65	(1)	Lanc MC
8	David Goodlad	9.63	(1)	BLMCC



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SD 34 MSG

Inter Club League

Division A		Position	
Club	Points	Division	O/A
Clitheroe & DMC	236	1	1
Bolton-le-Moors CC	187	3	3
Stockport061 MC	42	6	10
Warrington & DMC	195	2	2
Garstang & Preston MC	67	5	6
Accrington MSC	92	4	5
Division B		Position	
Club	Points	Division	O/A
High Moor MC	52	=3	=8
Lancs & Cheshire CC	0	6	=15
CSMA (NW)	102	1	4
Manx AS	52	=3	=6
Pendle & DMC	31	=5	=11
Wallasey MC	60	2	7
Division C		Position	
Club	Points	Division	O/A
Lancaster M.C.	20	3	14
Wigan MC	0	=4	=15
Bury AC	31	=1	=11
Lightning MSC	0	=4	=15
2300	0	=4	=15
Mull CC	31	=1	=11
Fylde MSC	0	=4	=15
Motorsport NW Ltd	0	=4	=15

SD34MSG

MARSHALS CHAMPIONSHIP

Bolton-le-Moors MC

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

High Moor MC

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

G&PMC

Les Fragle	30	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		

Warrington & DMC

Sheila Cox	20	Allan Burns	20
Denise Burns	20	Mark Carter	20
Steven Price	20	Joanne Mackman	20
Dave Read	20	Anne McCormack	20
Sandra Witherspoon	20	Paul Cox	20
BillyOBrian	20	Colin Burgess	10
Robert OBrian	20	Colin Cresswell	10
Dave Bates	10	Ian Heywood	10

Clitheroe & DMC

Michael Judson	20	Steve Butler	10
Steve Lewis	10	Dion Wild	10
Martin Berry	10	Martin Whittaker	10
John Ashton	10	Steve Quigley	10
Craig Wroe	10		

CSMA (NW)

Eve Fisher	20	Graham Bray	20
Greg Holden	10	Graham Maxwell	10

Accrington MSC

David Barratt	20
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Lancaster M.C.

Maurice Ellison	10
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Pendle & DMC

Rod Brereton	10	Alan Shaw	10
Mick Tomlinson	10	Les Eltringham	10
Ray Duckworth	10		

Clubs Still to Score

Stockport 061	Lightning MC
Bury AC	Wallasey MC
Fylde MSC	Mull CC
Lancs & Cheshire MC	Manx AC
2300	Wigan MC
Motorsport NW Ltd.	



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SD34MSG Stage Rally Championship

Date	Event	Club
May		
11/12	Manx International	Manx AS
12	Cetus Stages	Wigan & DMC
July		
8	Enville Stages	Warrington & DMC
September		
1	Poker Stars Stages	Manx AS
7/8	Promenade Stages	Wallasey MC
9	Stockport061 Stages	Stockport061
30	Heroes Stages	G&PMC
October		
12/14	Mull	MullCC
14	Adgespeed Stages	Wigan & DMC
November		
11	Neil Howard	BLMCC
24	Hall Trophy	Clitheroe & DMC

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SD34MSG Championship Rounds At A Glance

SD34MSG None Race/None Rally Championship

Date	Event	Club
April		
22nd	Auto Test	BLMCC
29th	Autosolo	CSMA(NW)
29th	Auto Test	CSMA(NW)
MAY		
5th	Sprint	Lancs & Chesh CC
6th	Sprint	Lancs & Chesh CC
June		
24th	Autosolo	CSMA(NW)
25th	Auto Test	CSMA(NW)
July		
7th	Sprint	Mull CC
8th	Autotest	Knutsford & DMC
August		
19th	Hillclimb	Pendle & DMC
26th	Autosolo	CSMA(NW)
26th	Auto Test	CSMA(NW)
September		
1st	Sprint	Lancs & Chesh CC
2nd	Sprint	Lancs & Chesh CC
16th	Autosolo	BLMCC
23rd	Auto Test	Lancs & Chesh CC
October		
14th	Autosolo	BLMCC
December		
2nd	Autosolo	Accrington MSC
2nd	Auto Test	CSMA(NW)

SD34MSG Road Rally Championship

Date	Event	Club
April		
14/15	VK Derbyshire Rally	Matlock & DMC
May		
12/13	Altratech 061 Rally	Stockport061
June		
09/10	Memorial Rally	G&PMC
July		
21/22	Morecambe Rally	Morecambe CC
September		
01/02	Countdown Rally	Spadeadam MC
22/23	Clitheronian Rally	Clitheroe & DMC
October		
20/21	Illuminations Rally	Morecambe CC
November		
10/11	John Robson	Hexham MC
17/18	Black Sheep Rally	Lancaster MC

2012 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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	
OFFROAD			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.



Lee Holland Stages Rally - Anglesey - 18th March



IAN SAVAGE/GARY HESLOP MITSUBISHI EVO 6

Our first event of 2012 found us meeting up @ 4.30am on Sunday morning in Shaw, Oldham. Due to Ian's work commitments at his company Roundabout Tyres on Saturday afternoon, we had specifically requested Sunday morning Scrutineering at the venue between 7.30-8.30am. Van and trailer connected up, short stop at local Shell filling station to fuel both Van and Rally Cars accordingly, we are on our way to Anglesey @ 5.02am. The journey takes approx two and a quarter hours, so we had left Shaw in plenty of time !! Straight forward journey via M60, M62, M6, M56, and A55 onto Anglesey. We also had the Sat Nav for visual assistance. Everything going to plan until we were on the A55 just over half an hour from the venue, when we see an illuminated sign "A55 CLOSED - ACCIDENT AFTER Junction 13". About a mile further on, another sign "ROAD CLOSED AT JUNCTION 15". We continued along the A55 until a truck with a "Keep Right" sign blocked our exit from a roundabout. At this point, we could see a helicopter hovering some miles ahead. We tried a few local roads without success. Car 18 was also trying the same, and informed us that the only route round would take AN ADDITIONAL 75 mins or so via Llanrwst and Betwys-Y-Coed.

We didn't have such knowledge of the local roads, so visited a local Shell station to put more fuel in the Van for this detour and for me to get a local map for assistance. I spoke with a plain-clothes police officer, who advised that the A55 would be closed for several hours. Phone call to Rod Brereton (Entries Sec) to notify him of the problem. He told me to get to the venue as quickly as possible, but stated that we would be accommodated if at all possible. Rod was mindful of problems for other Rally officials and marshals.

No further "hold-ups", we arrived at the circuit @ 8.55am. Help was provided to get us promptly through Noise, Scrutineering, and Signing-On, and the organisers had "put back" the start of the event to 10am. **THANKS TO EVERYONE INVOLVED.**

By now it was 9.25am, with us due at MTC1 @ 9.58am. Van unloaded, Ian was now struggling in getting the generator to run. Stage route and diagram noted - off to MTC1 and Stage No.1. despite not having walked any of the stage. Stage No.1 was completed, but with the horn intermittently sounding and Ian noting that the Ford Focus (Car No.5) had finished the stage behind us far less than the 30 second gap than at start. Upon walking around the paddock, I found that Car no.1 was some 21 seconds faster than ourselves. Stage No.2 (Repeat of Stage No.1) saw us go quicker and found us @ 12 O/A after 2 Stages - not good being seeded @ No.4.

Ian and his son Jono decided upon a change to N04 tyres, which brought about some improvement on Stages No. 3 and 4.

We had moved up to 9th O/A, and Ian had sorted the problem out with the horn. Members of the Junior Rally entry were looking around the car, and asking questions about both Ian and the Evo.

This was especially nice to see, as they are the future of our sport. The remaining 4 Stages saw us starting and finishing at opposite ends of the pits to the first 4 completed stages.

We were getting more confident, although have met both the Ford Focus (Car no.5) and Ford Escort Mk2 (No.3) at different merges on SS7, it confirmed how much "straight line" speed the Evo was lacking in comparison (which Ian had suspected from noting the Boost Gauge reading at only 1.1bar on the 350 metre straight). We found ourselves finishing 8th O/A, which was below our initial expectations BUT at least we had got to compete and had finished the event given our early morning problems on the A55 and surrounding roads. Also after early morning rain, the day was mainly run in glorious sunshine. Many thanks to the Organising Clubs, Rally Officials, Radio Crews, and Marshals for their understanding and assistance in light of the early morning predicament, and swift running of the changes required between stages. Thanks to Jono and Courtney for getting us through the day.

IAN SAVAGE/GARY HESLOP (HMMC)



**All Photos for the Lee Holland are
Available from Duncan Littler
postmaster@dtlittler.f9.co.uk**



IAN SAVAGE/GARY HESLOP (HMMC)

Riponian Stages Rally



I was hoping to have another brilliant report in this place about Mr. Terry Martins exploits on the Riponian BUT he cant think of anything interesting to say - so you will just have to do with the photos he sent me !!!



Jack Neal Stages Rally - Blyton

MICHAEL Pickles edged out Martin Hodgson by only six seconds to claim victory in the Jack Neal Memorial Rally .

Pickles and co-driver Ann Forster took first place in their Subara Impeza at Blyton Airfield in Lincolnshire in a Clitheroe and District Motor Club event in honour of Neal, a respected MSA scrutineer who passed away in 2008.

A total of 20 crews took part in the rally and Hodgson was second alongside Tony Jones in his Ford Escort.

Billington's Ross Miller was third overall and second in class in his Subaru Impreza with co-driver Bradley Johnson.

The 36-year-old had been in contention for victory after the first two stages in his first event of 2012 – and his first since an engine rebuild.

A spin at a hairpin cost him crucial time after rear differential problems and he finished one minute and 11 seconds behind the winner, but he was still satisfied.

Miller said: "All in all, myself and Bradley were very pleased with the performance after never being sat together in a car, never mind a rally car.

"Also, we had never had the opportunity to drive the car with the new engine in rally conditions before.

"I'm pleased with the overall result and it makes it special having not been together before in the car before.

"Also there issues with the rear differential, which gave our Impreza a somewhat unique cornering style!"

Blackburn's Malcolm Mawdsley finished 16th overall and first in his class along with co-driver Kev Bardon in his Subaru Impreza.



Photos - DRH Photography



Ross Miller (CDMC)

Bolton-le-Moors CC - CAMELOT Autotest, PCA, Autosolo

Young Mr. **Simon Barnes (Lancaster M.C.)** eventually finished building his 998cc Mini. He decided that the Bolton-le-Moors PCA at Camelot would be both his and his cars first ever competitive event. Never having competed at any level in any form of Motorsport he made the mistake of fitting Perspex side windows and was moved into the 'specials' class. He still managed to finished 3rd in class & 5th O/A

There was a boy playing in the farm field when his mother called him in for breakfast.

On his way in he kicked a cow, pig, and a chicken.

So when he gets to the table he sees a dry bowl of cereal. "What's the deal?" he asks.

His mom says " You kicked the cow so no milk for you, you kicked the pig so no bacon for you, and you kicked the chicken so no eggs for you."

Then his father walks into the kitchen and accidentally kicked the cat.

The boy says "Do you want to tell him or should I ?"



The farmer's wife has slaughtered a goose. When her husband comes in and sees her plucking it, he snaps at her: "What going on? It's the middle of the week and you've killed a goose?" "Of course," says his wife. "You seem to have forgotten that tomorrow is our 25th wedding anniversary." "So what? That's hardly the poor goose's fault, is it?"

As I was leaving the car park after a gruelling nights motorsport I was left with the words of Maurice Ellison ringing in my ear "write me a piece for the SD34 magazine or I will have to - and you know what I am like".

I thought ok it's probably the only way to get an objective view on a Plot & Bash event. I was very disappointed to learn that the Ryemoor Trophy Rally has been dropped from the SD34 Road Rally Championship. It has always been a very well organised event. Run by **Malton Motor Club**, Clerked by Andy Smith who incidentally won the Clitheronian 2011. The event was run on a national B road rally permit but used a plot and bash format. I personally have a soft spot for the Ryemoor as it was the first Nat B rally that myself and Steve Butler ever competed in and so always look to the Ryemoor as my season opener. So with two weeks to go before the event I thought I had better have a look at the car (1.4 Nova) just to see if all was ok. After fitting a pair of new front discs and a set of pads the car was ready to go. They do things a little differently at Malton with noise and scrutineering not starting until 21:00. Mind you it did mean we did not have to set off until 19:00 and it saves a lot of hanging around before the first car was off to tackle the 170 mile route at midnight. We arrived at scrutineering just after 21:00 and encountered no problems. When I did my first Ryemoor in 2005 I think we ran car 50 so it must have been disappointing for the club to receive 33 entries of which we ran car 16 and was surrounded by Protons with much bigger engine capacities than ours. But ever the optimist we set a goal of just breaking the top ten. The first control was not too far from the start venue at Raskelf Village Hall but as I am the driver I have to admit that I haven't a clue where else we went, all I can say is that I enjoyed the route, which was very well marshalled. Steve by his own admission was a little rusty being the first event of the year and was only just staying in front of me with the plotting. Which lead to some hesitancy when we reached a junction, but we didn't wrong slot all night, however we did miss one board which was on a loop before Fountains Earth. Fountains Earth? Wow. Now I did find that a bit unnecessary. My god was that rough. I thought the whites in Derbyshire could be rough at times but this was a car breaker and looking at the black Proton at the finish venue after!! Well it looked very broken to me. It wasn't a surprise in the end to learn that the 2012 Ryemoor was won by car one Steve Retchless and Ian Tullie in the very mint looking Escort. Who only dropped 1 minute all night, very impressed. As for us 14th Overall but dropped a disappointing 42 minutes with 12 of that on Fountains Earth and another 5 for the missed board. (Edit from Nav - if you got that board, which was at the beginning of a long section, my hat goes off to you. The instruction for where to find it was at the end of a long list of route instructions and we weren't going back over Fountains Earth to get it!)

As for the other local crews out:

6th was Tony Harrison/Paul Taylor 17th Simon Boardman/Bob Hargreaves

Retired

Pete Tyson/Neil Harrison, Charles Andrews/M. Ellison, Paul Brereton/G Foxcroft

A bit more on the Ryemoor from the other seat of car 16.

As Paul said, I was feeling a bit rusty in my first road rally of the year and we hadn't done a plot and bash event since the countdown last September. The nav was challenging but didn't need an IQ of 160 - good job really. After the cobwebs had been brushed off the poti I soon got into the swing of it but could only keep a few junctions ahead of Paul on the map and it was usually well over half way into a section before I could read any of the road to him. That said, all the paperwork was spot on and everything worked. The odd bit of hesitation cost us a few minutes but thankfully no major cock-ups (unlike last year - sorry Simon).

Fountains Earth - ye gods! My instruction to Paul was "straight on onto the longest white you've ever seen". Sadly, or rather fortunately, the map doesn't tell you how rough it is, or we might have cut! After what seemed like hours of relentless bouncing from one rock to another Paul says "how long is this bloody thing?" Answer, "I told you, bloody miles and there's no way off! And don't ask me how far we have to go, 'cos I don't know where we are!" Another car was right behind us for the first few miles of it and Paul thought he'd done well to shake him off after a while - until we found out later that it was Simon Boardman who kindly pulled over to let another competitor past, only to end up rocking on the sump guard and blocking the white for a good few minutes.

Although the fun of bouncing along the side of a moor wore a bit thin after about 6 miles and left Paul wondering how much of the poor Nova he might be leaving out there, we still thoroughly enjoyed what is one of our favourite events. As always, a big thank you to the organisers for putting on a first class event and especially thanks to the marshals who were all spot on. See you next year.

Regards Car 16 1.4 Red Nova

Paul Buckel/Steve Butler



Ryemoor Trophy Rally- 25/26 Feb

Photos - Matthew Rudd



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PCA / AutoSolo

19th February

Steve Johnson keeps on telling me how great **AutoSolos** are.

They probably are, if you are competing, however, as a spectacle to watch I have, up **until this event**, found them a little on the dull side.

What was the difference this time - answer is probably **The Weather**.

It was dry and sunny (rather than the 3 previous events I have been to, which were rather wet affairs) but a bitter slight breeze soon had me dashing back to the car for warmer clothing. You can see from the photos that there was a fair bit of sideways action and the odd 'cocked wheel'. I really enjoyed watching Alec Tunbridge (BLMCC) in his Caterham 7 power slide it through the cones in the top car park - excellent control - a far better spectacle with more 'action' for the observer. Also good to see Hazel Johnson out in the Micra - so much easier on the eye than that father of hers! (even if that now has me classed as being sexist - its still true)

THE Under 17 Motor Club's Matthew Faulkner edged out in-form Blackburn youngster Simon Robinson to win the Accrington Motor Sport Club Production Car Autotest at Blackburn Services. Robinson won the last event at the venue in December but it was Faulkner who claimed first place on this occasion, with Accrington's Steve Terry third. For the Under 17 Motor Club, Zack Leigh was seventh despite only getting behind the wheel of a car for the first time less than a week before the event.

Youngsters are allowed to take part from the age of 14 as part of a young driver scheme to aid road safety skills when they reach the age of 17. Paul Singh was fifth with Georgia Sheils eighth.

Another Accrington member, Hazel Johnson, claimed victory in the National B Autotest. It is thought that it could be some years since a female won a National B standard event in the UK.

David Robinson, father of Simon, was second in the National B Autosolo - with Knutsford's Steve Kettle victorious. Clitheroe's Stephen Kennell and Steve Lewis were third and seventh, with Accrington's Steve Johnson - father of Hazel - sixth. Knutsford's Xavier Brooke was the winner of the Clubmans Autosolo ahead of the Under 17 Motor Club's Stephen Rhodes, who was first in class. Roger Barfield was victorious in class F and seventh overall. Accrington trio Harry Morton, Philip Clegg and Andrew Dobrovolskis were eighth, ninth and 10th.

Maurice Ellison with bits & the odd photo borrowed from the **Lancashire Telegraph**





Donnelly wins thrilling first round of new-look BRC

The new-format MSA British Rally Championship (BRC) got off to a stunning start on Rallye Sunseeker International, when an intense day-long battle between Jarkko Nikara/Petri Nikara in their Citroën DS3 R3T and Mark Donnelly/Dai Roberts in their Renault Clio R3 finally went the Northern-Irish driver's way.

With the two crews never separated by more than four seconds throughout the 12-stage Rallye Sunseeker International – round one of the 2012 BRC – their neck-and-neck duel was finally decided when the Finnish crew retired on the penultimate stage after their car's engine lost power.

Nikara's exit, coupled with the accolade of setting the fastest time on the final stage, meant that Desi Henry/Niall Burns in their DS3 shot from fifth to second in the final loop of three stages, crossing the line just 0.2 seconds ahead of Elfyn Evans/Andrew Edwards in their Ford Fiesta R2. Their podium position established the Welshman as the first Class 6 car after they too were locked in a battle that saw no more than a hand-full of seconds spitting the top four cars in class for a large proportion of the event.

The 2012 Rallye Sunseeker heralded the start of a change for the BRC, the event marking the first time that only two-wheel-drive cars are eligible to score points since the nineties. And, if there was any question that this new formula might not be exciting, then all doubts were dispelled when one of the closest BRC rounds ever took place this weekend.

In keeping with the Poole and Bournemouth-based event's tradition of being the best promoted rally in the UK, the ceremonial start on Poole Quay on Friday evening witnessed thousands of spectators watching the cars and crews ahead of the following day's action. The competitive element of the rally on Saturday featured twelve stages in the Ringwood and Wareham Forests, with four loops of three stages punctuated by service halts at Canford Arena, located five-miles north of Bournemouth.

Stage one was to set the scene for the rest of the rally, with Nikara/Nikara stopping the clocks just 1.1 seconds ahead of Donnelly/Roberts. And, after the next two stages, the situation was little different, with the two crews separated by only 3.3 seconds in favour for the Finns as they entered the first service halt of the day.

It was much the same story in Class 6, with Jussi Kumpumäki/Jani Salo in their Fiesta just 0.9 seconds ahead of their fellow countrymen Jukka and Mikael Korhonen in the Pirelli Star Driver Škoda Fabia R2. But, with the first trio of stages held in Wareham Forest, where the sandy gravel roads have a reputation for becoming rutted in the corners, many of the competitors reported that it was difficult to gauge the level of grip. Indeed, the unpredictable conditions did not help Alex Parpottas/Chris Davies when a dislocated driveshaft brought their Fiesta to standstill on stage two.

The next batch of three stages took competitors into the Ringwood Forest complex, which included the familiar 5.7-mile run through the grounds of Somerley Park, where thousands of spectators came to watch the action. Throughout the trio of stages, the tussle at the top continued just as fiercely, with Nikara/Nikara booking into the next service halt a slender 0.6 seconds ahead of Donnelly/Roberts.

After a great start in their new Citroën DS3 R3T, Osian Pryce/Iestyn Williams were in third place, but an overshoot in the slippery conditions on stage five saw Korhonen/Korhonen slip past and hold a lead of 3.2 seconds ahead of Evans/Edwards in Class 6. Unfortunately for newly registered Christian South/Tomas Whittle, the failure of a clutch pedal clip meant that their rally was over on stage four, whereas for Chris Ingram/Joe Cruttenden, it was a driveshaft issue that forced them to sideline their Renault Twingo R2.

The third loop of three stages - that featured a return visit to Ringwood Forest and Somerley Park - were to be memorable for all the wrong reasons for Callum Black/Chris Williams, when their Suzuki Swift left the road at speed on stage eight, clipped a bank and launched itself into a series of rolls. Thankfully the crew emerged unscathed, but once out of the car flames appeared from underneath and, although the fire was eventually extinguished, significant damage had been sustained. With rescue crews having to attend, the stage was stopped and cars that had not been through the 10.4-miles of Ringwood North were diverted to stage nine and allocated a notional time.

As they booked into the third service halt of the day, the timesheets after stage revealed that Nikara/Nikara and Donnelly/Roberts were now neck-and-neck and on exactly the same time – to the tenth of a second! After a slower start than they would have liked, Evans/Edwards had picked up their pace and were now third overall and leading their class, albeit just 3.6 seconds ahead of the Korhonen.



Mark Donnelly and Dai Roberts



(Continued Page 21)

Rallye Sunseeker (Continued from page 18)

Therefore, for the leading crews it was all to play for in the final three-stage loop. Nikara/Nikara edged ahead by 1.2 seconds on stage ten, only to have their car's engine lose power on stage eleven and, not wanting to cause any further damage, had no choice but to stop.

This left Donnelly/Roberts in command and a steady run through the 12th and final stage saw them record their first ever outright MSA British Rally Championship victory and, in doing so, make history by being the first crew to win a round of the new look BRC.

"It's absolutely fantastic to have won a round of the British Rally Championship", said Donnelly at the finish. "We were flat out from the start and had a hard battle right up to the end.

"It was disappointing that Jussi and Petri (Nikara) had to retire, we would like to have beaten them on performance. The closeness of this event has proved that the two-wheel-drive format is the right way to go and I hope other events and championships take notice."

A huge push in the closing stages saw Henry/Burns snatch second place ahead of Evans/Edwards by the most slender of margins, the Welshman eventually clamming Class 6 honours.

Exiting the rally in the closing stages were Alastair Fisher/Daniel Barritt, who's excellent run in their Fiesta came to an end when their car got stuck in second gear on SS10, whilst Jack Rowe/James Aldridge's similar car left the road on the same stage.

Another to fall at the final hurdle because with the curse of driveshaft failure were the Fiesta crew of Niko-Pekka Nieminen/Passi Haataja, the Finns disappointed not to make it to the end of their first BRC event with just one stage left to go, after successfully keeping out of trouble up to that point.

MSA British Manufacturers Rally Championship

With the news hours before the start of the event that Ford Motor Company was joining Renault UK and Citroën UK as registered manufacturers for this season, there is now a three-way battle between the brands.

Therefore, with scores calculated from the two leading cars from each manufacturer, it meant that with Donnelly/Roberts finishing first and Peter Taylor/Andrew Roughead fifth, Renault top the table with 34-points following the first round. Henry/Burns' second place, coupled with Pryce/Williams' fourth puts Citroën second on 33 points, whilst Evans/Edwards' third and Kumpumäki/Salo's sixth sees Ford with a score of 29 this weekend.

MSA British Junior Rally Championship

Class 10 and top placed junior was Garry Pearson with co-driver Craig Wallace. They hung on in their Renault Twingo R1 with some new car teething troubles, but were disappointed that the championship battle with Norwegians Steve Røklund/Dag Nordstrand didn't materialise.

Pirelli Star Driver

After the podium presentations had taken place, it was announced that victor Donnelly had also won the coveted Pirelli yellow jersey and a nomination towards the end-of-season Pirelli Star Driver shoot-out for the top prize. Reigning Pirelli Star Driver Jukka Korhonen was passed for the class lead on stage seven by the 2010 winner Elfyn Evans, but was another to be stopped by a driveshaft problem, frustratingly close to the finish on the final stage.

Citroën Racing Trophy

Maximum points in the Citroën Racing Trophy UK were awarded to Desi Henry/Niall Burns, their striking new DS3 R3T out-gunning Welsh pairing Osian Pryce/Iestyn Williams but two places in the event's overall results.

Ford Fiesta Sport Trophy

Ford Fiesta Sport Trophy honours went to 2010 FST champions Evans/Edwards whose stunning performance put him on the overall podium's second step. The Welsh pair overhauled Finns Kumpumäki/Salo half way through the day, never looking back.

Twingo Renaultsport R1 Trophy UK

Pearson/Wallace added to their tally at the finish of the single day event, becoming the first ever winners of the Twingo Renaultsport R1 Trophy UK. Their 'hare' in the guise of twice British Rally Champion Keith Cronin with co-driver Seb Marshall, was never going to score Twingo points, but nevertheless was disappointed to get a puncture, finally stopping on stage ten with a broken driveshaft.

BRC Teams Cup

Five teams have registered for this year's BRC, with a maximum of two cars able to score points. Unfortunately for the Millers Oils 586 Team, with Callum Black/Chris Williams failing to finish due to an accident on stage eight, they come away from the event without any points.

Topping the Teams' table in round one were M-Sport Ford with 20 points, after Evans/Edwards third place - and even taking into account their team mates' Fisher/Barritt retirement. The Ford Finnish Junior Team comprised Kumpumäki/Salo and Nieminen/Haataja and, although only one of them finished, the team currently hold second in the standings with 20 points.

The points from Gethin Jones/Kevin Devine's tenth place, added to the 12th of Matt Cotton/Glyn Thomas, sees the AVS Motorsport team in fourth on 16 points. As the oldest driver in the BRC this year, Jones proved a point with Class 8 victory after several years away from the championship. Arron Newby's excellent 13th place on his BRC debut with co-driver Julian Wilkinson in their Škoda Fabia, means that the Pirelli TEG Sport team hold fifth with 15 points - although it could have been more if it wasn't for Korhonen/Korhonen's 11th hour retirement.

Results - See Page 24



Well the weekend was one full of firsts for me and Chris; it was Chris' 1st international, 1st time doing recce, and my 1st time in the Twingo what a weekend it was set to be! It all started at 4pm on Wednesday afternoon, with me travel-

ling half of the 5 hour journey and staying with Family in Hereford while Chris travelled down with the camper van and stopped near Bristol. The journey just seemed to go on and on and on, especially when we knew we were getting close to Bournemouth....boring! The 1st job of the weekend was to do the shakedown, a short test stage held on a similar surface to the stages actually in the rally. The stage used had actually been an actual stage in the rally on previous years and was a nasty little stage with plenty to catch the unwary out. Luckily for us Chris' Dad, Jon, had done the event in 2008 and may of the stages were similar (including the shake-down stage), this meant that we had a set of notes for the stage already that had been amended.....great help!! The shakedown for us was mainly about Chris getting his confidence back, after his Wydean Rally roll, and to get the car set up to suit the stages. This was achieved with little stress, all though we did manage to knock the roof scoop off on our last planned run. On to the rally, and the 1st part of any international rally is the Recce; this takes part on the day before the rally and consists of 2 runs through each stage at 30mph...which is a little odd seeing as on the rally we will be more likely doing 90mph! The recce went without a hitch, and using a combination of Jon's old notes and our own we were happy that we had got everything covered from a small pot hole to a nice big cut that we could attack. The rally then had a ceremonial start on the beautiful Poole Harbour, and having heard reports from previous years of a lot of people, we went prepared with autograph cards and pens....but we didn't expect what greeted us, there were literally thousands of people that where all very interested in me and Chris...who wouldn't be...! We were there for 2 hours and talked to many people, including the Lord Mayor of Poole and had our picture taken by a lot of photographers. We also got to be part of the official autograph session, sitting at a table with other crews signing programs and caps as well as our own cards for children and adults alike, it was surreal. We then had to drive down the harbour, and cross the start ramp; the crowds on the way down the road where 4 rows deep, with many people asking us for autographs and cards....one even managed to relieve me of one of my 2 caps! Again we got mobbed by photographers once on the ramp and we got to talk to the Lord Mayor once more. After all the ceremonial start, I had back to the hotel and re-write the notes, I really do wonder if the drivers know how much work they give us co-drivers when they go about making hundreds of changes, but I was well equipped with plenty of tippex and pencils. The rally itself started Saturday morning at 8:41 for us, so after a bit of prep of my area in the car, we were ready to go! After an easy run out to the 1st stage, and a relaxed 5 minutes putting helmets on and doing tyre pressures we were set, the 1st stage seemed to go really well and was one we picked on the recce to try and push; with no mistakes and nothing stupid we set a respectable 17th overall time, some 9 seconds quicker than the other Twingo R2 of Nick Allen. The second stage didn't seem to flow as well for us and we struggled getting the car to turn-in on the slow corners, so we just made sure we got through the stage in one piece, losing only 0.1 to Nick. Stage 3 started really well too, but towards the end, the stage went over marshes, this mean that the stage itself was very wet and muddy, and was very badly rutted...despite this we had a good go and set another respectable 16th overall time. Back in service, we spoke to the Renault technicians (really helpful people) and they advised softening the front suspension a little more, so with that done we set of to the next 3 stages. We had a little scare on the way to the 4th stage, after putting 10 litres of fuel in and entering service with 15 left in the tank, we noticed that the fuel gauge was saying that we only had 14 litres on-board...erm that's 11 less than we need! After a little bit of panicking, Chris turned the car off and back on (good old trick) and the gauge now read 24...PHEW! Heart now back where it should be!! Stage 4 was a very quick stage, that we again had a bit of a push on, and where very happy to see we set the 15th quickest stage time, taking 10 seconds off Nick Allen and beating 2 time British Champion, Keith Cronin! There was some very skilful driving by Chris in the stage that meant we carried good speed! Stage 5, however, would be our undoing; we had noted on the recce how rough it was and how rutted it be by the time we got there. With this in mind we went steady into the stage, but when exciting a tight square left, we lost all drive. It turns out the CV joint had been pulled apart and the shaft had snapped...bummer! To add insult to injury, a passing car then flicked up a stone and smashed our rear window...double bumper! On a brighter note, we were happy with the fact our pace was getting quicker on what is a very tough event, and the fact that we were setting times that where quicker than a lot more experienced crews means that we have a solid base to build from on the Bulldog...when hopefully we will be armed with the new RenaultSport EVO kit that will improve the car no end! Anyone wanting to follow us can do so at: www.chris-ingram.co.uk, Chris Ingram Rallying on Facebook or on twitter @1chrisingram and @cruttrallying. The bulldog rally takes place on the 23rd and 24th of March, and starts in Welshpool with 2 night time stages around the Dyfi Forests.



Joe Cruttenden

Success For Newby, Frustration For Korhonen on Rallye Sunseeker

The Pirelli TEG Sport team kicked off their 2012 campaign with drivers Jukka Korhonen and Arron Newby enduring mixed fortunes on Rallye Sunseeker.

Conditions were dry and the stages were the usual sandy, boggy type with long straights and tight corners which meant it was suited to the higher powered R3 cars but despite the handicap, 27-year-old Korhonen, who won last year's Pirelli UK Star Driver award, set a fourth fastest time and was first R2 on several stages, as he put in a strong performance against the R3s. The Finn battled with Elfyn Evans, swapping times and meaning it was very close all day, but as he went into the final stage chasing the Welshman for third place, the electronic throttle on the Pirelli-backed Skoda Fabia R2 failed.

17-year-old Newby, from Carnforth, had a good steady run, focusing on the finish rather than setting stage times but as the day progressed, he was setting more consistent times to bring the Robert Wiseman Dairies-sponsored Skoda Fabia R2 home in a fantastic 13th overall and seventh in class as well as scoring points for Pirelli TEG Sport.

Arron Newby: *"This is my dream to be able to compete on the MSA British Rally Championship, the whole experience from the start to finish was exceptional. It offers the whole package, from recce to the ceremonial start with thousands of people turning out to see the cars and teams. I really enjoyed the stages even though the aim is to get to the finish of events in my first year which I did, I am so grateful to my sponsors and to everyone at TEG Sport for their hard work."*

Jukka Korhonen: *"I am very happy with the speed of the Skoda and its performance, we all know it's the first International gravel rally that it has been used on and it is very unfortunate we suffered a technical failure on the last stage with the electronic throttle pedal. I am looking forward to the Bulldog Rally as I feel our performance there will be very strong in this car. I am also grateful to Pirelli and TEG Sport, I have found it very easy in this country to work with such professional people."*

Stuart Newby: *"Obviously I am a little disappointed that Jukka had a problem with the electronic throttle in sight of the finish line, as during the rally he set some top R2 stage times, was leading his class and was up at third overall during the day. We are really pleased with the Skoda Fabia R2 and the overall package it offers means it will be an exciting year ahead. Arron did exactly what he was asked to do and get to the finish of the rally, he has a lot of years ahead competing and we have told him it is extremely important in his first year to gain as much experience as he can on such a prestigious championship and to bring the car home in 13th overall and score team points was a bonus."*

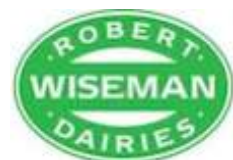


Photos courtesy of Jakob Ebrey



TEG SPORT

PIRELLI



Went down to the Sunseeker at the weekend with Joe

(Joe Cruttenden that is - co-driver to Chris Ingram - see page 20 for Joes report) Whilst out watching him. I was stood on a bridge jump.

There were a load of press there

and one was asking if the radio board could be moved slightly as it was in the shot. I said if it was me doing radio, as long as it was visible and in the area of the radio car I couldn't see a problem moving it. So I went over to the radio car to find it empty and locked. I found the radio guy stood away from his car with a clip board marking numbers. I asked if he minded if the board was relocated. He said he wasn't willing to move the board as that's where it had been put. (fair enough, his call) . I then asked if he was on a hand set. He told me no and that he was standing where he was because he could not see the cars for spectators stood in front of him. I then offered to arrange for them to be moved. Went back to the Marshals and told them the problem with the radio car and they moved the spectators and the guy returned to his car. problem solved

Tim Cruttenden (Gemini 15)



Best Practice Guidelines on the use of Social Media by MSA Members

<http://www.msauk.org/site/cms/contentChapterView.asp?chapter=234>

WELL - it was on the MSA Website at the above location, BUT it now seems to have disappeared !!!!!

Frustrated possibly ?

www.rallying-images.com



Results & Championship standings after round one

Drivers

1 Mark Donnelly	20
2 Desi Henry	18
3 Elfyn Evans	16
4 Osian Pryce	15
5 Peter Taylor	14
6 Jussi Kumpumäki	13
7 Tom Cave	12
8 Matthew Cathcart	11
9 Ruary MacLeod	10
10 Gethin Jones	9

Manufacturers

1 Renault UK	34
2 Citroen UK	33
3 Ford Motor Co.	29

Teams

1 M-Sport Ford	20
2 Ford Finnish Junior Team	18
3 AVS Motorsport	16
4 Pirelli TEG Sport	15
5 Millers Oils 586 Team	0



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Bentham's **David Wright** was denied the chance of winning the Malcolm Wilson rally last weekend when a broken gear linkage forced him out of the event in Grizedale forest. The rally kicked off with the Comb stage in Whinlatter forest and Wright was immediately on the pace, setting second fastest time just four seconds behind the Ford Focus WRC of Hugh Hunter. The Hobcarton stage was next up and Wright continued to push hard in his Kumho Tyres, Drenth, York Brewery, Proflex and Grove Hill Garage-supported Mitsubishi Evo 9, powering through the stage in second place again.

Wright maintained his second place after the third stage, Greystoke, and he headed to the first of two tests in Grizedale just nine seconds off the lead. "The first three stages went really well, we were flat out all the way," said Wright. "It was very pleasing to be just nine seconds off the lead with the Grizedale stages to come." Wright usually goes very well in Grizedale and in the first of the two stages he was an impressive six seconds faster than the rally leader, reducing the deficit to just three seconds. The scene was set for an attack for the lead in the second longer Grizedale test but, sadly for Wright, his victory hopes were ended when the gear linkage broke leaving him stuck in fifth gear and unable to complete the stage. "I really thought we could get the lead in the second Grizedale test. We had already made up six seconds in the shorter stage so I was confident we could leave the second stage in the lead. Unfortunately it was not to be. It's very disappointing as I think the victory could've been ours but it seems like we're not having any luck at all so far this year. I was happy that we again showed we are the fastest in our class as well as beating most of the drivers in the class above.'

Bryan & Mathew Gibson Car 230 - 66thO/A 13th in class Lancaster Motor Club

Not a right lot to say
For reasons that I wont bother discussing the organisers refused to accept our Lancaster Motor Club Membership Cards so we had to run as Morecambe Car Club. Came away with **BEST Morecambe Car Club Entry !!!!!!!!!!!!!**



Photo Courtesy of Andrew Shepherd

John Stone's challenge for the MSA Asphalt Rally Championship got off to an unfortunate start as he was forced to retire from the Tour of Epynt.

Car problems denied the Blackburn businessman the title in 2012 after he led the series earlier in the year and major investment in his Skoda Fabia WRC over the past six months was not enough to get him to the finish in south Wales at the weekend.

Stone was fifth fastest in stage one and then 10th in stage two alongside co-driver Rob Dagg, but was already suffering clutch issues and was forced to retire.

A warm dry day led to a high retirement rate on the rally, with more than 40 per cent of the start list of 109 failing to make it to the end of the event.

Melvyn Evans was the winner of the rally in his Subaru Impreza

More Tour of Epynt see pages 31 & 32

Hugh Hunter and Andy Marchbank

Piloted Their Ford Focus World Rally Car (WRC) 03 to outright victory, collecting 30 valuable BTRDA Gold Star Championship points to recover his position in the title battle after retiring from the opening round at the Wyedean Rally last month. 124 rally crews set off from the famous M-Sport headquarters in Cockermouth, home to the Ford World Rally Team, and took in seven classic stages in the Lake District, Cumbria on a wet Saturday morning including the renowned Grizedale Forest and the Form World Rally Team's test base at Greystoke Forest. Heavy rain overnight and during the morning of the event gave for slippery conditions and the gravel stages cut up badly with some large and loose sharp stones lurking just below the surface ready to catch the unwary. It was to be a war of attrition with 43 rally crews failing to get to the finish line. Hunter has come so close to winning this event in the last couple of years only to lose out to bad luck and this year there was a burning ambition to overcome past problems and achieve his ultimate goal of taking the win.

Hunter's car is backed by Dunlop Tyres, Lewis & Hunter Contracting Ltd and RS Hunter (Asphalt & Macadam) and prepared by P&R Benn of Cockermouth. Hunter said "It's the monkey off my back winning this and I really wanted to do it as it's on Paul Benn's home patch. His team have done such a great job in getting the car right for me and it went like a dream."

Having only completed some 60 competitive stage miles on gravel since acquiring the new car late last season, Hunter was impressed with the extra power compared to the old car. It was a battle of titans for much of the day with Hunter's closest rival, Paul Bird of Kelso taking his Ford Focus WRC 07 round stages effectively on his former home patch. Hunter ran well on the first three stages, setting the fastest times on each of the stages, but Bird came back at him hard, winning the last three stages. Hunter left the last service with two stages remaining holding a comfortable 12 second lead. The penultimate stage at Greystoke was to provide a cruel twist for Hunter after he clouted an earth bank exiting a tight corner early on in the stage and affecting the balance of the car with Hunter saying "I must have filled one of the wheels with mud from the bank and the car felt well off balance for a mile or so until the earth fell out." This opened the door for a fight back from Bird and he took 7 seconds off Hunter to reduce the North Walian's lead to just 5 seconds going into the last stage

With darkness fast approaching, Hunter was confident that he had done enough and had a good run through the short but pacey last stage at Wythop. Bird drew on his reserves and took a further 2 seconds out of Hunter, but couldn't overhaul him to win the event with Hunter saying "I thought I had a comfortable margin, but I nearly threw it away and won by just 3 seconds in the end. I'm so relieved it's all over and I'm back in the Championship battle."

Bird Misses Out On Malcolm Wilson Rally Victory

Penrith rally driver Paul Bird failed to add a record-equalling fourth Malcolm Wilson Rally victory to his record by the slenderest of margins following a classic battle in the Lake District. Driving the Fuchs Titan, Rapid Solicitors and Kick Energy-backed FBP Ford Focus WRC07, Bird and Scottish co driver Kirsty Riddick had to settle for second place, just three seconds behind winners Hugh Hunter and Andy Marchbank (Ford Focus) at the Cockermouth finish after the 45 stage miles of competition on round two of the REIS Get Connected BTRDA Rally Series. On a rare gravel outing and his first since last year's Grizedale Stages, the British Superbike and MotoGP team boss

could only manage fourth fastest time on the opening test in Comb, dropping 11 crucial seconds to Hunter, who capitalised by adding a further two seconds to his advantage over Bird on Hobcarton and Greystoke to leave the Cumbrian in third place and 13 seconds off the lead at Service. However, Bird was now getting into his stride and after the two challenging tests in Grizedale, the former National Champion had reduced the deficit courtesy of fastest time in Grizedale South to set up a nail-biting finale. He flew through the penultimate stage in Greystoke to claw back Hunter's margin to just five seconds meaning the final stage in the tricky Wythop woods was where the destiny of the victory would be determined and despite setting fastest time again, Bird fell those three seconds agonisingly short of equalling Bill Dobie's four wins on the event.



(See Page 38 - Ian Davies Report)

Robert Kennedy/ Steve Coombes Nissan Micra RF1.0 - Car 241

Robert had never done a multi venue rally or been in the forests. Having competed in the juniors last year it was going to be a major learning curve for him. No waiting about for an hour in between stages, this was nonstop action all day. Event HQ was at M-Sport. I've never seen so many Volvo's with a cage in. There were at least 20! Scrutineering passed and signing on complete without any problems and stress free. This was the first major difference that Robert noticed from single venue events. As is the norm we had to be sociable so we headed to the hotel bar. We should have known not to stay as they had no draught beer, only bottles, but stay we did and eat. Food was average, service poor and beer expensive. Luckily this was our only mistake of the weekend. Whilst we waited to go over the start ramp in Cockermouth we had some fun interacting with the spectators. One young child was crying but soon started smiling when we waved. **SS1 (Combe)** - We set the goal of getting to the end of the stage as a minimum. The green light came on and we set off. The first half of the stage was up hill and we struggled. It felt like Robert was trying too hard instead of trusting his ability. A few words of help given and as we came down the second half of the stage he got into a rhythm. The left foot braking was working and he started getting to grips with things. First stage completed and a competitive time set all things considered.

SS2 (Hobcarton) went without any problems. Robert continued to grow in confidence and again a competitive time. **SS3 (Greystokes)** was very slippery. A small lock up on a SqR R were a car had already gone off was our only drama as we navigated our way through. Again our goal was to get to the end of the stage and service. The car was running well and with a splash of fuel we set off to Grizedale 4th in class.

Grizedale North was first and things flowed well. This was the longest stage Robert had ever done and the longer it went on the more he got into the flow. Grizedale south was longer still and again we had an excellent run through it as the confidence continued to grow. We were getting our time when I heard the marshal get the time for the car behind us. In 10 miles we'd taken over 20 seconds out of them in their 1400. Considering this was only his 5th stage in the forests we headed back to service 2nd in class.

With 2 stages left we turned our attention to getting to the end of the event. **SS6 (Greystokes)** was a reverse run of SS3. We had a chat before we entered stage making sure Robert was aware of how slippery it was on the first run and about the ruts that had been generated. We set off into stage and apart from a slight drift wide on the exit of a SqR L towards a ditch we set another competitive time. **SS7 (Wythop)** was our worst stage. After about a mile and with head down in the notes I felt Robert lift. I looked up to see a spectator waving at us to slow down. The car in front of us had stopped near the top of the hill and with both crew still in the car we had to slow to make sure they were ok. This disrupted the flow for the rest of the stage and we dropped around 25 seconds and this cost us 2nd in class.

With only the finish ramp and the interview with Bob to contest with we had achieved our goal of finishing and for Robert to get some much needed mileage and experience. The car had run well and Robert had done a fantastic job behind the wheel. It was great to see the support Robert had as a number of people came over to congratulate him on finishing his first forest event, recognising what an achievement it was and how well he had done. By the end of the event he was driving with confidence and I don't see why he can't win his class before the end of the season.

Thanks to all the marshals who braved the conditions in the morning and to the organisers for a great event. Thanks must go to the McClure team for their help with servicing and well done to Aaron and Martin for a great result in the 1400's. Until next time.



Photo Courtesy of Andrew Shepherd



Photo Courtesy of Ian Bell

Steve Coombes (G&PMC) & Gemini 5

The Chris Kelly Memorial Rally 2012

Well, here we are again, another month, another bunch of ramblings from myself – I bet you've missed me! The Chris Kelly Memorial Rally would see me visit

the Isle of Man for the first time ever, funnily enough this is somewhere I have always wanted to visit as I have family links on the island – or so my granda tells me...but I think he is loosing his marbles! I was contacted by Papa & Son Barnard (Andy & Richard) of RABrallyesport at the end of 2011 asking whether I'd like to travel over with them for the event to be the 'general dogs body'....of course I couldn't resist, a rally and a 'holiday' all in one! I met up with Malc & Tony (the real service crew which had to put up with me) on Thursday Morning (16th Feb), to load the Scooby Doo onto the trailer, and set off for the ferry which was due to leave Heysham at 14:00, meaning our E.T.A. on 'The Rock' was 18:00 – our scrutineering time was 18:15 – no pressure!

A rather uneventful four hour journey on the old Steam Packet, and we had arrived in Douglas, from here it was straight to noise test and scrutineering with no time to spare. Whilst Rich sat in line with the Scooby, Andy and I headed off to sign on (I was planning to be taking photos here and there as time permitted), and then it was back to the Hydro Hotel in Douglas for a damn good (and much anticipated) gammon steak and a drink....or two....or three....or more!

Friday morning arrived sooner than expected, and after a Full 'Manx' Breakfast, I was lucky enough to be invited out to recce the first three stages of the night. This gave me a chance to see how recceing was done, and to get a good look at the views IoM has to offer! It also allowed me to hear some interesting pace notes, including "Square left at dog" – unsure this was an official call or not. After recceing, we met up with the rest of the team to set up base at St. Johns Service Area – I never got to meet 'John'. After a couple of hours, we decided to go and grab a bite to eat (and to get the feeling back in our hands), so we headed to a (not so) little Café which was just a couple of minutes walk up the road – The Tynwald Hill Café. This certainly did the job, as not only did we have a lovely hot bowl of soup, we got to sit in front of an open fire – winner!

Then, it was rally time!

The first service halt of the night (after SS3) came, and we had issues to investigate. By 'we' I mean Malc and Tony, I supervised. The throttle was sticking open when anti-lag was on, which meant the Scooby had to run the rest of the event a little down on power, other than that, all was going well! At the end of the night the car was still in one piece, which is always a bonus, so we headed back to the hotel. We got back to the hotel sometime after midnight and Rich & I were hungry, so decided to go on a hunt for food (pizza of course). On the way back to the hotel (which seemed about an 8 mile walk) I spotted a pair of legs poking out between two cars. A drunk had obviously taken a liking to the cold and wet road and settled down for the night. After a quick 'is he breathing, does he respond' test, we left him alone. This brought us up to Saturday (I'm good with my days of the week). We set off to Jurby Airfield nice and early to allow plenty of time to try and sort out the throttle issue, now believed to be a fault with the sensor, but no spare meant the show must go on minus anti-lag. Stan & Carol were kind enough to take me out to watch two stages of the event, or that was the plan. Sadly the second run through was cancelled due to time issues etc. so this left me stranded on a stage as S&C had returned to service just 5 minutes earlier. This is where I met one of many brilliant Manx locals. A marshal on stage (who I'd been chatting to earlier) very kindly offered to take me back to service, and right up to the van. It really was much appreciated; rallying needs more people like you – service with a smile! Saturday seemed to run smooth enough, and a Top 20 finish was a brilliant result as it was the first event for RABrallyesport in their new Scooby-Doo. I had also made outstanding progress within the team. I had set off in charge of the plastic valve caps, but ended the weekend jacking the car up, letting it down, and cleaning the glass! Talk about career opportunities! **FINAL SUMMATION:** Brilliant event, brilliant people, brilliant place. A lot of thank yous to be said to the whole rally team for brilliant company, the Woodcock crew (also for great company), the fantastic marshal...the list goes on! As always, photos available to view and purchase via www.drhphotography.org.uk
Until next time, good night and god bless!





Lonsdale Belt Road Rally

Well what a belter that was. A massive well done to Dan Willan and his team for putting on an incredible event. Using some of the best roads Northern England has to offer.

After competing on the Ryemoor Trophy a quick spanner check revealed a grumbling N/S front wheel bearing so it was off to my good friend Simon Boardman's garage (Grange Lane Garage Accrington) who very kindly let's me use his facilities to prepare and work on my car. Bearing done, cars now ready.

The Lonsdale this year ran on map 96 and 97 with a small map handout for the loop which ran up through the Dunnerdale valley, over Hardknotts and back via Birker Fell totalling a very hard but enjoyable 170 miles.

We were seeded car 13. I have never done well when seeded 13 in the past! But to make things worse my mate Simon Boardman was seeded 14. I would much prefer that it was the other way round.

We arrived at the start/finish venue just after 19:00 to find a sizeable queue had already formed at scrutineering which went without a hitch. We got ourselves signed on after which Steve got on with doing his bit with the first lot of instructions whilst I was dispatched to get some coffees.

This being a fairly local event it was nice to catch up with everyone.

Drivers briefing was around 21:30 which was short and to the point just how I like them.

Now we knew what was expected of us it was just a matter of collecting our route and deciding whether to plot at the services or head off to Newby Bridge and plot there. We elected for the latter.

On a pre-plot event I normally read out the grid references whilst Steve plots and we seem to be very efficient at it, but as we had plenty of time Steve decided he wanted to do it on his own. This was fine by me as it allowed me to relax before the start.

All was going great until we left the time control at Newby Bridge at the start proper where things started off badly and then got steadily worse as the night went on.

First off all we missed the slot to the first control and ended up behind car 14, Simon Boardman (and no we did not do it on purpose) and ended leaving on the same minute, dropping minute in the process. Not an auspicious start.

Simon being in a very well sorted 1800 Proton and me in an ok sorted 1400 Nova, Simon gradually pulled away from me.

The Lakeland maps are notorious for not be as accurate as many other maps and this did cause Steve some problems e.g. arriving at junction's which apparently were not on the map, bends which were much tighter or not than was called. But it was the same for everyone. (Nav edit – combined with copious amounts of brain fade and general muppetry from the left hand seat, this did not make for a good result. If it had been a clear night, I might have done a better job navigating using the stars!) Then just before the last section before petrol we had a puncture but did not have time to change or we may have been OTL at the MTC so we soldiered on and made it with just enough time to change the puncture, fill up with petrol and got to the MTC just on our minute.

So we battled on in the second half only to develop a misfire which would not go away.

With all the excuses now out of the way it has to be said that it did not detract from what was a very enjoyable night ending up 19th overall and dropping a massive 0:48:08



Photos - Duncan Littler

All Photos for the Lonsdale Belt are Available from Duncan Littler
postmaster@dtlittler.f9.co.uk

Paul Buckel/Steve Butler (CDMC)



Lonsdale Belt Road Rally

I have been asked to put pen to paper, so to speak, by moz with regard to the start of my road rallying career. I bought a half built 205 gti from a lad in Blackpool and set about trying to finish it with the view to doing a few stage rallies. But after a good think I decided that I would be better off road rallying as I enjoy tarmac and with spending most weekends of my younger years travelling the length and breadth of Wales with the fastest milkman in the west whilst he showed the welsh how to do it in their own back yards!!! some could say I was hooked (*I think Steve is referring to a certain Mr.Denis Quin - Maurice*).

The car is a standard 1600cc with bilstien all round and 1900 brakes, roll cage, bucket seats and harnesses an odd bit of strengthening here and there. The paintwork needed redoing as it looked as if it was painted by Ray Charles so a quick rub down and a few hours in the booth she was ready to rock or so I thought. I then joined Gpmc as it is local and met a few guys into the local road rally scene one of who was Alan Barnes who then volunteered to sit in with me on my first event. So that was it car sorted nav sorted now the event the Lonsdale belt 2012 was entered by Alan there was no backing out now. I nipped round three days before the event to see a friend who has a lot to do with the sport and asked him to take a look round the car for me to see if he could pick out anything untoward that would prevent us to get a run nothing stands out mate but maybe a wash under the bonnet and away you go.

Next day at work a good wash on the outside and then under the bonnet disaster struck she died and would not fire not matter how much drying out i was now close to tears a quick call to Alan and the car was straight on the trailer to Lee Jones of Newton Motorsport Kirkham dont worry mate I'll have her running and true to his word by 12 at night the following evening I got the call i was waiting for! "Its fixed mate dodgy coil and a new starter."

Alan landed at our house and we fitted the new time clock made by Jem Dale and we where off noise passed and scruteneering over we signed on and waited for the start.

10 seconds 5,4,3,2,1 go we were off what a baptism of fire. The roads where excellent. I wasn't the fastest out of the box, but I hadn't had much time in the car and also it was all new to me someone calling bends. We dropped a fair bit of time in the first half. By the time we got to petrol we had picked up the pace a bit and I was comfortable with Alans map reading. We even started catching folk in places. I was starting to enjoy this form of motorsport. By the time we hit familiar territory the car was going well and my understanding of the speed I could carry to Alans map reading spot on! We were getting the hang of things. At one point from Kendal to the finish (Over Killington) we had some cracking sport with a couple of other lads all swapping places throughout the back lanes towards killington lake. I think three of us all came into the final control together..

That was it my first event and what an event lanes by my reckoning and others I have spoken to as the best in the country. Who could argue. A big thanks to Dan Willan, Steve Head and everyone else who was involved in the running of the event. Pure class. I would also like to thank Alan Barnes for keeping me on the right track and getting us to the end like he said he would. Top bloke. Roll on the next event mate (Entry in for Altratech 061 - marshalling on VK Derbyshire) sorry for making you touch cloth over Killington

P.s I had it under control (lol) and a big thanks to Lee Jones without his help we wouldn't have started. Top bloke. I hope to have a more powerful engine fitted by the next event as the old 1600 struggled to pull up the hills of the lake district and a few other jobs sorted that arose throughout the event but other than that we are raring to go we ended up 24th overall and 5th in class sadly picking up one fail but not bad for a first event over some of the most testing roads in the country. See you all at the next event!!!

Steve Hudson G&PMC

What a cracking good event. Difficult to find fault. Well done Dan. I dont know why but by the time we got to the start at Burton Services I was nervous and apprehensive. Started plotting and after 15 minutes most of my worries had gone, but not without the odd cockup in plotting, thankfully Alan Barnes was on the next table and it was soon sorted - Thanks Alan. So of we go - a shortish run out to Newby Bridge and whilst waiting for our start minute I had a quick check through the route and found another possible glitch. Fortunately Sasha Heriot was stood by our car and she soon put me right. Thanks Sasha. All going very well through the brilliant lanes that the Lake District has to offer until Hardknott Pass. Andy had got the bit between his teeth and his old (200k miles) Golf was running well - we passed 5 cars on Hardknott - and then got a puncture which cost us some 18 minutes or more to change (the car fell of the jack - changing a wheel on a steep hill - not recommended). The only spares we had were 70 aspect knobbles - we changed only the punctured wheel and drove on 3 low profile & 1 knobbly until petrol with the car handling distinctly weird and always trying to turn right. Then I cocked up at TTC16 (Time recovery section after Hardknott) and grabbed a minute more than I should (we were running a bit too close to our maximum lateness) which resulted in us gaining a fail. Other than that - Andy drove brilliantly and the event was magic !

Maurice Ellison Lancaster M.C.





Lonsdale Belt Road Rally

A Dan Willan Tour de Force

Nice bloke that Dan Willan. No, he's better than that actually, bloody nice bloke ... and what's more, he, for my money, embodies all that is good about grass roots motor sport.

Some reading this will already know that Triple Motoring News Road rally champion Mick Briant is currently writing a book about his exploits in the lanes, 'back in the day', when rally cars were rally cars and the sheep on Birker Fell were particularly nervous (stop it, stop it!).

In one chapter in his tome, Mick talks about an event, I think in Wales, which he sums up by writing words to the effect of 'they don't make them like that any more!'.

For my part, as someone who competed on a handful of Motoring News rounds such as the Lumies, the RL Brown and the Devils Own, I can assure you that under Dan Willan's capable and caring stewardship, the modern-day Lonsdale Belt is right up there with those old 'Memory Lanes' classics ... it really is that good.

The more remarkable thing about the route for the 2012 Lonsdale Belt is the simple fact that Dan carried out ALL of the Public Relations work ON HIS OWN.

Such selflessness deserves a proper mention and Dan, if you are reading this and feeling somewhat embarrassed, please don't. Mate, it's time somebody blew your trumpet for you.

Action Stations

Okay, on to the event and crews went through noise, scrutineering and signing on formalities at Burton services on the M6 northbound between junctions 35 and 36.

A healthy 39 crews were booked in for the event and you could palpably feel the buzz as crews eagerly plotted quiet spots and blackspots prior to being given their route handout.

The action began with a test starting at Haverthwaite and taking competitors up through a tricky maze of roads to Rusland Cross and up towards Near Sawrey before turning south and traversing the testing road running parallel with Dale Park Beck.

It was a case of 'busy, busy, busy' for all crews as the route then headed west to the classic Jackson Ground loop before the turning north via Hinning Ho Close and then slotting left to tackle the brutal Hardknott Pass, heading south westerly to Irton Road Station then switching south easterly across Birker Fell where, it has to be said, the sheep behaved impeccably, obviously having been told to keep off the road by Dan on his PR travails.

The halfway petrol halt was at Greenodd after which Dan asked even more of crews as the second half included a number of NAMs and passage checks with whites and much slotting required as the route weaved its way eastwards using parts of classics such as Foxes Pulpit and a fast and furious finale around the Killington roads before finishing near Gatebeck.

Obviously a summary of the route like this does not do it justice but it was a corker, ensuring that crews really had to work hard together to get a good result.

John Leckie and Nick Bloxham pulled off the win, dropping 8 mins 53 seconds, with John Bossen/Shawn Hughes second and Steve Retchless and Sam Collis taking third spot.

It was an enjoyable night for all involved but thank yous must go to Harrison's of Bentham for sponsoring the rally, along with Creative Theory.

Steve Head, who performed the role of chief marshal with customary efficiency, kept things moving smoothly and what better sight at 2.30 in the morning than the lovely Katy Mashiter fluttering her eyebrows at you before taking your time cards off you. What larks Pip!

Finally, a word must go to Lee Jones at Newton Motorsport, Kirkham, who, along with sidekick Tomo, who ensured that two crews made it to the start (and the finish).

Car 28 - Steve Hudson and myself - nearly didn't do the rally because Steve had problems with his engine, which

Lee somehow fixed on the Friday - thank you. It was Steve's first event and if his decrepit and incompetent navigator (me) hadn't miss-plotted a passage check, which earned us a costly fail, he would have perhaps landed third novice. But we'll take it on the chin and go again. I know that Steve loved every minute of the rally and he is hooked now.

And first novice away, Jeremy Dale in Car 25, had to have a new set of front struts fixed to his Alfa on Saturday afternoon, after it was discovered that the front left strut had exploded. Without such acts of friendship from blokes like Lee Jones, who, incidentally, never has a bad word to say about anybody - even the mother-in-law! - life would indeed be poorer. Over and out. **Alan Barnes G&PMC**



Photo - Duncan Littler



NATIONAL TOUR OF EPYNT 2012

Sunday 11th March 2011

March 11th saw the Opening round of the REIS/ Get Connected MSA Asphalt Championship on the legendary Epynt Military Ranges in surprisingly summer like weather something quite unusual for Epynt particularly at this time of year!

Chris Marshall and Simon Hunter were seeded at Car 27 in the "Kwiktrak UK" backed Mitsubishi Evo 5 and were hoping for a turn in fortune after various reliability and set up problems in 2011.

In the weeks prior to the event, Chris & Simon had tested at the 3 Sisters Race Circuit after some winter tweaks to the cars ride height and suspension settings. The car was tested back to back with the similar Evo 6 of George Mackey with both drivers reporting valuable lessons learnt from the test session and new confidence in the car ahead of the coming season. Chris particularly commented that the car felt good and probably the best it had felt for a long time!

So.... All was set for a good run over the ranges. The Recce was completed without any major changes. Chris & Simon use their own notes that have been written and developed over the last 6 years by themselves and the only notable change was that a lot of the military roads had been resurfaced in fantastically smooth new tarmac, again increasing the speeds over this very fast venue.

Stage 1 was quite an eye opener! With fog still looming the newly surfaced roads were damp and the Kwiktrak backed Evo struggled for rear end grip during the first 2 stages with a big "moment" towards the end of stage one, sideways between the Armco in 4th gear. After a quick brake bias adjustment in the queue for stage 2 Chris and Simon arrived back at service in one piece.

In service the suspension was softened off along with a few other tweaks and the car felt very good on the next loop of stages, taking over a minute off the combined time of the 1st two stages.

The next loop of stages saw the Evo catch the Focus WRC of Nigel Mummery within the first 6 miles of the stage and then able to pass him as the Focus's turbo expired just in front of Chris.

On the next loop, yet more catching cars, this time it was the Subaru Impreza of Nigel Jones that that was caught and passed towards the end of stage 5.

The afternoon saw the route reversed and two long stages at over 15 miles each. The car again felt good but due to the very fast nature of Epynt and also the crew's familiarity of the venue, this works the brakes very hard trying to stop a big heavy car and a vibration from the brakes developed towards the end of the day forced them too back off a little bit.

By late Sunday afternoon Chris & Simon had reached the finish back at the Castle Hotel in Llandovery with a much needed finish. Not quite the result they were looking for at 21st Overall and 5th in Class. However, this event had seen the championship show signs of strong former years with over 100 crews starting the rally and a variety of WRC Machinery some of which were seeded down in the 30's just showing the quality of this entry. The event was won by Epynt Master Melvyn Evans in his Subaru Impreza WRC S12B

The conclusion taken from this rally was that things have moved on a lot in the last 5 years when this car was a top 10 car on National events although this car is still a very similar spec to back what it was back then. However, a strong performance and some confidence gained back in the car. With no plans to contest all the rounds of the championship this year, the Kwiktrak team will now decide on their next event before travelling over to Ireland for the ALMC stages later in the year.

A breather now for the Evo, but Kwiktrak Peugeot 205 is out on the Agbo Stages at Weston Park near Telford in late March so hopefully another good results for the team can be gained there too (with guest Co Driver!!!!!!)

All will be revealed soon!



Simon Hunter (Wigan MC)

A Petrol Station owner in Dublin was trying to increase his sales. So he put up a sign "Free Sex with Fill Up"
Soon Paddy pulled in, Filled up his tank and asked for his free sex
The owner told him to pick a number between 1 and 10.
If he guessed correctly, he would get his free sex. Paddy guessed 8, and the proprietor said "You were close The number was 7. Sorry. No sex this time." A week later, Paddy, along with his friend Mick, pulled in for another fill up. And again asked for his free sex. The proprietor again gave him the same story, and asked him to guess the correct number. Paddy guessed a 2 this time. The proprietor said "Sorry, it was 3. You were close, but no free sex this time" As they were driving away, Mick says to Paddy, "I think that game is rigged and he doesn't really give away free sex" "No it aint Mick" Paddy says, "Its not rigged at all at all. My wife won twice last week."

A colleague asked, "so how was your holiday then? I replied. "What can I say? It was seven days of nothing but sand and water." "It sounds like you had a great time." "You obviously don't play golf, do you?"

A father is a man with pictures in his wallet where he used to keep his money when he was single

Nothing is more expensive than a woman who is free on the weekend.

Top Six For Bird On Tour Of Epynt

Penrith driver Paul Bird saw his 2012 REIS/Get Connected MSA Asphalt Rally Championship campaign get underway with a battling sixth place finish on the Tour of Epynt. Driving the Fuchs Titan, Rapid Solicitors and Kick Energy-backed FBP Ford Focus WRC08, Bird was making his debut on the popular Llandovery based event which consisted of over 80 miles on the notorious military roads and knew from the start he faced a challenge. Along with Scottish co driver Kirsty Riddick, the British Superbike and MotoGP team boss made a cautious start to hold eighth place after the opening stage which he maintained for the opening loop of stages. Bird then upped his pace in the afternoon and courtesy of a string of top six times, clawed his way to sixth place overall to bag important points in his championship bid.

Paul Bird: "To think I had to drive as hard as I did for a sixth place finish and to be off the pace by nearly two minutes is a little disappointing on one hand but given the experience some of the drivers in front of me have on these ranges over the years, I shouldn't be too harsh on myself. It was my first time on Epynt and I made no mistakes so was hoping for a top four position at least but these are important points in the bag. Let's see how we get on when we get to the Isle of Man for the next round as I know my way round there OK!"

Indeed Bird has taken victory on the Manx National Rally on two occasions in 2009 and 2010 so will be hoping for a maximum points haul on the event which takes place on May 11/12th

(Photos - Songasport)



Swift Delighted To Conquer Epynt

It may not have been the most spectacular result of his relatively brief rally career but Darlington's Paul Swift was more than happy with a top 30 placing on the opening round of the REIS/Get Connected MSA Asphalt Rally Championship. The season-opening Tour of Epynt, based in Llandovery and consisting of over 80 miles on the notorious military roads, was always going to be a test for the seven-times British champion and professional precision and stunt driver but despite a couple of minor moments, he and Welsh co-driver Stuart Powell came away with a creditable 29th place overall and seventh in class. After the low cloud had lifted, the 2.0 litre Ford Escort Mk2 RS1800 pairing held 63rd place after the opening seven mile stage but once he was into his pace, Paul climbed inside the top fifty by half distance. Continuing his progress into the afternoon, Swift, seeded at number 32, upped his speed and mixing caution with aggression, he brought the car home to record a deserved finish on his debut on the event.



Hazel Johnson - Steve Butler Car 41

Well after a hard days servicing for car 41 what can be said. Car ran fine BUT clutch started slipping after 5 stages. (I think the NW Stages may have seen it off!) Still Hazel had enough speed on Stage 9 (I think) to swop ends and face back down the stage. How do most rally driver get out of this problem? Hazel put the car in reverse and drove at full speed back onto the stage and did a 'J Turn that Russ Swift would have been happy with! (Well I know Paul is!) After two years of Autotesting it is nice to see that the skill is now in the driver, how many other 'rally drivers' can do a 'J turn' As drivers we all make mistakes. It is nice to see when they are corrected quickly. Perhaps more drivers should try the odd Autotest? PS did anyone film this?

Steve Johnson (AMSC & CSMA)



Roskirk Stages Rally

We had been pondering for sometime as to the best time, car etc to get into stage rallying, and looking at our dad and uncle (Andrew and John Gardner) really enjoying the sport in their Subaru, we knew that we had to take the plunge.

We bought a Micra from a guy in Wigan a couple of months ago, and after replacing a few rusty parts and tinkering with the car a bit, decided to have our first outing at the Roskirk Stages in March. It was a real rush to get the car ready for the event, the new parts only arrived a few days before, and the car needed an MOT, so we prayed that it would pass and so it did. Jack had been having basic navigating lessons with his uncle, but that only confused him! so we decided that the best option was just to get there and give it a go. The day started badly as the battery was playing up and the car struggled onto the trailer, but after a bit of tinkering at Three Sisters, it seemed as though all would be ok.

Nerves started building up about an hour before, we really didnt know what to expect. No amount of our dad and uncle telling us everything would come together would stop the nerves, but we knew we had to start somewhere.

The timing and other details were still a bit fuzzy, but we knew we couldnt go that wrong on a single venue event, so we got going to the first stage, and we must have looked terrified!

Actually, we got round the first stage really well, taking it easy to get used to everything, and did quite well. The rest of the day flew by as we got into it more and all the nerves went as we realised that it isnt that hard after all!

We had a really uneventful day, but a really enjoyable one, finished 38th overall, but we really weren't bothered where we came, we needed the experience and that is what we came away with.

Thanks to all the help that our dad and uncle gave with the prep of the car and the navigational help. Thanks also to our cousin Jonathan for the support on the day - watch out for him in a rally car soon, he's chomping at the bit!

Also thanks to all the marshals and organisers for the great day. Here's to many more events in the little 'flying machine'.



Roskirk Stages Rally



Scott and Jack Gardner

Peter Jackson/ Steve Coombes Ford Escort Mk II - Car 2

It was by chance that I phoned Peter on the Wednesday before the event to get an update for our own club rally at Anglesey that he mentioned he had an entry for the Roskirk Stages and was I up for it. Daft question or what?

Usually when rallying with the Jackson's it is very chaotic, but this time it was

not the case. I arrived to find the car already on the trailer, van loaded and everyone ready. The only thing we needed was fuel in the Jerry cans, which was purchased on the way. Scrutineering was passed and signing on completed. Before the start Peter mentioned that we might have got there a bit early, but I told him that the relaxed approach and lack on panic meant it only seemed like we'd arrived early.

Drivers briefing done and it was soon 09:50 and time to get in the car for our customary drive around the paddock to warm the brakes. Up to the arrival control, noise done, time card signed, car 1 in stage and us on the line. The lights started to count down and when they turned green we were off. 1st, 2nd, 3rd hairpin left and off to the hammer head. One new thing was multiple splits at 3 sisters. Never seen them there before but they worked well and 2 minutes 14 secs later we were heading into the finish with a surprising 3 second lead over car 1 and 4 seconds up on car 3. Not bad for our first stage together in several months and in a car that had been extensively modified and re-built over the winter.

We made some suspension changes for Stage 2, went a second slower but amazingly set the exact same time as car 1 which maintained our lead. We had intended the day to be a test day so we could trial various suspension settings and shake the car down, but that didn't transpire as by stage 3 we were well into the groove. And stage 3 is when things turned in our favour. Car 1 spun on stage losing 15 seconds and car 3 was parked in the service area having retired. It wasn't without incident for us though as we hit the tyres on the final chicane damaging the steering, but luckily it was right at the end and cost us no time. After some focused work in service we were ready for stage 4, where we again set the same time as car 1 keeping our 18 second lead. Service was again hectic as we had problems getting one of the wheel nuts off a spinning stud. Eventually it was freed and the wheel was changed.

Stage 5 & 6 is where things turned back towards our rivals as we lost 3 seconds on each stage to the Darrian (car 1). Why? Whether it was tyres or a suspension change I'm not sure, but we had no rear end grip. Good for the spectators as the car was sideways everywhere, but not good when you're in a battle for the lead. At that rate our lead wouldn't last long at all. And things didn't improve much on stage 7 although we rode our luck and stayed with the Darrian. Stage 7 was the big change over. Whilst waiting to go into stage Peter unplugged his intercom due to the background noise it generates. Up to the start line and off we went. I was calling the notes and Peter of course was hearing nothing. All of a sudden I heard Peter shouting. I turned to see him driving one handed waving the intercom wire. You can imagine it inside the car as Peter throws the Escort about, me holding pencil and clip board whilst plugging the intercom in and shouting "SPLIT LEFT". Intercom sorted, but that was not the end of the drama because as we passed the finish line we spun. Peter wasn't aware we had already got our time so put the car in reverse. "Stop" I said as loads of marshals appeared to push us back. If Peter had of reversed then we would have crossed the track into the path of another competitor. After all that we dropped a second and our lead was down to 11 seconds.

Stage 8 went 2 seconds quicker as did car 1. We got caught behind a car for about half a lap costing maybe a second and our lead was now 10 seconds with 4 stages to go. As the result was still in the balance we had to go for it on stages 9 & 10. Sideways in 5th as we went over the back shows how hard we were pushing. Quite amazingly on both stages we yet again set the same stage time as the Darrian.

Stage 11 went cleanly and we had a 9 second lead for the final stage. After what happened to us on the Richard



Burns last year I wasn't taking anything for granted and that thought wasn't helped when we hit a kerb on a SqR Right on the first lap of stage 12. Was it punctured or damaged? No and with a bit of show boating on the final few corners we had won by 8 seconds.

Although we had one or two minor problems the car had run smoothly and Peter, Will, Neil and Luke have done a great job in getting the car ready. We had to attack all the way and whilst we possibly threw a couple of seconds' away things would have been really close had car 1 not spun. This is the first stage win for me and hopefully a few more will follow. My report should show both how close the battle was and how much fun we had. Somerset stages in April are next for me.

THE NORTHUMBERLAND MINI RALLY

The Mini Cooper Register made their annual trip to Northumberland for the Northumberland Mini Rally, a half night event over a 90 mile route in the middle and West of England's most Northerly county with rally headquarters located at the Britannia Hotel close to Newcastle Airport. The event attracted some 20 crews with about 50% of them classed as Beginners and doing a shortened version of the main event. Starting competitively on the A 696 near Belsay, the event headed almost due North through a series of longish sections with Experts having to open a sealed envelope at each control and plot the instructions on the move. These were quite a mix of different types of navigation and, on balance, were a bit complicated for the



level of navigator taking part. Using the well known yellows round Netherwitton, The Lee and Wingates, the route then headed South West to the little used loop round Rothley Shield and back down to Bolam where the Beginners route ended. The rest of the field then used the Harnham yellow before a nasty little white near Kirkharle had drivers cursing the organisers! The problem was compounded by the fact that this section had a complicated set of navigation instructions using clock face diagrams with approach on the minute, depart on the hour. In practice, it didn't seem to work and most navigators gave up and cut to the next control, including the experienced Shon Gosling a veteran of many HRCR events. Using the Eastern end of the Plashetts yellow and cutting down to Great Bavington, the route then headed back towards the finish using some very fast yellows around Belsay and Stamfordham. The rally was a bit of a walkover for Steve Entwistle/ Bob Hargreaves, out in the ex Roy Mapple "Orangebox" Mini they finished a massive 11 minutes ahead of the second placed crew, Barry Bradley/ Stewart Lawrence, these two being the only crews not to incur any fails

The Northumberland Mini Rally is an excellent idea, there aren't many single make events around, and it would be nice to see them attracting more entries to the rally. The Mini Cooper Register is a massive club so there can't be any shortage of potential candidates. They do have to recognise however, that the standard of Navigator may not be as high as on a normal road event and to pitch the level of navigation instructions accordingly. **Ed Graham**

NESCRO

Historic Motorsport In The North Of England And Scotland

THE EDRADOUR SALTIRE CLASSIC RALLY

MG Midgets took all the podium places on the Edradour Saltire Classic Rally, with outright victory going to Duns duo Archie and Richard Simmonds, although Borders crew had to fight hard for the win with the Ulster based crews of Noel Cochrane/ Oly McCollum and Michael Reid/ Malcolm Thompson pushing them hard all day.

The Saltire had attracted a strong 37 car field to Perthshire with the rally based at the splendid Birnam Hotel and comprised 16 tests and 3 regularities all located amid the rugged grandeur and splendid Perthshire scenery around Pitlochry and Loch Tummel. The opening tests were in the hills above Dunkeld and saw Cochrane/ McCollum set the early pace, closely followed by the Cooper S of James Morrison/ Alan Gordon. Test 3, in Polney Woodyard was held up for quite a while when a photographer sustained a broken ankle, the marshals dealt with the incident quickly and efficiently and normal service was quickly resumed with a couple of tests adjacent to the main A9 road. Cochrane/ McCollum continued to set the pace but the Simmonds moved up to second spot and William Thompson's hard revving Avenger leapt up into 4th place. Scott Clements equally hard revving Imp retired here when he clouted a kerb and bent a tie bar.

The opening regularity ran up a narrow and twisty yellow between Ballinluig and Pitlochry, penalties were light with Cochrane on 2, the Simmonds and Donachie/ Aitken on 3, Donachie/ Aitken (TR4) on 4 and Couser / Hendry (TR4) on 7. It was then on to event sponsor Edradour Distillery's premises for the traditional test round the whisky barrels which saw Cochrane's Midget quickest from the Mini of Tot and Maureen Dixon with Fynn/ Auld (Midget) and Campbell/ Horne (Escort MK1) close behind. The route then headed up the B 8019 to the shores of Loch Tummel and a couple of tests round the Ardgulaich Caravan Park which was also the venue for a rather excellent lunch. With crews, and cars, suitably refreshed, the route followed the legendary "Road to the isles" with a fast downhill test at Port an Eilean zigzagging downhill to finish almost in Loch Tummel! A damaged road bridge caused the next regularity to be re-routed down Glen Errochty to finish near Calvine. McCausland/ Dillon (Escort MK1) dropped just 2 seconds on this one, Thompson (Avenger) and Reid/ Thompson (Midget) were on 3 and the Simmonds on 5.

This low score on the regularity saw the Simmonds move into the lead and they started a push for victory on the next tests, a farm road and a quarry located alongside the River Garry, they were linked by an amazingly tight and twisty road running along the river bank which would have made an interesting test on its own. A return blast round the distillery preceded the third regularity which ran from Edradour to finish on the A9 near Guay, there was a fair bit of tourist traffic on this narrow road and several crews were baulked. Despite the traffic, Reid/ Thompson cleaned the section, behind them the Simmonds dropped just 2 seconds, Kirk/Hargreaves (Escort) were on 4 and Fynn/ Auld (Midget) on 5 while Cochrane/ McCollum uncharacteristically dropped 22, effectively ending their chances of victory. They were quickest on the final test, another blast round Polney Woodyard but the Simmonds were close behind and sealed another fine win.

The Saltire proved to be an excellent opener to the NESCRO season with a superb variety of interesting tests and regularities, all run amongst the wonderful backdrop of the snow capped mountains, the rally was a surefire hit with the competitors and there were many cries of "We'll Aye Be Back" as crews headed for home. **Ed Graham**

EXTRACTOR TO THE RESCUE

By its very nature, motorsport can be a dangerous environment for those participating, officiating and even spectating so rescue and medical personnel are always on hand to help deal with any eventuality.

Extractor Rescue have been a vital part of every North West Stages Rally and this weekend both their ambulances, or rescue units as they are often referred, will be strategically located to deal with any emergencies.

Based in Preston, Extractor Rescue are recognised as one of the most professional and competent crews in the UK and each unit covers between 15,000 and 20,000 miles each year. They officiate at all forms of motorsport events, cross country and cycling races, pony club gymkhanas, stunt shows, country fairs, corporate days and new vehicle tests and launches the length and breadth of the country.

It all adds up to a hectic schedule for the team who run two rescue

units, a Ford Transit and a VW Transporter 4x4 (ideal for off-road events) both of which are fully equipped to Motorsport Association (MSA) Regulations. In addition to ambulance facilities they carry hydraulic cutting gear (Jaws of Life) and Fire Fighting Equipment.



Extractor was originally formed in 1982 as a Recovery Team but founders Harold Lowe and Les Nehrlisch switched disciplines becoming a full time Rescue Team in 2002 whilst still making best use of their recovery experience. The team has grown over the past ten years with Harold and Les now being assisted by Janet and Chris Gray, Gerry and Andy Morriss, Phil Stansbie and Eric Forrager.

As with all rescue units, the crew members are volunteers with MSA Rescue Licenses and BTL5 qualifications who undergo regular training in addition to being re-assessed for licence purposes every three years. In order to meet regulations every unit has to be manned by a minimum of two licensed crew-members whilst on duty.

They have to be prepared for all kinds of eventualities, on one event the Extractor crew had to move a flock of sheep to allow the Air Ambulance to land before whisking an injured Jimmy McRae off to hospital!

Both Harold and Les agree that the best events are the ones where they've nothing to do because that means no ones got hurt. Let's hope they and all the other rescue crews have nothing to do this weekend!



Phil James

The Barrow Taxi Column *aka Mr Paul Brereton*

March 10th Jeff Almond and I made our annual trip to the north east to marshal on the Mini Cooper Register rally. Any of you who know Jeff will know of his love of the Mini but will be amazed to learn that he has actually sold his baby to someone in Kent. Even more amazing is that his wife Carol has parted with her new shape Mini and gone back to a Corsa. Jeff has acquired a Volvo estate and it was a very comfortable ride being chauffeured over in that. We spent a good bit of time checking out the cars at scrutineering and had a crack with Paul Grey/Marcus Pomfret in their immaculate mini which is sporting an off white/greeny engine block which Paul took quite a bit of stick over sadly Paul/Marcus retired due to clutch trouble. Graeme Cornthwaite/Andrew Fish got 3rd overall and the winners were Steve Entwistle/Bob Hargreaves in the orange box. A good result for the north west. The lads over there were, as usual, very welcoming and it is always a pleasure to be over there.

March 17th Graham Foxcroft and I entered the keenly awaited **Lonsdale Belt** rally. Dan Willan, Steve Head and the crew excelled again. A very competitive event from the outset with some of the most magnificent rally roads in the country. Taking in quite a large piece of sheet 96 and including Hardknott pass (on a printed handout because it's up on the next map!) very clever Dan no clues to that given on the maps listed. Birker Fell, Jackson Ground, Rusland valley, in fact quite a bit of classic motoring news territory. Our result was less than impressive but at least we finished an event which has broken a run of three disasters. We really enjoyed it but everyone was really knackered and truly ready for bed.

Paul Brereton

(Lancaster M.C.)



Photo - Paul Whitlock

Several of the 'top-running' crews in the **REIS –Get Connected BTRDA Rally Series** have experienced vastly differing fortunes on each of the first two rounds of this year's Championship but, managing to steer clear of all the banana skins that have caused grief for others, 2006 Gold Star Champions Shaun Gardener/Ben Innes lead

the table at the one-quarter stage. Runners-up on a very icy Wyedean Forest Rally in their Mitsubishi Lancer EVO5.9, they moved up from second to first in the points table with a fine 5th place on the Malcolm Wilson Rally at the beginning of March.

Shaun and Ben won't need to be told that they still have a lot of work to do if they are to maintain their advantage but the Somerset Stages is next and, although absent from Minehead in 2011, they finished a confident 5th on the event two years ago.

2010 1400 Champions **Matt Edwards/Sam Collis** have since moved up to four-wheel drive power and occupy the runners-up spot in the Gold Star Series, having slid their way to a finish on the Wyedean in their Lancer and arrived back in Cockermouth in 7th place on the Malcolm Wilson.

Paul Davy/Roger Allan are 3rd in their Group N Impreza but, in Production Cup terms, even that only puts them one point ahead of Pat Naylor/Ian Lawrence who, themselves, have a similar advantage over Dylan Davies/Eryl Evans. In true Fleet Street tradition, this one will run and run..

So, let's now have a look at those who, although undoubtedly brave, have not been favoured with with such good fortune as those mentioned above.

Charlie Payne/ Craig Thorley took their Focus WRC to a convincing Wyedean victory, their winning margin being over three minutes after 45 miles of competition in the Forest of Dean. Top dogs, then, as they headed for Cumbria but an off into a Lake District ditch on the opening stage of Round 2 signalled the proverbial 'early bath'.... Hugh Hunter/Andy Marchbank were understandably deflated after the Wyedean – well, three times on the same stage, actually, with their snow tyres! - and were under no illusions as to the task ahead. The 2008 Gold Star Champion had piled pressure on himself by going into print prior to the trip up north to say that, if he was to keep his hopes of the 2012 Gold Star Championship title alive, he had to win the Malcolm Wilson. Well, he did... and he has! The win was made even more memorable as despite a number of previous attempts success had eluded them. It will also be remembered that, after a titanic struggle, Hugh and Andy were victorious in Somerset last year – so, bring it on!...

Roger Chilman's first event with Bryan Thomas installed in the co-driver's seat produced 5th on the Wyedean but then the pair ran out of time trying to replace a failed hydraulic pump and were heading back to Herefordshire earlier than planned. The 2005 Gold Star Champion may – or may not – have taken some consolation from the knowledge that **David Wright and Steve Perez**, who put their names on the trophy in 2009 and 2010 respectively, were also out of luck. However, for both of them, it was a second retirement on the trot and, with six events out of eight to count, it leaves them with little or no margin for error during the remainder of the season. It's tough out there and what is already clear is that whoever eventually succeeds Andy Burton to the Gold Star title will not have had such a dominant effect on the Championship.





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



I read, with great interest the article below and photographs left !! As a competitor & marshal we all need to look at the other side, car 73 on the NW Stages sent in a report for last month's 'Spotlight' and reply from a hard working marshal is below.

I honestly don't think that the competitor in question was having a go at the marshals and that I believe his comment was a throw away line. I think the comment probably did make light of a potentially serious situation - but it did make the story read well. It also managed to get you to write in and make others aware of the work that marshals do and of some of the potential hazards and hopefully competitors can be a little more careful and aware.

What you have to remember is - that as soon as you place a competitor in a car and set him off on an event - his or her brain ceases to function in a normal manner. All normal and rational thought disappear. There is but one thought on their mind - 'How fast can I go' - everything else just goes out the window. You are focused on just that small section in front of you and the seconds ticking away. Your normal perception is somewhat distorted and your normal and rational approach to driving just evaporates.

I am sure that the marshals at the split on Clifton had a most enjoyable and exciting days sport. I would much rather marshal where there is plenty of action and am kept busy all through the event rather than be stuck on a boring bit of a stage. (having said that - I would also prefer not to come home in an ambulance)

I must thank Chris for writing in and having a go - if for no other reason than - I am now not the only 'Grumpy' one that complains about things, AND I must also thank competitors for sending in their reports. If they had not - then we would not be having this debate. I do not want to put people off writing in with reports and comments, controversial or not.

PS Car 82 in the F1000cc Micra, would like to thank ALL the marshals on the event. At times he had far too much power, passing those cars on Weeton!

[See Page 47](#) for Car 73s reply to Chris (sorry ran short of space here)

Please - Keep them coming

Maurice

PPS - Things to Consider

- 1. Competitors** - Drive according to the conditions and be aware of Marshals and their attempts to warn you of hazards (despite the red mist)
- 2. Marshals** - Never put yourself at risk of injury
Dont assume that all competitors are all super drivers
- 3. Organisers** - Could this have been foreseen or prevented.
Would running the stage at 1 minute intervals (rather than at 30s) have helped
- 4. Could there have been more 'advanced' warning of the hazard**

As one of the marshals on the North West Stages

I think a comment from our perspective would be in order. Along with the other marshals I got soaked and frozen for over nine hours in my case on the split at Clifton. When we arrived the stage was literally covered in black ice and we worked hard clearing what we could and putting down salt/grit to get the stage into a state where the event could run. Despite this we had over 40 incidents in the first run through and were fully occupied rebuilding the cones which formed the split and recovering cars which had slid off either getting them back into the event or into a place of safety. With 30 second timing and the cars passing us 3 times on each run there was very little time between cars so life was somewhat hectic! You may wonder why we do this well part of it is pride in a job well done and another aspect is the gratitude and respect of the competitors. One car lost it good and proper scattering the (motorway sized) cones and almost blocking the stage. We got them away and set about clearing the stage. A couple of cars passed realising what was going on and reacting to the marshals flagging them down. However cars still continued to approach at full speed despite clearly seeing marshals on the stage (that's why we wear orange!) and ignoring the marshals trying to flag them down. Some simply failed to take the corner going straight on at the split and going some 20ft up the banking scattering cones and marshals in the process. Not content with that in their desperation to rejoin the stage they turned left and drove straight at one marshal. That was bad enough and really we put it down to a racing incident but to read a report from a competitor who makes light of the incident and treat the marshals as something of a joke really is going too far.

All the best

Chris Lee

OUT & ABOUT With Gemini

Malcolm Wilson Stages (Greystoke) 2012.

It was an 05:30 wake up call to get ready and on the road to sign on for 8:15 at Greystoke for stages 3 and then 6 of this years Malcolm Wilson event. As 'usual' it started to become overcast as we crossed the Lancashire Border and by the time the M6 climbed over Shap it was 'proper' rallying weather !. We arrived at the stage start and parked up alongside Keith Lamb Gemini 9 and Tony Lee our Controller for the day, with three grey Land Rover Freelanders all sporting aerials we had comments from Tom the Stage Commander as to whether or not they were breeding and/or 'official' Gemini vehicles. With stage packs onboard along with the complementary 'thank you' mugs we entered what turned out to be a smooth yet slippery and very muddy stage.

My destination was post 13 adjacent to the spectator entry point and car park. The marshals had set up possibly one of the best sets of two boxed junctions I had ever seen, miles and miles of tape, brush and bales it seemed a shame really to ask them to dismantle one but I had to get off the stage and park up safely. It was now time to wait for first car and marvel at the gene pool that allowed the mix of committed and experienced spectators (equipped for the cold and wet weather conditions) to stand alongside the shivering yet fashionable. The latter commonly involved a painfully thin half naked girlfriend in at least 4 inch heels and a 'partner' with a few cans of Stella for breakfast and later lunch. After the various safety cars, the first of the 1400s car 201 Julian Wilkes in a Nova slid past our post to finish on 09:50:32, a respectable eight and a half minutes for the stage. Eventually a total of 40 cars managed to finish

the stage with only one 'off' car 233 who managed with some help later to recover themselves back onto the stage and exit the venue. As we have come to expect from previous running of the event it wasn't long before Stuart Gemini 13 at Junction 6 was reporting that the M-Sport helicopter had landed and Malcolm and friends were out watching the action. After an intermediate safety car it was time for the rwd 100 class led into the stage by car 102 a very nice Opel Kadett driven by Allan McDowell, who completed the stage in 8 minutes 20. With plenty of mud and water the rwd boys and girls put on a show at what was quite a tight right hander. In all we saw 38 cars pass, with unfortunately car 147 throwing themselves off earlier in the stage into a very deep ditch on Junction 3, ending up with only three wheels. By now the crowds had swelled considerably and we probably had 75 or more spectators waiting for the 'big boys' led by car 1 Steve Perez in his Ford Focus WRC. With 4wd and more power these cars really showed how to power around a steep corner with deep mud and ruts. In all 30 of these 'beasts' got through the stage with car 1 posting a fast time of 7 minutes 33. With the course closer in it was time to switch the stage around for the reverse run as stage six, my post 13 becoming the new post 9 for the second run. Before any cars however we had the recovery of Car 147 to resolve. Lake 3 Recovery were sent into the stage and confirmed the earlier reports that this was a 'big off' and wouldn't be an easy recovery. Control were asked to seek assistance and Galloway recovery was asked to make their way to Greystoke to assist. In the meantime Lake 3 began the task, unfortunately for them things proved difficult and with winch problems and a brake line severed their role in the day had to come to an end. Galloway would eventually have to take over their duties for the second run.

With about two hours to wait before the start of the second run it was time for lunch, by now enjoying a mixture of sun and showers. By the time the first of the 1400s returned we had been warned that unfortunately due to incidents on previous stages we might see a 56 minute delay before the eventual start of the rwd class, although in practice the organisers worked wonders to reduce this in the end by half. Second time around we only saw 34 of the 1400s led by Car 201 again, all of whom safely managed to get through the stage. The rwd class was by now down to 31 cars, although only 30 managed to safely navigate the stage as car 131 John O'Gorman managed to roll at Junction 8, although thankfully both of the crew were reported as OK. Finally it was the turn again of the big boys and Car 2 Hugh Hunter in his Focus WRC led only 21 cars into the stage, although all managed to safely complete the stage.

All in all despite the changeable weather it was another good Malcom Wilson, well organised and with plenty of marshals and importantly experienced radio crews. It was time to head back to the M6 for the journey back home to Merseyside, eventually parking up and de-rigging the Land Rover at about 7:15 pm, a long nearly 14 hour day of the sport that we all must love.

Ian Davies (Gemini 23)

(also see pg 22 Tim Cruttenden Report on Sunseeker Rally)

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Team UK put through paces in 36-hour Lake District challenge

Members of Team UK and the Advanced Apprenticeship in Sporting Excellence (AASE) headed to the Lake District earlier this month for 36 hours of arduous outdoor exercises designed to test their physical and mental limits. For the last two

years the national squad has tackled 24- and 48-hour military training exercises in Sussex, but this year the challenge relocated to Cumbria and incorporated mountain biking and kayaking, in addition to hiking.

The drivers – including National Race Coach David Brabham and National Rally Coach James Wozencroft – endured being cold, wet and sleep deprived throughout the event, which was run by Votwo Events & Adventure and included navigation, lake crossings, casualty evacuation and moving as a team.

“This year’s exercise was less military focused than last year’s, but in many ways it was more difficult,” said Team UK’s Jack Harvey, 18, who is preparing for his second season in the Cooper Tires British F3 International Series. “I think we all had moments where we felt we weren’t going to make it but everybody finished in the end. It puts into perspective what is and isn’t a big problem, and it’s reset my perception of what’s possible both mentally and physically.” Eighteen-year-old AASE graduate Max Coates added: “It was probably the hardest thing I’ve ever done. Although they’re outweighed by the good days, as a driver you have a lot of bad days, and an event like this is great for toughening you up so that you are better able to deal with those lows and move forward. It was also good to work alongside some of the guys on Team UK; I was able to compare my strength

Budget motor sport featured on BBC Top Gear on Sunday (11 March) when presenters Jeremy Clarkson, Richard Hammond and James May attempted to prove that racing can be cheaper than playing golf by getting behind the wheel in a specially organised BTRDA rallycross event at Lydden Hill.

Clubs reminded to update Fixture List in accordance with regulations

The MSA Competitions and Clubs Department wishes to remind clubs that they are required under MSA regulations to list their upcoming events of National B and above status on the MSA Fixture List at least two months prior to the event taking place.

To inscribe an event, simply log in to the MSA website and click:

Clubs>
Fixtures>
Proceed>
Create Fixture>

Fixtures must be submitted singularly and once approved will appear on the fixture list, which is designed to help both clubs and competitors to plan their motor sport calendars.

Wounded soldiers get back on track at Silverstone

Almost 50 wounded servicemen and women gathered at Silverstone on the 7th March for a special track day organised by Motorsport Endeavour,



which provides motoring experiences for serving and former members of the Armed Forces who have suffered physical or mental injury. The veterans spent the day on the Stowe circuit driving cars loaned by Alfa Romeo, Audi, Jack Barclay Bentley, Ford, Maserati, Nissan, Peugeot and Porsche. Silverstone provided instructors, while further support came from motoring school BSM and fuel company Total. Kevin Hunter, 31, suffered a severe knee injury while serving with the Royal Air Force in Afghanistan and has since begun marshalling at Prescott with the Bugatti Owners Club. “I love motor sport, so when this opportunity came up I couldn’t put my name down quick enough,” he said. “A lot of the guys here today are lacking confidence following their injuries and many have been stuck at home for a long time during rehabilitation. Events like this help them understand that their injuries needn’t limit their ability to enjoy life. Some probably haven’t smiled for quite a while so if one person walks away with a grin on their face then it’s been a good day.”

Graham Raphael, founder of Motorsport Endeavour, added: “These boys have put their lives on the line, and some of them have lost limbs or their sight, so that we can stand here at Silverstone in complete safety. A key word on a day like today is ‘confidence’ and the ability to take control of a high performance car at Silverstone is sure to bring some of that confidence back.” Attendees were invited through the charities Help for Heroes, Combat Stress, Band of Brothers, Talking2Minds, Blind Veterans UK and Defence Medical Rehabilitation Centre Headley Court. For more information, www.motorsportendeavour.com



Deadline approaching for CIK-FIA applications

Young British karters wishing to be considered for the 2012 CIK-FIA Karting Academy Trophy must submit their applications to the MSA by Monday 19 March. The Trophy is a world championship for 13- to 15-year-old karters, comprising three events: Braga, Portugal (6-8 July); Angerville, France (24-26 August); and Bahrain (1-3 November).

"The CIK-FIA Karting Academy Trophy presents a fantastic opportunity for a young British karter to make their mark on the international stage," said MSA Performance Director Robert Reid. "Both Roy Johnson and Ben Barnicoat have represented the UK with aplomb for the last two years, with Ben only narrowly missing out on the 2011 title."

Candidates must be aged 13 to 15 (specific dates apply – please see full regulations) and hold a CIK-FIA Grade C Junior International Karting Licence issued by the MSA, subject to having participated in either a minimum of six national karting events or three events entered on the International Sporting Calendar. Application forms and full regulations are available on request from greg.symes@msauk.org, and completed forms must be submitted by close of business on Monday 19 March 2012.



Lynn secures double podium on F3 debut

Formula Renault UK champion Alex Lynn scored a pair of podium finishes on his F3 debut in the European Formula 3 Open Winter Series at Paul Ricard in France earlier this month. Lynn is tackling the F3 Open in order to gain experience ahead of his first Cooper Tires British F3 International Series campaign, which kicks off at Oulton Park in April. "I'm over the moon," said the 18-year-old. "You always want to win races and although that didn't happen I'm really happy with what I've learned. I got two very solid results. It's going to be a tough season this year and I want to prepare as thoroughly as possible – these races have been a great experience."



Go Motorsport: the choice of champions!

Škoda UK has pledged increased support for Go Motorsport, with the campaign's logos being displayed on the Škoda Fabia S2000 of defending Intercontinental Rally Challenge (IRC) champion Andreas Mikkelsen this season.

Mikkelsen and co-driver Ola Floene kicked off their IRC title defence with victory on the season-opening Rallye Açores last month. "Although I'm competing internationally now, I learned many of my skills by rallying in the Welsh forests and that's why I'm very happy to be flying Go Motorsport flags on my Fabia S2000," said Mikkelsen. "Whether it's navigational events organised on the public roads by local motor clubs or stage rallies held on forest tracks, rallying clearly has lots to offer everyone in the UK."

Last summer Škoda arranged for Team UK's three rally drivers to test Mikkelsen's Championship winning Fabia on the Goodwood Forest Rally Stage. Later in the year Andreas joined forces with TV presenter Vicki Butler-Henderson to help Go Motorsport promote entry-level navigational rallies on Five's Fifth Gear.

"We have been working closely with the MSA over the last year and are keen to help where we can," said Cathie Sleight, head of Škoda UK Motorsport. "It's important for us to help promising young drivers to develop their skills as well as to ensure the sport's appeal reaches ever wider audiences."

Wilks joins Dunn for school visit

Intercontinental Rally Challenge (IRC) driver and former MSA British Rally Champion Guy Wilks became the latest star name to support the Go Motorsport school visits programme when he joined Regional Development Officer (RDO) Anthony Dunn at Shotton Hall Academy in County Durham.

The visit was requested by 13-year-old pupil Ben Mills, an avid motor sport fan who plans to take part in next year's Ford Fiesta Junior Championship. "It was completely refreshing to see such enthusiasm from the students for a sport they are interested in without perhaps appreciating what goes on behind the scenes," said Wilks. "It was interesting to see their facial expressions when relating something as exciting as rallying or Formula 1 to their school learning, whether it's physics, maths or even public speaking skills, as Ben found out, and in doing so surprised all his peers at school with an accomplished presentation."

Go Motorsport presentations can be arranged at almost any school or college in the UK. To get in touch with your local RDO and set up a school visit, email info@GoMotorsport.net

Technical/Regulations



Helmets and intercom systems

The MSA Technical Department is aware of queries regarding the standards given to helmets fitted with intercom systems.

Some helmets have built-in intercoms and have passed through testing and approval procedures with these in place. In particular, the department has been advised that: "Stilo put all their helmets through the relevant Snell and FIA testing with their flexible earcups in position.

These are an homologated part of the helmet and are legal for all race events*. These are in no way a safety issue to the wearer."

**Competitors are kindly reminded of MSA General Regulation (Q)8.1.10, which limits the use of pit/car radio transmissions to International non-historic races or National races that involve a driver change.*

The image shows a helmet with an inbuilt microphone system that is acceptable because it was in place when the helmet received standards approval. However, the MSA has seen home-installed systems for which the expanded polystyrene liner inside the helmet has been removed around the ear area to allow for a pair of aluminium-framed miniature speakers.

This is totally unacceptable and voids the helmet standard, as it opens the possibility

Regulations for consultation

Regulation changes proposed by the Historic Committee, Race Committee and Medical Advisory Panel are now available for consultation at www.msauk.org/regulations.

The closing dates and contact details for submitting comments are given in the PDF action sheets containing the proposed changes.



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).



Fake seat homologation labels

The two images show fraudulent seat homologation labels that have been brought to the MSA's attention recently.

The most common FIA homologation standard for seats is "FIA 8855-1999"; this number never changes, so the presence of the numbers "FIA 8855- 2003" and "FIA 8855-2001" confirms that these labels are fakes.

A genuine FIA seat label details the manufacturer name, as well as the individual FIA homologation reference, in the style: CS.XXX.XX.

The technical list (no. 29) for seat homologations can be found on the FIA website by going to : <http://www.fia.com/en-GB/sport/regulations/>



Chain and sprocket guards

The first image shows an example of a chain guard used in the Honda kart class.

A guard of this setup is not compliant with MSA General Regulations (U)18.8.5 and (U)18.8.6, as the protection does not cover the exposed sprocket all the way to the lower plane of the rear axle.

The second image shows the same chain guard in use on the same kart, but with the addition of a sprocket protector fitted to the sprocket itself. Such a setup would meet the requirements of (U)18.8.5 and (U)18.8.6 satisfactorily, as the chain guard covers the exposed chain and engine sprocket, while the sprocket protector itself covers the exposed sprocket.

Front-engine, rear-wheel-drive cars

The image was taken looking vertically downward into the passenger side of the transmission tunnel of a two-seat sports car. The transmission tunnel runs across the top of image, below which can be seen a sliver of the grass surface on which the vehicle is resting. The lower half of the image shows the damaged passenger seat. The car was running at around 8,000rpm when the prop shaft universal joint failed, resulting in the prop shaft penetrating the side of the composite-sheet transmission tunnel. If the passenger seat had been occupied it is believed that the occupant could potentially have suffered severe upper leg, pelvic and internal injuries. Competitors are therefore reminded of MSA General Regulation (K)12, which states: "With front engine cars a propeller shaft restraint should be fitted. Either safety hooks or a rigidly fixed steel panel of not less than 18swg."



Dominant second win for Tom Cave on Mid Wales Stages

Aberdovey-based rally driver Tom Cave took a dominant win on the Mid Wales Stages for the second year running, at the wheel of his new-for-2012, Trefeddiannau Hotel-supported Subaru Impreza. Cave and co-driver Craig Parry won every stage on the one-day event to reach the finish ramp with a winning margin of almost a minute, a year on from his first win on the event. The Mid Wales marked the second outing for the Impreza, the first the previous day when Tom and Craig tackled the Malcolm Wilson Rally, round two of the BTRDA series. However, an early driveshaft failure cut that event short. The Davies Motorsport Services technicians changed all of the car's 'shafts over-



night as a precaution, as well as making several set-up changes to Tom's specification, based on his feeling on the northern event and it clearly paid off. Tom laid out his stall early, taking the win on the first stage of the event by 13 seconds. Immediately establishing a good feeling in the car and finding the right rhythm and pace, he went on to win each of the six stages that formed the event, based in Newtown and close to Tom's Aberdovey home. Tom's next event will see him switch from four to two wheel-drive, as he tackles the Bulldog Rally, the second round of the British Rally Championship in his new Citroen DS3 R3T. His car has now arrived from the Citroen Sport factory in France and following a pre-event test, he and Craig will continue their campaign in the all-2WD BRC.

INTRODUCING THE FIA WRC ACADEMY CREWS OF 2012

Old friends and new join the Pirelli supported FIA WRC Academy this year as M-Sport can today confirm the first batch of competitors that could be named WRC Academy Champion in 2012. With a host of national champions in the mix, this year's candidates are of an exceptionally high calibre and entries are on a par with 2011 when the Pirelli Star Driver (PSD) programme ran six candidates in the series' inaugural season.

Returning for 2012, Sweden's Fredrik Åhlin (20) will be joined by Norwegian Morten Erik Abrahamsen as the Scandinavian pairing look to utilise their past experience in pursuit of the Cup victory. As the youngest ever overall winner in Sweden, and member of the Swedish National Rally Team, 20-year-old Åhlin secured a podium finish at the notoriously challenging stages of Rally d'Italia Sardegna last year and will be looking to secure his first win on the world stage as the Academy embarks on its second consecutive season.

Having contested the final round of the WRC Academy in its inaugural season, American Chris Duplessis (24) returns for an assault on the one-make series in 2012. Rallying since 2005, the American will be joined by co-driver Karl Atkinson. Despite being a newcomer to the world stage, Duplessis has an impressive track record in the USA, becoming 2WD champion in 2007, 2008 and 2010 and has already claimed 2WD victory on the opening two rounds of the Rally America series.

New to the WRC Academy, but with an extensive knowledge of the Ford Fiesta R2, Welshman Elfyn Evans (23) and co-driver Andrew Edwards will be real contenders for a strong result on the season opener at the end of the month. Having piloted the Fiesta to victory in the Fiesta Sport Trophy UK and Ireland Championships in 2008, Evans went on to win the UK series with an unprecedented clean sweep – winning all seven rounds – in 2010. In the same year, the 23-year-old secured the BRC (British Rally Championship) Junior Championship and claimed victory in the UK's Pirelli Star Driver Programme and in 2011, recorded the best-ever result for the Ford Fiesta R2 when he secured first in class and 16th place overall at Rally de France, Alsace.

After securing third place overall in the inaugural season of the WRC Academy, Briton Alastair Fisher (23) and regular co-driver Daniel Barritt return to the series eager to put their 2011 experience towards securing the ultimate prize. Despite misfortune early in the season, the Northern Irish driver claimed victory at the 2011 Rallye de France, Alsace and a podium finish on home soil at Wales Rally GB. Proving he is more than ready for the step-up to the Ford Fiesta S2000, 2011 also saw the 23-year-old compete behind the wheel of the Fiesta S2000 on the Donegal International Rally to claim second place overall.

After contesting two rounds of the WRC Academy in its inaugural year, Ashleigh Haigh-Smith (19) returns to contest the season in 2012. The South African started his rally career at the age of 14, co-driving for his father and finishing first in class at the Western Province Regional Championship. Attending a Rally School in the UK in 2007, Haigh-Smith secured a 75% pass and was named 'Driver of the Day.' With a special dispensation from the MSA, the youngster drove his first event at the age of 15, winning his class despite being unable to drive on the open road sections. With past experience of the series, the South African will be chasing his first overseas victory in 2012. As one of the most improved drivers in last year's WRC Academy, Yeray Lemes will be looking to put his experience into practice as he pursues the title in 2012. Finishing fourth overall in last year's standings, the Canarian Islander's development was rewarded when he and co-driver Rogelio Peña secured a VW Motorsport seat for the 2011 RACC Rally de España. Proving he has real potential with five S-WRC stage wins on his first outing behind the wheel of the S2000, Lemes will be a firm favourite for the 2012 WRC Academy title.

Also new to the series for 2012, John MacCrone (22) will be joined by fellow Scot, Stuart Loudon. Despite this being the duo's first experience of the WRC Academy, the pairing will be ones to watch as the season kick starts in Portugal at the end of the month. MacCrone held the 205 Ecosse Challenge Championship and was the Scottish Junior Champion in 2009. Contesting Rally Scotland as part of the IRC last year, the Scotsman claimed first in class and went on to be the class victor at the 2011 Wales Rally GB, proving his pace against more experienced WRC Academy drivers.

SRC: Bogie seals another "perfect" win

On "a perfect day when everything just clicked into place" reigning Scottish and British champions David Bogie and Kevin Rae were in imperious form to take back to back victories on the Brick & Steel Border Counties rally, and their second win of the 2012 Scottish Rally Championship.

With the Jedburgh-based event celebrating its 40th anniversary, Bogie and Rae blasted through the five forest stages in their Mitsubishi EVO 9 to finish with a total time of 42 minutes 17 seconds : a full one minute and fifty seconds ahead of runners-up Mike Faulkner and Peter Foy - their EVO6 completely re-shelled after crashing out on the Malcolm Wilson Rally two weeks previously. Northern Ireland's Jonny Greer, with Dai Roberts on the notes, secured third overall in his EVO 9, a further nine seconds back, but since the pair were not eligible for championship points, it was Barry Groundwater, co-driven by Neil Shanks, who secured the final SRC podium spot, also in an EVO 9. So, with two of the eight rounds completed, the championship already has a familiar feel to it – the triple Scottish title-holders in a league of their own out front, and a determined pack trying their hardest to stay in touch. Bogie laid down the gauntlet from the off ("we put in a real charge, to be honest"), powering through the opening Craik Forest stage west of Hawick - which had not been used in competition since the 1980's – to finish twenty-three seconds ahead of Duns' Euan Thorburn in his Ford Focus WRC. Greer was third fastest a further five seconds back, with Faulkner and Stephen Petch in a Hyundai Accent WRC tying for fourth just two seconds behind. SS2 Wauchope went even better for the champions: they were fifty seconds quicker than Faulkner and Foy, with Thorburn and Groundwater sharing third fastest, just ahead of Greer and 4-wheel-drive convert Quintin Milne in an EVO 9. Fifty-seven seconds was the difference between Bogie and the rest on the third Hyndlee test; Thorburn second fastest, and Greer and Jon Burn in a Subaru Impreza WRC a further seven seconds adrift. At second service, and with two stages remaining, Bogie led Thorburn by fifty-seven seconds. Greer and Faulkner were tied in third, fifteen seconds further back, and Dumfries farmer Rory Young had quietly edged his way up the leader board to fourth overall in his EVO 5. Bogie and Rae further tightened their grip on the event immediately after the break: recording the fastest time through SS4 Redesdale, twenty-five seconds ahead of Faulkner and Foy. It was all going on behind them though: Greer and Roberts just one second behind in third, and Groundwater and Shanks a further second adrift in fourth. Young and Milne were tied for fifth another two seconds back, and leading 2WD contender, and Kielder "master" Steve Bannister powered his Mk2 Escort through the 9-miler with a seventh quickest time. The champions again set the pace on the final Wyndburgh Hill test, followed by Faulkner, Thorburn, Groundwater, Greer, Young and rally sponsor John McLory who, with David Hood on the notes, who had been targeting another top ten result in his Subaru Impreza N10 to add to that of the season-opening Snowman. Greer enjoyed his "day in the Scottish forests" – his first since the Rally of Scotland last October, while Groundwater admitted co-driver Shanks had been "winding him up" to spur him on to a fine fourth overall and third in the points. Young felt he had rather "over-psyched" himself going into the final stage – losing a place to Groundwater to finish fifth overall, following his fourth place in Inverness. Having been second quickest on SS1 and SS3, and third fastest on the third stage, Thorburn and co-driver Paul Beaton's challenge was thwarted by a puncture on the penultimate test. Quintin Milne, meanwhile, overcame manifold problems to record a fine seventh overall alongside navigator Martin Forrest: although the Banchory driver said he would have to "stop driving the EVO as if it was a Mk2!" Brick & Steel Construction boss McClory was clearly delighted with his second-successive strong finish of the new season, while ninth-placed Bannister and Sutherland fought hard to keep ahead of a strong Mk2 Escort contingent. It included a fine drive from Michael Horne and Robbie Mitchell in eleventh overall, while Matthew Robinson/Nigel Hutchinson; Keith Robathan/Phil Clarke and Malcolm Buchanan/Ian Nicoll finished line-astern in 15th, 16th and 17th places respectively. The top-ten overall results were rounded off by the EVO 9 of Canon Bridge-based SRC veteran John Morrison, and St Andrew's co-driver Peter Carstairs: the duo repeating their Border Counties result of 2010. In the 2-wheel drive classes, which ran ahead of the main field, John Boyd and Chris Williamson made sure of the Class 4 (1600) category in their Ford Fiesta, finishing one minute and thirty-seven seconds ahead of Malcolm Robertson and Katie Stimpson in a Talbot Sunbeam. The Honda Civic of Graeme Smith and Laura Marshall was third, a further fourteen seconds back. Class 3 honours went to Blair and Alex McCulloch in their Vauxhall Nova; husband and wife Tom and Sue Hynd taking the runners-up spot in their Peugeot 205Gti, ahead of the Talbot Sunbeam of Snowman class winners Willie Stuart and David Finlay who were third. One of the biggest smiles at the finish was that of young Greg McKnight, who with dad Chris on the notes, repeated his Class 2 victory of twelve months ago in his Vauxhall Nova: the Dumfriesshire-based competitor picking up the award as the leading Under-21 driver to complete the event. There were 57 finishers, and 26 retired.

Brick and Steel
border counties rally 2012



Photos Courtesy Ian Bell

Preston based Pro-Tec Motorsport got their 2012 season

off to a slippery start on the Wyedean Rally run in the Forest of Dean. The team visited the event with their regular BTRDA crew, Bury based driver Tom Naughton and co driver Horace Saville in the GpN Mitsubishi Evo IX. And Warrington based crew Justin Lawson & Paul Hargreaves in the Pro-Tec supported pocket rocket 1400 Nova. With the 1400 Championship guys running through the stages ahead of the big cars, it was hoped they would break up the ice packed surface a little but all they achieved was to polish the surface. Justin got off to a safe start and eventually closed in on 1400 leader Julian Wilkes in the similar powered 1400 Nova, going in to the final stage with a deficit of 18 seconds to the leader it would be all or nothing push, unfortunately it proved to be a little bit too much of a push !! Justin lost control on the ice and clouted a bank with a front wheel, the result of the impact broke a drive shaft, the crew had to drive the rest of the stage and back to the finish on one shaft, the incident cost them a great deal of time, and any chance of a podium finish was lost. With no suitable ice tyres available, Tom & Horace in the Evo really struggled from the start to get any traction on the icy surface, and following an off road excursion into the trees which resulted in some minor body damage, they elected to just drive for a finish and get some points on the chart. Although the Wyedean is always a slick well organised event, they can't control the weather, and for the Pro-Tec team it was an event everyone was happy to draw a line under and head for home.

Better fortune was in store for the team on the next rally of the season, the first round of the Scottish Rally Championship, Inverness based Snowman Rally, seeded at 1 in the Pro-Tec Motorsport run Mitsubishi Evo IX, was current

British & Scottish Rally Champion David Bogie with Co

driver Kevin Rae on the notes, The crew took the lead from the opening stage and despite the car developing a troublesome misfire, the crew held the lead to the finish to take a dominant win on the event. Next round for David & Kevin will be the Border Counties Rally with many of the stages run in the infamous Kielder Forest. And for Tom & Horace it will be the Welshpool based International Bulldog Rally.

For 2012 Team Pro-Tec have decided to reduce their motorsport commitments, and just concentrate on two championships The BTRDA & Scottish Championships. 2011 was a very busy time for the Company, running cars on the British Rally Championship, Scottish Rally Championship, and the BTRDA rally Championship, in addition to day to day performance road car operations was very difficult for the team.

As Pro-Tec boss Allan Durham explained, we are a small family business with a total workforce of three full time staff including myself, and a couple of good part time helpers who come along on rallies. Last year the lads spent very little time at home with rallies taking them away most weekends, so I decided they could do with a bit of a more relaxing work environment this year, so we have a reduced schedule both with rally commitments and in the workshop, besides I have a more selfish reason, I want the time to indulge myself in my other passion away from rallying which is flying and piloting old WW2 Warbirds such as the P51 Mustang and Harvard T6 over in the USA where I have a second home. I have four months of flying commitments in the US already in the diary for this year... Only one problem to overcome...I have just got to pick the right time to tell the lads in the workshop they are not going to see much of me in the coming months...maybe I will just write them a letter from the airport!



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Border Counties Rally

David & Kevin driving the Team Protec Evo, 1st O/A - 5 stages 5 stage wins, does not get any better than that !

The team will now focus on preparing for the Bulldog Rally in Wales where Tom Naughton & Horace Saville will be out in the 2nd Team Pro-Tec Mitsubishi Evo IX - Unfortunately without me...I will be in Florida for the next 5 weeks with other commitments.

(See page 43 for Report) **Alan Durham - ProTec**



McLaren's Jenson Button has won the season-opening GP

leading the way from first corner to last in a flawless frontrunning performance. In a ding-dong contest, it was Button who reigned supreme, out-sprinting team-mate Lewis Hamilton as the lights went out for the start of the new campaign and controlling an otherwise untidy race in serene fashion thereafter.

Even when the late deployment of the Safety Car handed Sebastian Vettel an unearned opportunity to snatch victory out of McLaren's grasp, there was no undoing Button with the Englishman retaining his composure and speed superiority as he quickly re-established a comfortable advantage and a thoroughly deserved win.

Amid some chaotic scenes further afield, Button's excellence was a reassuring constant throughout the 58-lap contest with the 2009 World Champion maintaining his terrific form of last year and seemingly entirely at home in the superior of MP4-27.

The new favourite for this year's championship? Definitely maybe. Though Hamilton was unfortunate to relinquish second place, his defeat to his McLaren team-mate was emphatic and his subdued post-race demeanour - "dejected" was the description attached in the post-race press conference - told a telling tale. His response in Malaysia, and any indications that his morale has been damaged, will be fascinating to behold.

Sandwiched between Button and Hamilton when the chequered flag fell, Red Bull certainly showed up better in race trim than the RB8 had done in qualifying, but Vettel's second place owed a hefty debt to the luck of champions, with the German securing second place ahead of a relatively lacklustre Hamilton due to the absurd vagaries of the Safety Car regulations. Yet, after the unchecked dominance of Red Bull over the last two seasons, the overwhelming relief must be that F1 has a contest to relish at the front with the two leading teams seemingly very closely matched when running with full tanks. If there was a disappointment, it was at Mercedes, with Nico Rosberg failing to make a convincing impression in the wake of Michael Schumacher's luckless early exit through gearbox trouble and then crashing out on the final lap after tangling with Sauber's impressive Sergio Perez, while Ferrari were flattered by Fernando Alonso's indefatigable battling qualities landing fifth place.

But for Lotus enduring 'one of those days', Ferrari's embarrassment at the failings of their F2012 would surely have proved acute with only a major last-lap error by Pastor Maldonado in the unexpectedly-competitive Williams potentially sparing Alonso further ignominy, the Venezuelan having been right on the Spaniard's gearbox for several laps until he dropped a wheel on the grass and ploughed nose-first into a wall.

For Hamilton, meanwhile, the race was a catalogue of frustration: beaten off the line by the sister McLaren, the loss of track position meant that he was forced to stay out for an extra costly lap on fading tyres and then had to sit behind the long-running Perez whilst his team-mate built up a ten-second lead.

Race over? Not quite. Within seconds of the two McLarens taking their second pit-stop in formation, the Caterham of Vitaly Petrov crawled to a halt on the pit-straight, prompting the deployment of the Safety Car. Now for the bewildering twist: with the Red Bull able to continue at full speed whilst the two McLarens had to adhere to the controlled Safety Car delta time, Vettel was able to pit and return to the track ahead of Hamilton. In old-fashioned terms, it was a mugging.



WRC RALLY GUANAJUATO MEXICO

Sebastien Loeb has made it six wins in succession on Rally Guanajuato Mexico following a controlled drive through the event's final four stages. In doing so, Loeb and co-driver Daniel Elena have increased their lead at the top of the FIA World Rally Championship powered by Nokia. It was the factory Citroen duo's second victory of the season and their 69th in the WRC. Behind Hirvonen, who won the monster 54.30-kilometre Guanajuatito test, Power Stage winner Petter Solberg claimed the final place on the podium following a dramatic closing

morning on the gravel stages around host city Leon. Solberg's factory Ford team-mate Jari-Matti Latvala was on course to finish third having recovered from a host of setbacks earlier in the event only for disaster to strike on Guanajuatito when went off the road he rolled after getting distracted when Evgeny Novikov crashed ahead of him. Although Latvala was able to limp to the stage finish, damage to the roll cage of his Fiesta was too severe to the extent he was unable to tackle the final two stages of the event, forcing his second retirement of the 2012 season. Mads Ostberg survived a puncture on Guanajuatito to finish a strong fourth in his Adapta Fiesta with Ott Tanak fifth for M-Sport and Nasser Al-Attiyah sixth for the Qatar World Rally Team. Armindo Araujo was seventh for WRC Team MINI Portugal, one place ahead of Sebastien Ogier, who claimed his and Volkswagen Motorsport's first points of 2012. Monster World Rally Team's Ken Block took ninth with Ricardo Trivino finishing as the top Mexican in 10th overall to finally bag his first WRC point, four years after he was excluded from a points finish on the same event due to a rules infringement. Countryman Benito Guerra finished 11th overall for his maiden victory in the Production Car World Rally Championship with category rival Nicolas Fuchs next up in his similar Mitsubishi Lancer. Michal Kosciuszko continues to lead the PWRC standings by returning under Rally 2 regulations to finish third in class and 14th overall. Citroen Junior driver Thierry Neuville started the final day by claiming his first stage victory in the WRC when he went fastest on the Leon Autodromo Super Special. He made it to the finish in 13th position following his return to the action under Rally 2 on Saturday morning. Chris Atkinson restarted on the final day but retired his Monster-backed Fiesta on Guanajuatito with damaged suspension.



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BRC prizes top £200,000

With the recent announcement from the Citroën Racing Trophy, the MSA British Rally Championship, NGK Spark Plugs BRC Challenge, sponsors and support series, are now offering around £200,000 worth of prizes.

Probably the biggest prize comes from Pirelli in the form of the Pirelli Star Driver competition. This year's winner from the end of season shootout will receive funded support for 2013 and although the details have not been published, it will be a similar value to previous years.

The Citroën Racing Trophy's on-event prize money is split over the five remaining events in the BRC calendar, but it is further incentivised with a drive for the winner on Rallye du Var, the final round of the French Rally Championship.

The Twingo Renaultsport Trophy UK follows the same format of per-event prizes in both R1 and R2 Trophies. With a funded prize drive for the R1 winner in a Twingo R2, the R2 Trophy winner has the choice of stepping up to a Clio R3 or Mégane R4, both on Rallye du Var.

M-Sport's Fiesta Sport Trophy and SportChallenge also benefit from per-event prizes, with the FST UK winner going forward to the FST International end of season shootout with the chance of a season working with M-Sport and the winners experiencing the Fiesta WRC and S2000 cars respectively.

Finally the winner of the NGK Spark Plugs BRC Challenge and its junior Stars of the Future category will receive support funding for the 2013 MSA British Rally Championship.

Although it is difficult to put an exact figure on the value of all the prizes, an estimate of around £200,000 is certainly not to be sniffed at.



Gazzard Accounts

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



WWW.RALLYSPORTMEDIA.COM

Pro-Rally.co.uk

1



All the latest British Rally Photographs
www.pro-rally.co.uk

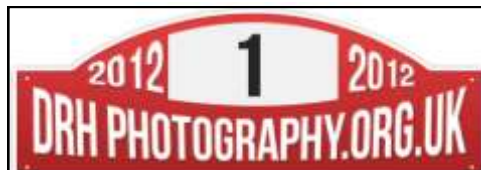
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Class 4 and 7 MOT Testing | Private Hire Testing | Servicing and General Repairs

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www.drhphotography.org.uk
Or 07858880511



Adam gets Tour test underway
RIBCHESTER'S Adam Morgan at Brands Hatch for his first full test ahead of his debut season in the **British Touring Car Championship**. Morgan graduates to the UK's premier sports car series this season as a reward for winning the Michelin Ginetta GT Supercup last term. The 23-year-old was at Donington Park receiving tuition to adapt to a front wheel drive car after using a rear wheel drive in 2011. And he followed that up with his first full test day in Speedworks' Toyota Avensis yesterday, with James Thompson acting as his mentor at Kent circuit Brands Hatch. Thompson won the British Touring Car Championship in both 2002 and 2004. "I can't wait to get started," Morgan said about the new season. "I have no illusions that it is going to be difficult for me in my first season as I'm very inexperienced compared with the other drivers out there. "But I want to give it everything." Morgan's entry into the BTCC comes as part of a £200,000-plus prize pot offered by Ginetta Racing Cars.

The Leeds-based sports car manufacturer chose to collaborate with Speedworks, who have a workshop in Stockport, after the newcomers impressed during a highly competitive tender process. "It's the biggest prize in British motorsport," Morgan said. "This is a huge chance and I still don't think it has quite sunk in. I'm over the moon to be here. "It's a once in a lifetime opportunity that has been handed to me." On Morgan's link-up with Thompson, Speedworks team boss Christian Dick said: "The advice he can offer the team and also Adam in terms of application both in and out of the car is invaluable." The season starts at Brands Hatch on April 1. (Lancashire Telegraph)

Editors Note

I hope everybody has enjoyed this discussion and that we can draw on the positives from the debate. I would like to thank John, Andrew and Chris for their comments and taking the time to bring these matters to our attention

I consider the matter now closed

I would like to point out in reaction to the comments from Chris Lee, that we too are active marshals on stage events and were also very wet and cold after doing so on the Malcolm Wilson recently. We have the utmost respect for all marshals as I state on each of my event write-ups and having read the comment about us 'treating the marshals as something of a joke', I really do think that statement is very misplaced and not a true reflection of the light hearted manner in which I try and write our post rally articles. We are in this to enjoy ourselves and finish events and always take note of marshals warnings. In this case, perhaps there should have been a marshal placed 50-100m before the split to warn of a corner that was obviously causing a number of incidents. **John and Andrew Gardner, car73 on the NWStages**



British holidaymakers heading to France will now be required to carry a **breathalyser kit** in the car, according to new rules. The kits - available from ferry and train terminals from £1 to £2 - will be obligatory for all motorists in France from July 2012, according to the *Daily Mail*.

Anyone caught without a kit, which drivers will use to make sure they are under the drink-drive limit, will be fined €11, but police are giving everyone a period of grace until November before they start enforcing the penalties.

At 50mg, the drink-driving limit in France is 30mg lower than in the UK. Drivers found with between 50mg and 80mg of alcohol in 100ml of blood can be fined €135 (£112) and get six points on their licence, while drivers with over 80mg of alcohol face fines of €4,500 (£3,744) and a two-year prison sentence.

British tourists are often caught out with the many rules required for driving in France. It is already obligatory to carry a **warning triangle and a fluorescent safety vest** (which must be in the main section of the car, not the boot), while Brits must display a GB plate and have their headlights adjusted to the right. What's more, the French last month introduced a law that **banned the use of satnavs that showed the location of speed cameras**, introducing a €1,500 fine if a driver is caught with one in their car.

ANSWERS (in Red) TO THE QUIZ

- 1) How long did the Hundred Years War last? **116 years**
- 2) Which country makes Panama hats? **Ecuador**
- 3) From which animal do we get cat gut? **Sheep and Horses**
- 4) In which month do Russians celebrate the October Revolution? **November**
- 5) What is a camel's hair brush made of? **Squirrel fur**
- 6) The Canary Islands in the Atlantic are named after what animal? **Dogs**
- 7) What was King George VI's first name? **Albert**
- 8) What colour is a purple finch? **Crimson**
- 9) Where are Chinese gooseberries from? **New Zealand**
- 10) What is the colour of the black box in a commercial airplane? **Orange** (of course)

What do you mean, you failed? Me, too.

(And if you try to tell me you passed, you LIED!)

CSMA NW with Accrington MSC Motorsport training

Where ? Accrington Cricket club Thorneyholme Road, Accrington Lancashire BB5 5BD 01254 233495

Who ? Anyone 14+ (under 18 bring Mum or Dad)

Cost ? - Free Just book on line. All events are 7:00pm start Supper (Pie & Peas) at 8:00 finish about 9:45pm It will be 1st come, 1st served & limited numbers. For any more information please contact me **steve.johnson@csmclub.org** 663 or 01254 392663

15th June - Fire Training

<http://volunteersinmotorsport.co.uk/> These are all now 'live' on the VIM site See :

www.volunteersinmotorsport.co.uk/index.html

You need the Rally Marshals Training Seminar to become a MSA marshal at some events. The fire & timekeeping will be "hands on" instruction. Volunteers in Motorsport log books can be signed.

Two can live as cheaply as one, for half as long.



The winning Sclater/Davenport Escort splashes through a ford on SS11.

MANX TROPHY RALLY

See Page 49 for details of this years
Manx Trophy Rally

Sclater scores an easy win from Curley and Fidler

Driving for the first time in the Isle of Man, Chris Sclater drove his Escort TC impeccably to win both the night and day sections of the Manx Trophy Rally on May 22/24 and take first overall by a comfortable 100 secs from last year's second place men, Cahal Curley/Austin Frazer, also in an Escort. Third was Roy Fidler in the Autoextra BMW 2002 TI, who was accompanied by Richard Morris as Barry Hughes was away trying to reach Mexico in the J. C. Withers V6 Cortina. Local man John Huyton was fourth in the same Lotus Cortina with which he took third place last year, but he left his wife at home this time and took Bob Corrin to read the maps. Next was the Escort of Adrian Boyd/Beatty Crawford, whose car had arrived straight from the Austrian Alpine.

The Manx Trophy is the only event held in the British Isles where closed public roads are used for special stages and competitors are not forbidden to carry out a survey of them before the event. They are, however, told that training at speed is frowned upon and possible exclusion awaits the man who wakes too many locals. The rally's importance as the only true pace-note event in these islands assures it of a full entry every year, and this time no fewer than 122 crews came under starter's orders at midnight on the Friday in front of the Sefton Hotel in Douglas. Some were a bit later than others at answering the rally call, and Bob Bean/Paul Stephens overslept and reached the ramp too late for their proper start time and had to take a much later number. Their Manx was due for a quick end, as after a few stages the flywheel on their Escort TC became detached and they caught the morning boat back to the mainland.

If strange things were happening to the rally drivers, the rally organisers had their own peculiar problems, for at the start of the first stage Cahal Curley was sent off and then Chris Sclater and the rest of the field held. A marshal had discovered an inebriated gentleman about to press his most personal attentions on a young lady in the privacy of his car, parked in the middle of a road upon which 244 rally drivers were about to be released. Curley was stopped and returned to the start for another run while frantic marshals tried to round up the naked pair, who had taken to the fields in fright. The stage got under way eventually, but the third stage had to be scrubbed to put the crews back somewhere near the scheduled time;

otherwise the road closing order would have run out for the later numbers.

This was not the end of drama on SS1, for G. Ritterband/D. Greenwood smashed their Imp into the notorious bridge and suffered minor injuries, which caused some further delays, while in the first half-mile of the test Peter Hughes/Evan Jones rolled their Imp and littered the road with glass. At the front of the field it was Boyd who made best time, although on SS2 and SS4 Sclater made sure of an early lead by taking best times, although his rear shock absorbers were bothering him; after the fifth stage he stopped and changed them. The next stage was cancelled, and then on the next he had a puncture, so seconds still separated the three Escort drivers.

The Clarke & Simpson Escort entered for Jill Robinson/Mike Giles had reced the World Cup with Tony Fall and the Austrian Alpine with Ove Andersson, so it is not surprising that it developed all kinds of maladies, gearbox following alternator to cause retirement. On SS8, David Cowan/Tony Mason suffered a dropped valve in their Cooper S, while the similar car of Rob Lawrence/David Stephenson was beginning to sound rough and retired with gearbox failure on SS11. On SS10, a difficult junction which involved a brow plus hairpin left in front of a bridge caught all but the local crews. Adrian Boyd visited a farmyard and Sclater had to reverse off the bridge, while the Pelling/Lord Escort created a sensation by carrying on, following some motor-cycle arrows and going straight to the end of SS11 to find Doug Baird/Adrian Hundley (Cooper S) hard on their tail when they should have been miles in front of them.

The 12th stage was the longest and saw Curley managing the Druidale bumps in fine style to take the lead from Sclater. On the 13th, George Hill/Ian Buckley in their borrowed 1071 Cooper S tore away the tie bar and retired, while Mr Hill's well-known partner, Keith Wood, who was navigating in Cec Offley's Sprite on this occasion, retired on the following stage when they stripped a half-shaft. Curley was really motoring by this stage and claimed seven best times in a row, but his countryman Boyd, in an attempt to pull back what had been lost on SS10, jumped a bank on SS16 and lost time while locals un-hinged the gate so that he could drive back onto the road. He also punctured and ruined a racing tyre which he could not replace, so for the rest of the event he ran

on Goodyear Ultragrips, while Curley and Sclater had the same company's High Speeds.

A competitor in a Ford Capri overdid things on the Waterworks bend of the TT circuit, which caused some further delays, and SS18 and SS19 had to be cancelled as the road closing orders ran out before the last competitor could attempt them. SS21 was also cancelled because arrows were missing, and Curley must have heaved a sigh of relief at that, for on the previous stage his diff had failed and he was barely capable of limping in the few miles to Douglas. Sclater was fastest on SS20, which gave him a lead of about 15 secs on Curley, with Huyton next.

The positions were:

1. Sclater, 342; 2. Curley, 559; 3. Huyton, 566; 4. Boyd, 696; 5. Fidler 703; 6. Bullough, 718.

Curley obtained a new diff assembly from J. C. Withers, who incidentally were Sclater's entrants (!); his mechanics rebuilt the limited slip into it during the five-hour halt, and morning saw him ready to carry on the battle. Fog and rain had both been promised for the night but had not materialised, and now bright sunshine blessed the island, although John Heppenstall's remarks when his Escort broke a halfshaft on the first test were not intended to bless anything. On the same stage, Peter Clark/Jeff Smith had a puncture with their Escort TC and lost over 3 mins changing it, which ruined a very good run for them as they had been setting times near those of the leaders.

On the third daylight test came the accident to Mark Ridout and Richard Colley which led to the death of the latter and serious injury of the former. The stage was cancelled, but not before Jim Bullough/Don Barrow had bumped their dry sump so that shortly after it was penetrated by the big end bolts, and they became very grateful to have British Vita's Brian Gillibrand on hand to ferry around the quantities of a certain oil that they needed to keep going. Martin Clark/Ian Cooper in the ex-Jock Russell Porsche 911 had a puncture on SS28 and, because the car fell off the jack, lost 800 marks, which dropped them well out of the results. Peter Clark broke his gearbox on SS35 and retired. In the ladies section, Pauline Wynn had retired as her navigator Avonah Ridout who had gone to the help of her husband, and this somewhat left the field clear for Linda Jackson/Kevin Gormley in their Escort GT, although they did have to change a roll-bar rubber mount at lunch-time. Roy Fidler lost one of his dual braking systems towards the end and the margin by which Sclater beat him over the day sections was small indeed.

The story of the rally, though, came on SS34, which was a descent of the Tholt-y-Will hillclimb continued into the bottom Sulby Glen road. Just yards from the finish Cahal Curley shot off the road and lost 2 mins while apprehensive spectators pushed him back again. He went like a man possessed to regain time and the possibility of winning and set best times on all the last stages, but it was a hopeless chase. Final antics went to local man Doug Baird, who hit the bank just three corners from the end of the last stage but retained a worthy sixth place nevertheless.

The normal prizegiving was postponed until the Sunday as a mark of respect for Colley and a very sober atmosphere prevailed for the rest of the rally drivers' stay on the island. However, no-one felt that the accident was any reflection upon the rally or its organisers, and it was clear that despite the large numbers of *force majeure* that had to be contended with this year, the rally had gone remarkably smoothly and the 450 marshals plus other hundreds of civil service and voluntary helpers were to be congratulated on providing a good event.

JOHN DAVENPORT

1. C. R. Sclater/J. Davenport (Ford Escort TC), 351 pts; 2. C. Curley/A. Frazer (Ford Escort TC), 529; 3. R. Fidler/R. Morris (BMW 2002 TI), 595; 4. J. Huyton/B. Corrin (Ford Lotus Cortina), 1,045; 5. A. Boyd/B. Crawford (Ford Escort TC), 1,049; 6. D. Baird/A. Hundley (1.3 Mini-Cooper S), 1,185; 7. D. Smith/C. Penrice (Ford Lotus Cortina), 1,194; 8. J. Bullough/D. Barrow (Ford Escort TC), 1,198; 9. D. Easthope/Mrs H. Walford (Ford Lotus Cortina), 1,217; 10. J. Dodsweir/C. Keenough (Ford Escort TC), 1,320; 11. M. Johnson/H. Johnson (1.3 Mini-Cooper S), 1,327; 12. K. Leese/Mrs. E. Leese (1.3 Mini-Cooper S), 1,343.

Women are the better parkers

FACT

IT'S a debate which has raged between the sexes from the earliest days of motoring. Who is the best at parking a car, men or women? A new survey from car park operator NCP claims it's the fairer sex who hold the upper hand. Disbelieving features editor JOHN ANSON (Lancashire Telegraph) put the findings to the test THERE are certain things in life which need challenging:

People who claim EastEnders is better than Coronation Street; those who say red sauce is better than brown on a bacon butty.

But the idea that women are better parkers than men – come on!

NCP say that having studied CCTV footage of drivers getting into spaces, it's women who score higher than men. Men, they say, are quicker at getting into a space but when it comes to finding one in the first place and positioning the car within the white lines it's women who are in top gear. With 30 years' experience of seeing women drivers struggle to negotiate the terrors of an Asda car park I couldn't let the matter rest. So the battlelines were drawn. The venue on neutral territory, the empty car park of the Run Amok Play Centre in Haslingden. I was upholding the honour of male drivers everywhere. My opponent in the great parking challenge was Hazel Johnson, 20, rally driver and autotest prodigy. The test was a simple one, reverse into a parking space between the two white lines. Ever the gentleman I let my young opponent go first.

Gently does it, her little Micra edged its way backwards into the designated space, with Hazel using her mirrors as she went. The result: Driver's side wheels 14 inches from the white line, nearside wheels 14 inches from the white line – absolutely dead centre. That was definitely not part of the plan. Now I'm not making excuses here but I was under a lot of pressure, there was a bit of drizzle in the air and my car was much bigger than Hazel's. I reversed imperiously into the space, not stopping, straight in. The front of the car perfectly aligned, job done. One minor problem was the back end had decided to take on a life of its own and perhaps there was a little encroachment onto the white line. OK. I admit: I made a mess of it and was beaten hands down. But Hazel, from Accrington, was generous in victory although I declined her offer to teach me how to park. Our challenge may have been a bit of fun but Hazel, an instructor for the North West under-17 car club which allows youngsters to try driving in a controlled environment had some good advice for all drivers. She said: "Parking is a skill like all aspects of driving. There is no shame in realising that you have difficulty parking but the only thing that will make you better is practice. "Go to a empty car park and just get used to your car. It is always better to reverse into a space, so just take your time and your confidence will grow. Also for drivers who aren't that confident a good idea can be to book a lesson with an experienced driving instructor and explain which area of driving worries you, whether it be parking or going on a motorway."

I hope she wasn't talking about me!

JOHN ANSON Lancashire Telegraph

ONLINE VIDEO Do you agree? Watch John's driving challenge and comment online at lancashiretelegraph.co.uk



Lancashire
Telegraph



Manx Auto Sport are pleased to announce that entries for the **2012 Manx National Rally** are now open. The Manx National Rally is a closed road asphalt rally, which takes place on the Isle of Man over the

11th & 12th May 2012.

The Manx National Rally is open to both National "A" & National "B" Licenced Competitors.

For 2012, the Manx National Rally is a qualifying round of the following championships:

- Eurocars Motorsport Manx Rally Championship
- REIS - Get Connected MSA Asphalt Rally Championship
- ANWCC Stage Rally Championship
- Fuch Titan Race ANCC Stage Championship
- Formula 1000 - Super 1000 Rally Series
- **SD34MSG Stage Rally Championship**

Special Stages: 20

Stage Mile: 120 approx

Entry Fee: £460.00

AIR AMBULANCE PETITION

The Air Ambulance Service is forced to meet rising fuel prices year on year including VAT.

The Air Ambulance Service have saved successive governments millions and millions of pounds funded by charitable donations given by the general public to run what has proven to be an essential service.

Whilst the Lifeboat Service has been exempt from VAT on fuel costs since 1977, a similar privilege has not been afforded to the Air Ambulance Service;

We call on the government to have an urgent review of this situation and in doing so

We call on the government to return in the form of grants to Air Ambulance Service providers all the future VAT which the Treasury collects from them so that the Air Ambulance Service is in practice exempt from paying VAT in the same way as the Lifeboat Service. Visit :

<https://submissions.epetitions.direct.gov.uk/petitions/29349>

I asked my mum the other day 'why my sisters name is Rose?' "Because your Dad is a keen gardener and likes flowers' she replied 'What do you like then mum?' I said. She said 'Stop asking questions Richard'



LOOKOUT STAGES RALLY 1st April

**8 Stages at Melbourne
58 planned Miles**

**ANWCC Stage Championship
ANEMMC Stage Championship
EMAMC Multi
Use Championship
Yorkshire League**

MARSHALS Required

**Chief Marshal
Mark Dickenson
mhdickenson@hotmail.co.uk**

RALI BRO TEIFI 14th / 15th April

The Regulations for the John Roberts (Festiniog) Ltd and J Harries Refrigeration, Maenclochog Rali Bro Teifi Regulations are now on line on the Teifi Valley Motor Club web site.
<http://www.teifivalleymotorclub.co.uk>

After a busy day a young lady settled down in her train from Waterloo as far as her destination at Winchester. The chap sitting opposite her hauled out his mobile and started up:-
"Hi darling it's Peter, I'm on the train - yes, I know it's the 6.30 not the 4.30 but I had a long meeting - no, not with that floozie from the typing pool, I had a meeting with the boss, no darling you're the only one in my life - yes, I'm sure, cross my heart" etc., etc.

This was still going on at Wimbledon, when the young woman opposite, driven beyond endurance, yelled at the top of her voice,
"Hey, Peter, turn that bloody phone off and come back to bed!!"

Flying Scotsman Rally 20-22 April



Round One of the West Cumbria Motorsport Club Autosolo Championship will be held on the 1st April at Kirkbride Airfield.

Regulations and information can be found at the following page.

I hope to see you there for a cheap day of motorsport fun!

<http://wcmcrallying.co.uk/autosolo-championship-2012/>

My girlfriend asked, "Why don't you ever play golf with your old friend Malcolm anymore?"

I replied, "Would you play golf with somebody who cheats and never buys a drink at the 19th hole?"

"No." She said

I replied "Neither would Malcolm."



Sprinting fast to Anglesey

5th & 6th MAY



Lancs & Cheshire Car Club

MOTORSPORT AT CRYSTAL PALACE RETURNS FOR 2012 Sevenoaks & District Motor Club

Motorsport at the Palace - in partnership with the Ancaster Group - has announced the dates for this year's event, which will run across the weekend of Saturday 26/Sunday 27 May.

The popular sprint/time trial at the famous south London park is now in its third successive year and promises to be bigger and better than ever.

In addition to the on-track excitement, which will see a range of classic and modern racing cars compete for fastest time of the day, visitors will be able to enjoy a host of attractions away from the circuit.

Diggerland and the London Karting Company are both new for 2012, the former offering a unique opportunity to take control of some heavy-duty construction equipment, while the latter gives youngsters the chance to race in special, child-friendly, electric karts.

We're pleased to announce that the Classic Racing Motorcycle Club will be demonstrating a range of classic GP and racing machinery, while the show area will host a number of supercars and rare classic vehicles.

Prices have been held at last year's levels, meaning a single adult ticket costs just £10 per day and children under 16 enter free (as long as they are accompanied by an adult). Discounted tickets will be available from the website from the end of March. Competitor fees remain £130, plus a £10 donation to local charities (see website for regulations).

Motorsport at the Palace enjoys the support of the London Borough of Bromley and will again be donating a percentage of revenue to local charities, St Christopher's Hospice and the Royal London Society for Blind People.

You can catch up on all the latest news and information on this year's Motorsport at the Palace by registering for our free newsletter, "Palace News" - please see the website for more details.

For more information, travel details, places to stay and competitor info, please visit: <http://motorsportatthepalace.co.uk/>

Motorsport at the Palace, in association with the Ancaster Group, enjoys the support the London Borough of Bromley, of Dale Process Engineering Ltd, Rozzone Sustainable Solutions, and Ton Hire.

For further details, please contact:

Kevin Turner Tel: 07944 500883

Email: bergwerk@hotmail.co.uk

York Motor Club are running the **North Yorkshire Classic** again, but this year we have an earlier date of **Sunday 1st April**, due to clashing dates in the HRCR calendar later in the year.

The event will start and finish at Askham Bryan College on the outskirts of York and follow a clockwise circular route around York, with 4 regularity sections and 12 tests at 3 venues. There will be no code boards this year! and no small tight tests, so plenty of marshalls are required please. The event is a round of the HRCR Clubmans championship & the NESRO challenge. The route instructions will be issued at various points on the route, but a large proportion of it will be issued at signing on, on Saturday evening after scrutineering.

The entry fee is the same as last year, £100 including 2 pack lunches and 2 evening meals, for details and regs email northyorkshireclassic@tiscali.co.uk.

Marshalls are desperately needed, if you can help please get in touch via www.yorkmotorclub.co.uk, all marshalls who come out all day are welcome to join the competitors for a 2 course meal at the finish after the event.



SCOTTISH MALTS
RELIABILITY TRIAL

SCOTTISH MALTS
CLASSIC CAR TOUR

Scottish Malts
Reliability Trial & Classic Car Tour
30th April - 1st May 2012

Following the success of the 2010 event and the wonderful reception received by competitors and officials at the World Famous Turnberry Resort (who can ever forget that stunning view of Ailsa Craig as the crews pulled up under the finish arch alongside the front entrance to the hotel), HERO is delighted to announce that the 2012 Scottish Malts Classic Reliability Trial and Classic Car Tour will once again start and finish at the Turnberry. Located on the western side of Scotland and within easy reach of Glasgow and Prestwick airports, the resort will host both the welcome and awards dinner, as well as the first and last driving tests on the event. Documentation and scrutineering will take place on Sunday 29th April at the Turnberry and once formalities are dealt with, competitors will be able to enjoy all the facilities available at the resort - including the golf for those of you who would relish the opportunity for a chance to play on the course.

QUALIFYING ROUND

HERO
Classic Car Insurance

Octane
CLASSIC CAR

AVIS
Support Motor Events

Matlock Motor Club VK Rally of Derbyshire, this year being held on the slightly later date of **14th / 15th April**.

We once again have a no nonsense, no plot n bash and expertly marshalled road rally on some of the finest lanes and the **smoother** whites that map 119 has to offer! As ever, a huge thanks to Steve Perez of VK for his continued support of the event. Also, thank you to all the marshals who have stood out in all weather conditions for us on all Derbyshire rallies, we look forward to seeing you again on the 14th. Now the good stuff: 115 miles 5 miles of good quality white roads Plenty of time recovery to suite novices (and some masters!) Starting and finishing at Robinsons (Chesterfield) Quick and efficient results team Competitive entry fee of £69.00 (including 2 breakfasts)

ENTRY FULL **Marshals contact**
Amanda O'Brien 07740308819

September 23rd Stobart Rail Pendragon Stages Kirkby Lonsdale MC www.klmc.org.uk

Probably a SV event at Warcop as Lowther is still not available - Farming needs

DRIVE-IT DAY ON APRIL 22ND 2012

Don't forget that the annual "Drive-it Day" gives all classic car owners a chance to get their car out and show it off on the highways and byways of the UK. There are usually lots of organised meets and most owners can find something going on in their area. The 2012 event promises to be bigger and better than ever so polish up your best-beloved motor car and get behind the wheel for an enjoyable day out! The famous "Ace Cafe" on the North Circular Road in London will be one of many starting points. For further details see the FBHVC website at: www.fbhvc.co.uk

PRO-ART SIGNS SWANSEA BAY RALLY 2012

The event will take place on June 30th and will feature classic WRGB stages and a central service area at Walters Arena. Saturday morning scrutineering will be available to all to aid in low competitor costs. The event was voted the best event in the WAMC in 2009 and hopes to attract a good number of competitors this year as it is also a round of various other championships including the BHRC Gravel Cup. For further details

GREYSTOKE 2012

IT'S GOING TO BE A GREAT EVENT
The organising team from West Cumbria Motorsport Club are delighted to announce that the 2012 P & R Benn Greystoke Stages Rally will again be running in Greystoke Forest near Penrith, Cumbria on **Sunday 8th July 2012**.

Event officials are massively grateful for the continued support given to the event by Paul Benn and his Cockermouth based rally preparation business and Paul himself is pleased to be able to give this superb forest single venue rally his backing saying ' This is a great rally for us to support, it's organised by the club I am a member of and at a venue that I know so well and provides competitors with not only a fantastic days rallying but with good company and good craic'.

Following on from the success of the 2011 event Clerk of the Course, Roger Fisher, said ' We will be looking to get maximum stage mileage out of the forest for our entrants and provide them with what we hope will be one of the best value for money forest events in the North West calendar'. The event will feature approximately 38 stage miles on the good quality Greystoke tracks which are maintained by M Sport without whose assistance the rally could not go ahead. Competitors from up to five northern rally championships are expected to take part so there should be a high demand for entries.

More news and updates will be posted on the event website, **www.greystokestages.co.uk** and regulations should be available in April to enable crews to submit their entries early to ensure they secure one of the coveted starting slots. In the meantime put the date in your diary and start counting down to Greystoke 2012.

Acknowledgements

Thanks to all contributors - a big thanks to the Championship Compilers (not an easy job keeping track of all those events and competitors from so many different clubs)

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

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Bill Wilmer,	Andrew Shepherd
Duncan Littler	Simon Hunter,
Matthew Rudd,	Joe & Tim Cruttenden
Chris Lee,	Hazel & Steve Johnson,
Steve Hudson,	Geoff Bengough
Ross Miller	Chris Paskin
Simon Barnes	Bryan & Matthew Gibson
Paul Buckel & Steve Butler	
Andrew, Scott, John & Jack Gardner,	
Ed Graham (Hexham & DMC)	
Paul Brereton	'the Barrow Taxi'
Dan Hurst	DRH Photography
Arron + Stuart + Lynn Newby of TEGSport,	
Keith Lamb	(Gemini 9)
Ian Davies	(Gemini 23)
Peter Langtree	(Gemini 48)
Allen Durham of Pro-Tec	
Sue Carter of Carter Sport,	
Lancashire Telegraph	
Phil James of Pro-Rally,	
and last but not least chairman/secretary	
Les Fragle	

The intention is to publish this Magazine on the last Thursday of each month. It will be emailed to SD34MSG Delegates to distribute as they wish to their relevant Club Members. **The Magazine would be so much better with MORE reports from both Clubs and their members**
Please note the deadline for inclusion is the Tuesday before the last Thursday of the Month. If the Magazine is a little later than above - it is probably because I am waiting for a promised report or everyone has sent me copy at the last minute - on deadline date - rather than sending bits and pieces as they occur. Email Reports to
Maurice Ellison at : sd34news@mail.com

Morecambe Car Club

will be Celebrating its 60th Year in 2012
On the

16th June

They will be running the
60th Anniversary

Diamond Jubilee Illuminations Tour.

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