

December 2011



Motor Sport Group



spotlight

MERRY
CHRISTMAS

also available online at

www.sd34msg.org.uk



Gazzard Accounts Ltd



Chairmans Chat

Since the last issue of '**spotlight**' – The SD34 MSG Monthly Motorsport Magazine – I spent two days helping on the Wales Rally GB in North and Mid Wales and thankfully the weather on Days 1 and 3 was lovely although I believe Day 2 was very wet. What I want to know is "Why does it take so many more people, in their numerous vehicles, to run this event than it does to run all the other events we all help on during the year ???"

I am pleased to welcome **Fylde Motor Sport Club** who will be joining the Group from 1st January 2012. This is a local club newly recognised by the MSA but some of the members have been involved in motorsport for many years but more importantly the club has got several keen young members which are vital to the future of our beloved sport. There is a healthy enthusiasm to get involved in events so I'm sure our existing member clubs will welcome any extra hands offered in running events and in that way FMSC can gain the experience such that in the future they might run their own events.

Continuing the **history of SD(34) Motor Sport Group** with one of the key individuals associated with it;

Gavin Frew was Chairman of the Groups monthly meetings for many years until he left Lancashire to become team manager for the John Surtees Formula 1 racing team. Arthur Rogers of 2300 Club became the new Chairman and remained in the post until Gavin returned to take up the reigns once again. This time it was the pressure of his business, Lees for Tiles, that caused Gavin to reluctantly stand down and Roy Honeywell of Clitheroe & District MC took over. It was always the aim to spread the Officials of the Group around the member clubs as much as possible so along with Roy there was Malcolm Graham of Springhill MSC as Vice Chairman, Richard Murtha of Bury Automobile Club as Secretary and Julian Szostac of West Lancs MC as Treasurer.

When the Chairmanship was handed over Gavin was elected to be President and he continued his invaluable support to the Group in the form of generous sponsorship from Lees for Tiles for the Group as a whole but also for individual events run by member clubs. Motorsport was never the cheapest form of leisure activity and without such support to help keep down costs and provide championship awards many an enthusiast would be unable to take part. Gavin remains as one of the Vice Presidents and we are forever grateful of all that he has done throughout the entire life of the Group which currently stands at 47 years. 2014 will be a big year for the Group ! There will be more about the history of the Group in subsequent issues of '**spotlight**' and I am again grateful to those colleagues who have supplied me with this information.

This season is drawing to a close but there still is one Stage Rally, one Road Rally, one Autotest and one Autosolo to come in the next couple of weeks so the championships are not sown up just yet. However the **2012 calendar** is coming together, a draft copy is included in this issue, so it's time to start planning your event activities and I hope many of you will register for one or more of the 2012 championships. The number of registrations for this year was disappointing so let's increase on that next time. For just £5 you can register for one or all of the discipline championships i.e. Road Rally, Stage Rally and Off the Road (Sprint, Hillclimb, Autotest and Autosolo) and you don't need to enter every round in order to pick up a pot, it's surprising how few events can give you enough points to achieve a class award or even an overall award. A copy of the 2012 **Registration Form** is included in this issue. Remember you don't need to register in order to score marshalling points.

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

Contents

Front Cover - Member Clubs

| | |
|--------|------------------------------------|
| Pg. 2 | Chairmans Chat |
| Pg. 3 | Member Club Contacts |
| Pg. 4 | More SD34MSG Contacts |
| Pg. 5 | Around the Clubs (1) |
| Pg. 6 | Around the Clubs (2) |
| Pg. 7 | Rally of the Incas |
| Pg. 8 | SD34 MSG League Positions |
| Pg. 9 | SD34 MSG Championship Tables |
| Pg. 10 | Wales Rally GB - WRC |
| Pg. 11 | More Wales Rally GB |
| Pg. 12 | WRC Academy Champion |
| Pg. 13 | Roger Albert Clark Rally |
| Pg. 14 | Tempest Rally |
| Pg. 15 | Odds Sods & Bodkins |
| Pg. 16 | Early Night Rally Years (1) |
| Pg. 17 | Early Night Rally Years (2) |
| Pg. 18 | Early Night Rally Years (3) |
| Pg. 19 | Cheviot Keith Knox Stages |
| Pg. 20 | John Robson Navigation Rally |
| Pg. 21 | John Robson Rally |
| Pg. 22 | Rally of Scotland 2012 ? |
| Pg. 23 | The 'Barrow Taxi' |
| Pg. 24 | Grumpy Old Git |
| Pg. 25 | IRC - Rally Cyrus |
| Pg. 26 | Gemini9 Wales RallyGB Report (1) |
| Pg. 27 | Gemini9 Wales RallyGB Report (2) |
| Pg. 28 | Dansport Road Rally |
| Pg. 29 | MSA News (1) |
| Pg. 30 | MSA News (2) |
| Pg. 31 | MSA News (3) |
| Pg. 32 | MSA News (4) |
| Pg. 33 | Pirelli Star Driver 2012 (1) |
| Pg. 34 | Pirelli Star Driver 2012 (2) |
| Pg. 35 | Out & About with Gemini |
| Pg. 36 | Golden Microphone Awards |
| Pg. 37 | SD34MSG 2012 Events |
| Pg. 38 | 2012 Championship Reg. Form |
| Pg. 39 | Events (1) |
| Pg. 40 | Events (2) |
| Pg. 41 | And Finally |

Gazzard Accounts

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



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Accrington MSC

SD34MSG: David Barratt
david.pbarratt@tiscali.co.uk
01254-384127

Website: www.accrington-msc.org

CSMA (NW)

SD34MSG: Steve Johnson
07919-298799
steve.johnson@csmaclub.org

Website: www.csmaclub.co.uk

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 OS M/R 109 / 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
SD34MSG: Terry Martin
07816 184539 (mobile)
terrymartin01@aim.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@duckworth4870.freemove.co.uk
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 Wikinson
mark@stockport061.co.uk
0161-4323490

The Club Meets at 9-15pm onwards
Every Thursday **Five Ways Hotel**, Macclesfield Road,
Hazel Grove, Stockport, Cheshire, SK7 6BE
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

Chairman: Alan Shaw
01282 602195
alan@sd34msg.fsnet.co.uk
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
Secretary: Caz Brough
clubsec@warringtondmc.org
SD34MSG: Ann McCormack
annmccormackuk@tiscali.co.uk
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



Lightning MSC

SD34MSG: Andy Rhodes 01772-632820
andy.rhodes@btinternet.com

Bury AC

SD34MSG: Mathew Field 01772-456716



Motor Sport Group

Contacts

| | |
|---|--|
| President : | Alan Shaw shawalan@orange.net 01282-613321 |
| Chairman Secretary League Compiler Individual Compiler | Les Fragle les.fragle@gmail.com 01995-672230 |
| Vice Chairman : | Graham Bray 0161-7969079 graham.bray@btinternet.com |
| Treasurer : | Eve Fisher eve.fisher@btinternet.com 0161-7666950 |
| Road Rally : | Terry Martin terrymartin01@aol.co.uk 01254-249796 |
| Stage Rally : | Chris Woodcock pdschris@aol.com 01254-681350 |
| OTR : | David Barratt david.pbarratt@tiscali.co.uk 01254-384127 |
| Marshals : | Ann McCormack annmccormackuk@tiscali.co.uk 01928-710546 |
| Registrations : | Margaret Duckworth margaret@duckworth4870.freemove.co.uk 01772-700823 |
| Website : | www.sd34msg.org Steve Butler |
| Newsletter : | Maurice Ellison sd34news@gmail.com 07788-723721 01524-735488 |

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 much better with 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**
BUT FOR January ISSUE Make the Deadline date the 20th Dec. - Distribution the 22nd Dec.



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

Acknowledgements

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

A Special mention of gratitude to THE PEOPLE WHO SEND IN REPORTS, Jokes, Photographs & Information - Terry Martin, Joe Cruttenden, Andrew Komosa, Bill Chadwick, Stuart Watson, Ben Greenfield, Julie from RSM, Walter Ainsworth, Arron + Stuart + Lynn Newby of TEGSport, Keith Lamb, Sue Carter of Carter Sport, John Gorton, Ian Angel, Hazel & Steve Johnson, Phil James of Pro-Rally, Jason Evans, Geoff Benough, Andrew Shepherd, Bill Wilmer, and Paul Brereton, and last but not least chairman/secretary Les Fragle

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



TO ALL OUR READERS
CAN WE WISH YOU
A MERRY CHRISTMAS
& A HAPPY NEW YEAR
And a very successful
coming year in
Motorsport



Garstang & Preston MC 2011 Prize Presentation FRIDAY

24th February 2012

at the Lonsdale Club
Fulwood Hall Ln

8-00pm

Fulwood, Preston PR2 8BD

An enjoyable, fun filled evening complete with entertainment, Disco and a meal for an incredibly affordable price. Not to be missed

Everyone welcome. Why not join us ?

**Tickets £8.00 each - available from
Dave Nolan 07970 9453898**



The RIDICULOUS JUMP

**PRO-TEC
PERFORMANCE**

All ready to start the Rally GB national on Friday morning, last event of a tough busy year for the team, but not without it's rewards with two championships in the bag. Some hard graft done by the lads to rebuild the Team Protec Evo IX of Tom Naughton & Horace Saville, following their mishap on the Cambrian rally with a very large log pile ! They are running at car 208. The Team are through today's stages and now heading into service to get the car ready for tomorrow. Good run today, fast pace but tricky slippery conditions, happy to end the day in 7th O/a, But need a big push tomorrow to climb up the leader board. **Frustrating end to our rally season on Rally GB, our crew fell victim of the ridiculous jump on Sweet Lamb, totally unnecessary not to warn the crews at the stage start Team out of the rally and caused thousands of £££ of damage for sod all !!!!**



The RIDICULOUS JUMP

YOUR HELP NEEDED

Photo courtesy : Paul Whitelock



I would be grateful if you could send out some feelers with your readership please.

We are planning to move to France within the next few months and, whilst we are hoping to come back to England for the usual events, we'd like to find out whether road rallying exists on the Vendee/Deux Sevres region of France. We know motorsport is quite popular in France but despite plenty of searching, we can't find anything relating to low budget amateur road rallying.

Does anybody know where we may find out more Does it actually happen in France??

Tom & Mark Byrne (**G&PMC**)

If anyone has any information or experience of the Motorsport scene in France - especially Road Rallying - can you let me know and I will put you in touch with Tom & Mark and you can chat away and also help them out.

Could get an article about this for the future and you never know a source of cheap (ish)

Motorsport holidays in France - Va Va Voom !!!

Maurice - 01524-735488 or 07788723721

Email : **SD34news @gmail.com**

The Hall Trophy Stage Rally

Blyton Airfield,
Lincolnshire

Saturday 26th November 2011

regs on line at,

<http://www.cdmconline.com/>

As Air Force One arrives at Heathrow Airport, President Obama strides to a warm and dignified reception from the Queen.

They are driven in a 1934 Bentley to the edge of central London where they change to a magnificent 17th century carriage hitched to six white horses.

They continue on towards Buckingham Palace, waving to the thousands of cheering Britons; all is going well. Suddenly the right rear horse lets fly with the most horrendous earth shattering fart ever heard in the British Empire. The smell is atrocious and both passengers in the carriage must use handkerchiefs over their noses.

The fart shakes the coach, but the two dignitaries of State do their best to ignore the incident.

The Queen turns to President Obama, "Mr. President, please accept my regrets... I am sure you understand there are some things that even a Queen cannot control." Obama, always trying to be Presidential, replies: "Your Majesty, do not give the matter another thought... Until you mentioned it, I thought it was one of the horses."

**Gazzard
Accounts**

Fr 10 Mar 2012

MSA Training Night

Timekeeping

Accrington Cricket Club

Steve Johnson

**SP
AUTOS**

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

Steve Price

Tel: 07814 953346

Gilnow Road

Bolton, Lancashire

BL1 4LL

RS 2000 FOR SALE



4 Branch Ashley manifold with 2.25 twin box RH system. 300/70 front Bilsteins 170 lb springs, Rear, Gp1 Bilsteins/116lb springs. Absolutely mint genuine RS shell, no rust anywhere, waxoiled after full re-spray.

email me for more pics. Would make a great stage/road rally

List of new parts/spec
Radiator/silicon hose kit, Starter, battery, water/fuel/oil pumps, manifold/exhaust, sumpguard, front springs. TREs, TCAs with up rated bushes, 2.4 rack, WCXM, Princess 4 pot calipers with vented, drilled/grooved discs, mintex 1166 pads, areo-quipped brake lines, 5 X 7" Minilight style wheels/tyres. Now on electronic ign. new cap rotor/leads etc, seats just been recovered £600. Engine polished/ported head with cam, vernier. 38 DGAS carb completely rebuilt, 134 BHP, new K&N. New clutch, Type 9, 5 speed conversion with R/J lever, alloy bell housing, alloy RS sump. 4.1CWP/ LSD

terrymartin01@aol.com

P/X maybe!

£9999, ONO

A Priest entered his donkey in a race and it won.

The Priest was so pleased with the donkey that he entered it in another race and it won again.

The local paper read: **PRIEST'S ASS OUT FRONT.**

The Bishop was so upset with this kind of publicity that he ordered the Priest not to enter the donkey in another race. The next day the local paper headline read: **BISHOP SCRATCHES PRIEST'S ASS.**

This was too much for the Bishop so he ordered the Priest to get rid of the donkey. The Priest decided to give it to a Nun in a nearby convent. The local paper, hearing of the news, posted the following headline the next day: **NUN HAS BEST ASS IN TOWN.**

The Bishop fainted. He informed the Nun that she would have to get rid of the donkey so she sold it to a farmer for £10.

The next day the paper read: **NUN SELLS HER ASS FOR £10.**

This was too much for the Bishop so he ordered the Nun to buy back the donkey and lead it to the plains where it could run wild. The next day the headlines read: **NUN ANNOUNCES HER ASS IS WILD AND FREE.**

The Bishop was buried the next day.

The moral of the story is . . . being concerned about public opinion can bring you much grief and misery . . even shorten your life.

So be yourself and enjoy life.

Stop worrying about everyone else's ass and you'll be a lot happier and live longer!

WHATS GOING ON At CLITHEROE & DMC

**Membership re-
newals for 2012
now available.**



15th November

Mull Rally Forum

22nd November

Pre Hall Trophy Meeting
Sat 26th November Hall Trophy
Blyton (Marshals Required)

29th November

Guest Speaker - CDMC past Chairman Bill Honeywell with tales and pictures of his Round Britain Bike Ride (I've just completed this year's Big Bike Challenge - Cycling 4,440 miles around Britain's Coast for Cancer Research UK. For more details visit www.billhoneywell.blogspot.com.

You can donate to Cancer Research UK at <http://tinyurl.com/cancerbikeman> or

www.justgiving.com/Bill-Honeywell.)

6th December

Year Round Up

13th December

Committee Meeting

20th December

Christmas Meal at Waddington -
Names to Heidi - 01254-681350

27th December

No Meeting

2012

3rd January

Social Meeting at the Rising Sun,
Blacko

10th January

Committee Meeting

17th January

Table Top Rally - Inter-club Novice/
Experts welcome.
(Terry Martin, details to follow
shortly).

24th January

Saturday 28th Jan

Presentation & Dinner Dance
@ The Adalaide Suite, Accrington.
Cost £20 per head.
Names to Dave Barritt -
01282 789153

21st February

Navigational Scatter - (Terry Martin)

The Club Meets at 8-30pm

Every Tuesday

at **Waddington Sports & Social**

Club Waddington, Nr Clitheroe

Website : www.cdmconline.com



Rally of the Incas

30 years after their first attempt, Jorge Koechlin and English co-driver, Walter Ainsworth, returned to Peru to compete in the Rally Caminos Del Inca.

This time, Ainsworth was again next to the driver, Jorge Koechlin, as he was in 1981, when they drove the Dawson Auto Developments prepared Datsun Violet. During this event, they were in the lead up until the last day, breaking records which still stand to this day, when engine failure put paid to their efforts. On this occasion, Koechlin and Ainsworth ran car number 600 Mitsubishi Evo viii prepared by Orlandini Racing. They succeeded in getting the top spot in the N4 Light category with a time of 18 hours, 47 minutes and 59 seconds. This placed them in fourth place in the overall standing of the race.

The rally held over 10 days covered some 2000 km of special stages on tarmac and gravel roads from Lima, Huan-cayo, Ayacucho, Cusco, Arequipa and back to Lima. On the first day, (Lima to Huancayo), Koechlin and Ainsworth suffered fuel problems which cost them almost an hour in time penalties. They soon got back into their stride, win-

ning their class by more than one and half hours and taking 3 stage wins in the process. "This rally is almost unique, taking in parts of the original primes used in the 1970 London to Mexico rally. I took back some fantastic memories 30 years ago and now I have more memories from this beautiful and ancient country. Returning to this country after 30 years, and to be in first place is an unforgettable experience," said Walter.

Raul Orlandini/Juan Cilloniz won the Rally for the second year in suc-
cession.



GENERAL CLASSIFICATION TO PE 12: Cerro Azul - Villa

| Order | Car | Crew | Vehicle | Time | Diff to 1 Previous | Category |
|-------|-----|--------------------------------|---------------------|------------|------------------------------|----------|
| 1 | 516 | R. Orlandini G. J. Cilloniz | Mitsubishi Evo IX | 16:32:58.7 | | N4 |
| 2 | 534 | R. O. Palomino J. Rodriguez | Mitsubishi Evo IX | 17:19:18.3 | +00:46:19.60 +00:46:19.60 | N4 |
| 3 | 540 | R. Pardo R. C. Pearl M. | Mitsubishi Evo IX | 17:45:59.4 | +01:13:00.70 +00:26:41.10 | N4 |
| 4 | 600 | J. Koechlin V. W. Ainsworth | Mitsubishi Evo VIII | 18:47:59.4 | +02:15:00.70 +01:02:00.00 | N4L |
| 5 | 731 | D. Weber R. A. Carrillo P. | Toyota Tacoma | 19:20:04.5 | +02:47:05.80 +00:32:05.10 | CAM |

Walter Ainsworth (Ex Chairman of Garstang MC - Now working in the USA - as a photo/journalist)

A lawyer boarded an airplane in New Orleans with a box of frozen crabs and asked a blonde stewardess to take care of them for him. She took the box and promised to put it in the crew's refrigerator. He advised her that he was holding her personally responsible for them staying frozen, mentioning in a very haughty manner that he was a lawyer, and proceeded to rant at her about what would happen if she let them thaw out.

Needless to say, she was annoyed by his behaviour. Shortly before landing in New York, she used the intercom to announce to the entire cabin, "Would the lawyer who gave me the crabs in New Orleans please raise your hand?" Not one hand went up ... so she took them home and ate them.

Two lessons here:

1. Lawyers aren't as smart as they think they are
2. Blondes aren't as dumb as most folks think.



AGM

WEDNESDAY 18th January

PRIZE PRESENTATION NIGHT

Final Details in January Edition

Inter-Club Table Top Rally Series Tuesday the 17th of January.

The first in a series of Table Top Rallies will take place at the home of Clitheroe & DMC at Waddington Social Club on Tuesday the 7th of January.

Map 97 will be required for the first event in this series.

Each club can send as many teams of two to compete in this series. More details in next months SPOTLIGHT or contact Maurice Ellison 07788-723721 or email SD34NEWS@gmail.com

SD 34 MSG Inter Club League



| Division A | | Position | |
|-----------------------|--------|----------|-----|
| Club | Points | Division | O/A |
| Clitheroe & DMC | 732 | 1 | 1 |
| Bolton-le-Moors CC | 487 | 2 | 2 |
| Stockport061 MC | 396 | 3 | 3 |
| Warrington & DMC | 308 | 4 | 4 |
| Lancs & Cheshire CC | 285 | 5 | 7 |
| Division B | | Position | |
| Club | Points | Division | O/A |
| Garstang & Preston MC | 303 | 1 | 5 |
| Accrington MSC | 290 | 2 | 6 |
| CSMA (NW) | 224 | 3 | 8 |
| Pendle & DMC | 162 | 4 | 9 |
| High Moor MC | 98 | 5 | 12 |



| Division C | | Position | |
|-------------------|--------|----------|-----|
| Club | Points | Divis. | O/A |
| Wallasey MC | 154 | 1 | 10 |
| Manx AS | 130 | 2 | 11 |
| Mull CC | 54 | 3 | 13 |
| Bury AC | 36 | 4 | 14 |
| Lightning MSC | 0 | =5 | =15 |
| 2300 | 0 | =5 | =15 |
| Motorsport NW Ltd | 0 | =5 | =15 |

MARSHALS CHAMPIONSHIP

Only 'Qualified' Contenders results are shown

| Club | Pts | Club | Pts |
|---------------------------|-----|-----------------------------|-----|
| Stockport 061 | | GPMC | |
| Ken Wilkinson | 70 | Steve Kenyon | 40 |
| Mark Wilkinson | 50 | Terry May | 40 |
| Andy Turner | 50 | Les Fragle | 30 |
| Ian Bruce | 40 | Graham Chester | 30 |
| Andy Chambers | 40 | Margaret Duckworth | 20 |
| Brian Stott | 40 | Andy Benson | 20 |
| Daniel Chambers | 40 | Jason Bleakley | 20 |
| Martin Payne | 40 | Andy Dewhurst | 20 |
| Rob Yates | 40 | Clitheroe & DMC | |
| Hazel Payne | 30 | Steve Lewis | 30 |
| Julian Russell | 30 | Don Wild | 30 |
| Nancy Russell | 30 | Martin Berry | 30 |
| Mathew Turner | 30 | Martin Whittaker | 20 |
| Sarah-Jayne Dunhill | 30 | Pendle & DMC | |
| Bolton-le-Moors MC | | Rod Brereton | 30 |
| Peter Sharples | 30 | Bury AC | |
| Julie Sharples | 20 | Wallasey MC | |
| Eric Wilcockson | 20 | Warrington & DMC | |
| Jo Evers | 20 | Billie O'Brian | 40 |
| Darren Spann | 20 | Robert O'Brian | 30 |
| CSMA (NW) | | Gordon Pirie | 30 |
| Eve Fisher | 50 | Anne McCormack | 30 |
| Graham Bray | 50 | Dave Read | 30 |
| Steve Butler | 40 | Colin Cresswell | 30 |
| Greg Holden | 40 | Joanne Mackman | 20 |
| High Moor MC | | | |
| Lightening MC | | | |
| Accrington MSC | | | |
| David Barratt | 40 | | |

*Scores up to and including
Promenade Stages Rally*

SD 34 MSG Championships

Forthcoming Rounds 2011

- 4-Dec Autosolo & PCA**
Accrington MSC Nat B & Clubmans
- 4-Dec Autosolo & PCA**
Blackburn Services M65, J4
- Winter Autosolo**
Blackburn Services M65, J4
- Winter Autotest**
Blackburn Services M65, J4

Gazzard Accounts Ltd

Gazzard Accounts

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

Visit the SD34MSG Website for ALL the
LATEST & FULL Championship Standings

Individual Championship

Only Contenders who have Qualified results are shown

Following - Mull Rally

| O/A | Competitor (qualified) | pts | Club |
|-----|------------------------|-----|------|
| 1 | Steve Lewis | 64 | CDMC |
| 2 | Steve Johnson | 63 | AMSC |
| 3 | Michael Tomlinson | 44 | PDMC |
| 4 | Hazel Johnson | 43 | CSMA |
| 5 | John Ric Wood | 39 | GPMC |
| 6 | Steve Butler | 25 | CSMA |
| 7 | Heidi Woodcock | 21 | CDMC |
| 8 | David Barratt | 20 | AMSC |
| = 9 | Paul Buckel | 14 | CDMC |
| = 9 | Gary Jakeman | 14 | HMMC |
| =11 | Chris Woodcock | 12 | CDMC |
| =11 | Steve Coombes | 12 | GPMC |

Stage Rally Championship

Following - Mull

| O/A | Driver (qualified) | pts | Class | Club |
|-----|--------------------|-----|-------|------|
| 1 | John Ric Wood | 133 | D | GPMC |
| 2 | Tugs Sherrington | 82 | D | CDMC |
| 3 | Daniel Harper | 55 | D | CDMC |
| 4 | Alex Jackson | 54 | A | GPMC |
| =5 | Chris Woodcock | 53 | A | CDMC |
| =5 | Ross Miller | 53 | C | CDMC |
| =5 | Richard Bromley | 53 | B | WDMC |
| 8 | Peter Jackson | 52 | D | GPMC |
| 9 | Hazel Johnson | 27 | D | CSMA |

| O/A | Co-Driver (qualified) | pts | Class | Club |
|-----|-----------------------|-----|-------|------|
| 1 | Bradley Johnson | 107 | D | CDMC |
| 2 | Heidi Woodcock | 81 | D | CDMC |
| 3 | Paul Blanchard | 53 | C | CDMC |
| 4 | Paula Swinscoe | 28 | A | CDMC |

Road Rally Championship

Following Illuminations Rally 22/23 Oct

| O/A | DRIVER | pts | Club |
|-----|----------------|-----|------|
| 1 | Simon Boardman | 56 | CDMC |
| 2 | Paul Buckel | 38 | CDMC |
| 3 | Derek Long | 29 | BAC |
| 4 | Paul Blanchard | 9 | CDMC |
| 5 | Steve Johnson | 9 | CSMA |

| O/A | Navigator | pts | Club |
|-----|-----------------|-----|-------|
| 1 | Steve Butler | 58 | CSMA |
| 2 | Andrew Long | 38 | BAC |
| 3 | Ian Raynor | 26 | CDMC |
| 4 | Maurice Ellison | 7 | G&PMC |

Off The Road Championship

Following L&CCC A/T 25 Sept

| O/A | DRIVER | pts | Club |
|-----|-------------------|-------|-------|
| 1 | Steve Johnson | 71.24 | AMSC |
| 2 | Steve Price | 65.71 | BLMCC |
| 3 | Steve Lewis | 57.84 | CDMC |
| 4 | Michael Tomlinson | 38.19 | PDMC |
| 5 | Hazel Jonson | 36.16 | CSMA |
| 6 | Stuart Tranter | 29.70 | L&CCC |
| 7 | David Barrett | 19.63 | AMSC |
| 8 | David Goodlad | 18.15 | BLMCC |
| 9 | Christopher Day | 11.30 | CDMC |
| 10 | Steve Butler | 10.00 | CSMA |

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Jari-Matti Latvala has won Wales Rally GB in a thrilling climax to 2011 World Rally Championship season.

Driving a Ford Fiesta RS WRC alongside navigator Miikka Anttila, the Finn began the final day's six stages in a close fight with Citroen's Sebastien Loeb, who captured his eighth world title when rival Mikko Hirvonen retired on Friday morning. He boosted his chances of victory by beating Loeb on Sunday's opening test and was virtually guaranteed the win, and his first at world level for 470 days, when Loeb retired on the road section heading to the Crychan test following a head-on collision. Latvala's capture of top spot marked Ford's third triumph in this year's WRC following wins for this team-mate Hirvonen in Sweden and Australia earlier in the campaign. Loeb and co-driver Daniel Elena were uninjured when they collided with a motorist leaving the Halfway stage this morning although radiator damage meant the Citroen duo could not carry on. His misfortune handed second place to Mads Ostberg, who ended the season in Wales as he began it in Sweden by clinching the runner-up spot in his M-Sport Stobart Fiesta by taking the runner-up spot alongside co-driver Jonas Andersson. Ostberg's team-mate Henning Solberg hung on to the final podium place despite Kris Meeke narrowing a deficit of 45 seconds to 1.8s only to suffer a spin on the rally-closing Power Stage in his MINI John Cooper Works WRC. Despite missing out on a podium, Meeke's heroic charge on Sunday morning netted his best result in the WRC to date and meant he finished his home round of the WRC as the top British driver. Briton Matthew Wilson claimed fifth in the third M-Sport Stobart entry following a trouble-free day. Ott Tanak fought back to sixth following his delays on Saturday with Evgeny Novikov seventh for Team Abu Dhabi, despite a launch control glitch slowing him through stage 20. Behind FERM Power Tools World Rally Team star Dennis Kuipers in eighth, Ken Block finished ninth for the Monster World Rally Team with Portugal's Armindo Araujo claiming the final point in his Motorsport Italia MINI. Sebastien Ogier won the Power Stage to claim 11th spot in his factory Citroen on his recovery from his retirement on Thursday's first stage. Kevin Abbring was 11th after impressing in a Volkswagen Motorsport-run Skoda Fabia. Production Car world champion Hayden Paddon marked his debut in an R4-specification Subaru Impreza in 13th overall. Like Ogier, Dani Sordo needed SuperRally to finish after he left the road on Friday morning. The Spaniard rounded out an encouraging first season with the MINI WRC Team by going second fastest on the Power Stage.



WRC Duty for FMSC Marshals

By Phil James

When Rally Wales GB, the final round of the 2011 World Rally Championship, came to these shores a group of Fylde motorsport enthusiasts played their part in ensuring the event ran as smoothly as possible.

Heading the team of safety marshals from Fylde Motor Sport Club who officiated on all four days of the rally was Darren Fox from St. Annes. Fox was first appointed as a Sector Marshal for the event in 1998 but he was particularly impressed by the latest generation of world rally cars on this year's event. He said "Their speed was unreal as they cornered 90 degree lefts and rights flat out as if they were on rails, simply awesome!"

Others in the Fylde Motor Sport Club group were equally positive. Barry Currie from Poulton said "It's all been good fun! We're out in the fresh air and you're a part of it because it's part of you."

Club Chairman Dave Grady from Cleveleys made the step from spectating to marshaling 20 years ago in order to become "More a part of the action." These days Grady mans a radio car as he explained "This way you get to know a bit more of what's going on." Sandie Taylor, another St Annes resident, got hooked on the sport after seeing Michelle Mouton power the mighty Quattro through Grizedale in the early eighties. Taylor was so smitten that she marshaled the 1987 Lombard RAC Rally whilst eight months pregnant and recalls "I was on duty in Parc Ferme and former World Champion Stig Blomqvist came over and rubbed my bump!"

As for the event itself seventy-four of the worlds top drivers contested the event which started in Llandudno on Thursday and finished in Cardiff on Sunday with victory ultimately going to Finland's Jari-Matti Latvala and co-driver Mikka Anttila in their Ford Fiesta WRC.

With only eight points separating the two leading championship drivers, thousands of fans from all parts of the world made their way into the Welsh Forests in the hope of witnessing a thrilling end of season finale. Early indications were they weren't to be disappointed as Frenchman Sebastien Loeb and Norwegian Mikko Hirvonen traded seconds through the early stages. In the end neither driver would finish the rally as both suffered accidents in which their cars radiators were holed.

Hirvonen was first to go after spinning off the track in Dyfnant and a branch pierced the radiator of his Ford Fiesta WRC. Loeb's departure was more bizarre as his Citroen DS3 WRC was damaged in a road traffic accident involving a Spanish spectator who momentarily forgot which side of the road we drive on in Britain. The upshot was that Loeb was crowned World Rally Champion for a record breaking eighth time without even finishing the rally!



A lawyer died and arrived at the pearly gates. To his dismay, there were thousands of people ahead of him in line to see St. Peter. To his surprise, St. Peter left his desk at the gate and came down the long line to where the lawyer was, and greeted him warmly. Then St. Peter and one of his assistants took the lawyer by the hands and guided him up to the front of the line, and into a comfortable chair by his desk. The lawyer said, "I don't mind all this attention, but what makes me so special?" St. Peter replied, "Well, I've added up all the hours for which you billed your clients, and by my calculation you are 193 yrs old!"

After being married for 60 years, I took a careful look at my wife one day and said ... "sixty years ago we had a cheap house, a junk car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 18-year-old girl. Now ... I have a \$500,000.00 home, a \$35,000.00 car, a nice big bed and a large screen TV, and ... I'm sleeping with a 79-year-old woman. It seems to me that you're not holding up your side of things." My wife is a very reasonable woman. She told me to go out and find a hot 18-year-old girl and she would make sure that I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed and watching a 10-inch black and white TV. Aren't older women great? They really know how to solve an old guy's problems.

A Scotsman is sitting in a bar in Cuba and minding his own business when a man with a large black beard walks in. The man goes to the bar and orders a shot of whiskey. The bartender serves him, the man drinks the whiskey then starts walking out the door. The bartender says, "Hey aren't you going to pay for that?" The man says, "Excuse me, Castro's Army." The bartender says, "Alright then" and the man leaves. A few minutes later another man with a large black beard walks in. The man goes to the bar and orders a shot of whiskey. The bartender serves him, the man drinks the whiskey then starts walking out the door. The bartender says, "Hey aren't you going to pay for that?" The man says, "Excuse me, Castro's Army." The bartender says "Alright then" and the man leaves. The Scotsman gets an idea and walks up to the bar and orders a shot of whiskey. He drinks the whiskey then starts walking out the door. The bartender says, "Hey aren't you going to pay for that?" The Scotsman says, "Excuse me, Castro's Army." The bartender says, "Hey! where is your big black beard?" The Scotsman thinks quickly. He lifts his Kilt and says, "Secret Service!"

Craig Breen Crowned FIA WRC Academy Champion



In an unbelievable climax to the FIA WRC Academy Championship, Irish Rally Driver Craig Breen was crowned World Rally Championship Academy Champion and claimed prize of €500,000 amidst jubilant scenes on Saturday evening in Wales at the end of Wales Rally Great Britain. As the title went all the way to a cliff hanging final stage the 21-year-old from Waterford withstood the pressure to bring off the biggest win in recent Irish Rallying history. There were nail-biting scenes at the end of the final stage as Craig crossed the finish line but then was required to wait until his nearest championship rival; Egon Kaur came through in a slower time. It became clear as Kaur neared the end of the test that he was down on time, Craig, his co-driver Gareth Roberts (Wales) and the Breen supporters erupted with emotion as the pressure was finally released and the Irish driver could celebrate his achievement. The final event of the WRC Academy season setup a final round showdown, winner take all as Egon Kaur (Estonia) on 92 points and Craig Breen (Ireland) on 72 Points were the only two competitors that could take the title. The WRC Academy Championship points scoring system stated: 1st 25 points, 2nd 18 points, 3rd 15 points, 4th 12 points, 5th 10 points, 6th 8 points, 7th 6 points, 8th 4 points, 9th 2 points, 10th 1 point and the extra feature of a bonus point being scored for every fastest stage time within the class. The odds were still stacked against Irish driver Breen, as he was required to win the rally and if Kaur finish second, he would be required to win fourteen of the seventeen stages that made up the event. The final event of the six round WRC Academy series got under way on Thursday afternoon and entailed a double run of the Great Orme tarmac stage in North Wales. The opening day was then completed with the first foray into the Welsh forests for the 15.7 km stage of Clocaenog. Breen was pipped on the first stage by Australian Brendan Reeves by 1.1 second but on the rerun of the test Breen set his first fastest stage time of the weekend taking the overall lead by 2.1 sec. Then as the cars took on the first gravel test Breen showed a clean pair of heels, extending his advantage to 26.8s. His championship rival Kaur made a slow start and was down in sixth place, 53 seconds as the Academy went for the Thursday overnight halt. Friday started early with the 19.72 km's of Gartheiniog and Craig was ready for the task setting equal fastest time with Alastair Fisher on the stage four morning opener. Then over stages 5, 6 and 7, the Waterford man was in a class of his own. On Stage 5, Breen was 5.7sec quicker than Egon Kaur is main rival for the WRC Academy Championship, on stage 6 Breen was fastest by 4.2 from Fisher and then a perfect morning was rounded off on stage 7 when Craig was again 7.5sec ahead of Alastair Fisher who held second place. Looking to the bigger picture of the Academy Championship, Breen continued to do his part by leading the event and racking up the fastest stage times. After the morning loop, Breen's total of fastest times had mounted to six from seven. Championship leader, Egon Kaur's stage time on Gartheiniog (SS4) moved him into third place on the rally and the consequences of this was that if Craig was to clench the title he would require to win the rally and claim 11 stage wins. The weather deteriorated for the rerun as the forecasted rain arrived; this did not deter the Irish driver as Breen continued his assault, taking his fifth fastest time of the day and seventh in total on SS8, Dyfi West 2. The academy crews then moved to SS9, Dyfi East 2 and yet again Breen persisted with his onslaught of setting fastest stage times, on this one he was 3.6 quicker than Tyrone man Alastair Fisher, who was now 53.3 seconds off Craig's astonishing pace. Egon Kaur posted the third best time on the 6.72km stage and remained in third overall 1:56.7 in arrears of the Irish driver. So on to the penultimate stage of Friday (Gartheiniog 2) and there was no beating the Irish driver. On the rerun Craig set 13:27.3 for the 19.72 km's, Fisher came nearest but was still 8.6 away and Egon (Kaur) dropped another 22.7 seconds. Day-Two was completed with the 21.34km's of Dyfnant 2 and Breen looked to have completed the perfect day with 8 fastest stage times when he set 17:32.8 and Egon Kaur who entered the stage first of the academy crews dropped 1 minute 46 seconds and the news that Alastair Fisher had suffered a puncture. But there was a late twist when Australian driver Molly Taylor recorded her first fastest stage time of the season going .7 of second faster than Craig. The drama on the stage had two repercussions, firstly with Fisher experiencing the problem, Kaur was elevated to second overall and with Molly stealing Craig of another fastest stage time, the Irish driver would require 5 fastest stage times on the final day. The final day in the inaugural season of the FIA WRC Academy was played out over a double loop of Hafren, Sweet Lamb and Myherin, three of the most famous 'special stages' in World Rallying. There was a change to the opening two days starting order where championship leader Egon Kaur led the academy field into each stage, for the final day Craig held the honour. Craig entered the stage 31st on the start order and posted 21:59.5, Kaur began his final day's assault on a charge and took his first fastest time of the weekend. Breen hit back on the short Sweet Lamb 1 stage SS13 and then on the final test in the morning loop both Breen and Kaur battled it out with the Irishman taking it by 1 second. This setup a dramatic final loop of three stages with Breen still requiring all three to tie the championship points table and win the series on count back of fastest stage times throughout the year. Kaur was off the pace on the rerun of Hafren 2 (32.14km) and finished 18.3sec down on Craig who racked up stage win number twelve of the weekend. Number thirteen for Breen quickly followed on the short 4km Sweet Lamb 2, SS13 where the Estonian again lost 15 seconds to Craig. So on to the final stage of the 2011 season. By virtue of his better overall position Craig entered the stage eleven minutes before his arch rival, Kaur. As Craig negotiated the last 27km of the year it became clear his time would be slower than his earlier run, by the end the Irish driver posted 18:15.0, then, as Craig describes it, "The longest 11 minutes of my life", World Rally radio's Colin Clark was on hand and in constant contact with base to pass on Kaur's split times as the came through. Over the early splits the Estonian was just up on Craig but then it began to turn, by split five Craig .9s up and at the final split Craig was 1.8 up. There was a brief lull as Craig and his supporters breathlessly wait for Kaur's final time. Then as only Colin Clark can deliver, he announced that Craig had beaten Kaur and clenched VICTORY.

Roger Albert Clark Rally

2nd - 5th December 2011

www.rogeralbertclarkrally.org



Evans confirmed for Roger Albert Clark Rally

Gwyndaf Evans has been confirmed as a leading entry for the 2011 Roger Albert Clark Rally and will once again drive a Ford Escort Mk2 from Viking Motorsport on the event that starts in Yorkshire on Friday 2 December.

Evans and co-driver John Millington will bid to repeat their overall victory on the 2009 Roger Albert Clark. Success would give Millington a record-setting third victory as he partnered Malcolm Wilson to a win on the 2008 event. No other driver or co-driver has yet to win the event more than once in its seven-year story so far. This will be Evans' third attempt at the rally and in 2010 he fought back to finish second after dropping a lot of time in the deep snow of Friday night and Saturday. Evans and Millington will drive for the Viking team headed by Phil Mills and will use the Escort Mk2 that was freshly prepared when they drove it on the 2010 event. Since then, the car has only done one other rally, the Colin McRae Forest Stages with Stig Blomqvist at the wheel.

For Mills and his crew the Roger Albert will come straight after they compete on the East African Safari Classic Rally with Escort Mk2s for Blomqvist and John Lloyd. Mills says that the drastic change in temperature and jet leg should not be a problem. "The RAC is such a great event that it will pull us along," he said, shortly before flying to Africa.

An elderly man walks into a confessional. The following conversation ensues:

Man: 'I am 92 years old, have a wonderful wife of 70 years, many children, grandchildren, and great grandchildren. Yesterday, I picked up two college girls, hitch-hiking. We went to a motel, where I had sex with each of them three times.'

Priest: 'Are you sorry for your sins?'

Man: 'What sins?'

Priest: 'What kind of a Catholic are you?'

Man: 'I'm Jewish.'

Priest: 'Why are you telling me all this?'

Man: 'I'm 92 years old I'm telling everybody!'

My wife was standing nude, looking in the bedroom mirror. She was not happy with what she saw and said to me, "I feel horrible; I look old, fat and ugly. I really need you to pay me a compliment."

I replied, "Your eyesight's damn near perfect."

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Apart from Andy Burton/Robin Kellard, only Hugh Hunter/Andy Marchbank and Charlie Payne/Craig Thorley have achieved maximum Gold Star scores so far this year, and both took the start in their respective Focus WRCS in Llandudno. Past Cambrian winner Hunter was out in a left-hooker for the first time for a number of years but FTD on the third stage of the day was ample proof that he was already back in the groove. Unfortunately, all the effort was undone on the very next stage when contact with a stout gatepost put the former Gold Star Champions on the list of retirements. David Wright / Michael Wilkinson did not even that far when a broken driveshaft on SS1 spelt the end of their event. Meanwhile, Payne/Thorley started on the wrong tyres and paid the price in terms of relatively disappointing early stage times by their high standards. In contrast they set the FTDs on each of the two Great Orme stages which saw them climb back to 3rd overall on the day, a result which moved them into the final podium spot in the Gold Star Championship behind the absent Roger Chilman / Andrew Sankey and at the expense of Jamie Anderson/ Ella Flynn who were 5th overall in North Wales and the highest placed Shaun Gardener N4 car. This result was the culmination of an excellent season for Jamie and Ella who were the only crew in the final Gold Star Top Ten to have finished all eight events. The battle for the event was another nail biting affair reminiscent of many Gold Star events this year.

Stage 1 on the Cambrian was 7.1 miles of Penmachno South and Gardener, Cave & Burton all set a time of 7m.24s! With the departure of Burton on SS2, the battle for the Cambrian Rally win and maximum Gold Star points was between Shaun Gardener/Ben Innes in their Lancer Evo 5.9 and Tom Cave / Craig Parry in a rarely seen Lancer WRC car. Gardener was faster on SS2 and SS4, Cave faster on SS3 and SS5 leaving Shaun with a slender 6 second lead to defend. They were tied again on SS6, both with a time of 5.18sec and also on SS7 with a time of 2.49. So going into the final stage round the Great Orme, Shaun still held a 6 second lead which he managed to extend by a further 3 seconds to take the victory..... This was Shaun and Bens first BTRDA win since the Woodpecker back in 2008 and at the finish Gardener announced his intention to mount a full attack on the 2012 Gold Star Championship – bring it on!...

BURTON GOES OUT WITH A BANG LITERALLY!

Although Andy Burton's last season in his Peugeot Cosworth had brought him and co-driver Robin Kellard the Silverstone Tyres BTRDA Gold Star Rally Championship title with two rounds to spare, the crew had vowed to support the series through to the finale in North Wales on the Cambrian Rally. Now Burton's run of results – five maximums and two third places – had not been without their problems. The car's clutch, gearbox and, indeed, the engine itself had been the source of intense scrutiny at various service areas around the UK as the season progressed. However, 'all good things.....' as the saying goes – and come to an end they did on the second stage of the Cambrian in Penmachno when a broken crankshaft created havoc in the Cosworth engine. Nevertheless it's worked hard this year so we think it can be forgiven.

The successful formula of running separate events for four wheel drive cars and two wheel drive cars has produced JLT Tempest Rally wins for Michael O'Brien in the Ford Focus WRC and Russ Thompson in the Renault Clio.

There were tough battles all day in both the Tempest4 and Tempest2 events with more than 80 crews taking part in the popular Hampshire/Surrey-based event. In Tempest4 it was a real family affair for the O'Briens with dad Michael winning and son Daniel second overall. The delighted dad was a previous Clubman winner of the Tempest in 2006 and was using the JLT Tempest Rally as a shakedown for this week's Wales Rally GB.

Rally manager Barry Guess said the event had once again been a great success for competitors who have enjoyed a good day of action and for spectators whose numbers were boosted by dry weather conditions on stages at Rushmoor Arena in Aldershot and the nearby forests.

South of England
TEMPEST RALLY



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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 and relevant to member clubs and motorsport in the North West

South of England
TEMPEST RALLY

Joe Cruttenden (CRUTTS) became the MSA English Junior Rally champion, by taking a second in class on the Tempest Rally.

Joe, already BTRDA 1400L Champion, needed to just finish the Tempest rally to secure the 2011 English Co-driver championship alongside driver, Matt Griffin. who also became Junior Driver champion.

The final round of the Championship used both the forests of Hampshire and some MOD land around Aldershot, giving the pair, in their Rallyschool.co.uk prepared Mazda 2, a variety of surfaces to cope with.

'The stages were very slippery and along with the other competitors we struggled for grip over the first few stages, resulting in a slight off' said joe. The duo knew they had to take it steady, but still set some good stage times despite unfortunately having an issue with the lighting system needed on the last few stages. 'We had to do the last pair of forest stages on headlights only, as the auxiliary lighting system was not available.' said Cruttenden 'It made travelling at speed between trees and not being able to see very far in front interesting!' Joe added.

Joe has had a rewarding season, winning the BTRDA, English and ANWCC co-driver championships, as well as taking awards on two international events.

Joe now needs to find support to enable him to compete next season. 'I am in discussions to enable me to compete next year, but I need to find support for what promises to be a high profile season' added Joe

Anyone wishing to discuss supporting Joe next season can contact him on JDCrallying@hotmail.com, as many different sponsorship packages are available.



I was doing the garden with my 10 year old son when suddenly the wife called me to come help her with something in the house. Just as I was about to go inside my son said to me, 'Dad, I think you should wait a bit before going in there.' 'Why's that boy?' I asked. 'Well, the other day mommy was talking to her friend and I heard her complaining about you coming too quick.'

Autotek Appointed As STI Base Team For UK

Autotek Motorsport has been appointed as Subaru Tecnica International (STI) base team supplier for the UK in a move that will see it supply STI specialist competition parts to motorsport competitors across Britain. Lancashire-based Autotek, which is headed by managing director Ken Skidmore, will use its 15 years experience of preparing and running Subaru rally cars to provide a quality supply service, advice and guidance to competitors. Autotek's expertise in the production category of world motorsport is evident. In 2006 it prepared the Subaru of Production WRC champion Nasser Al-Attiyah and it currently runs the PWRC programme for the two-car Team Abu Dhabi. As STI dealer, it will stock specialist competition parts and key components such as turbos, clutches, engines, driveshafts and body panels for all competitors – from clubman to international. Autotek will join a handful of STI base teams in key markets around the world, including Tommi Makinen Racing and Stohl Racing, as stockists of performance parts for the Japanese manufacturer. STI was established to undertake the motorsport activities of Subaru and its core business is the supply of motorsport base vehicles and competition parts. STI motorsport base teams were created in 2004 and work in partnership with STI to create a business infrastructure, manage customers and distribute both base cars and competition parts. Ken Skidmore, Autotek managing director, said: "This appointment as STI base team for the UK acknowledges the experience and expertise that Autotek can offer to competitors. Our understanding of Subaru's production-based rally cars and STI's range of high-performance, specialist competition parts ideally places us to supply UK and worldwide motorsport competitors."



Škoda Fabia R2

In principle, the Fabia R2 is based on the series model of the popular small car, but there are significant differences in its engine, undercarriage, axle kinematics, and gearbox. Compared to the series model, the undercarriage was changed considerably and the axle kinematics was adapted for its application in motor sports. Furthermore, the Fabia R2 possesses a sequentially operated gearbox. Under the hood, a powerful 1.6 l 16V engine puts out 132 kW. The maximum torque amounts to 194Nm at 5500 rpm. The price of the new Fabia R2 is around 62,000 EUR. In cooperation with Škoda the independent motor sports specialist Impromat Car was responsible for the development of the car. Impromat Car will also assume the distribution of the vehicle. An important task was the optimization of the driving dynamics for the use in motor sports. For that purpose, the undercarriage was designed according to rally specifications. And with great success: in February of this year, the homologation by the FIA was approved. Last year, the car also appeared in the role of the pace car at the Rally Bohemia and at the Barum Czech Rally.

The Fabia R2 is another important element in the mosaic of motor sports activities of the Czech manufacturer. Škoda is among the most successful brands in rally sports today and won the prestigious International Rally Challenge (IRC) series as well as numerous other national titles.

Technical Data of the Fabia R2:

Engine: naturally aspirated engine
1.6 l 16V / 132 kW
Displacement: 1,598 cm³
Maximum output in kW at rpm: 132 / 7,500
Maximum torque in Nm at rpm: 194 / 5,500
Engine electronics: Magneti-Marelli
Drive: front wheel drive
Gearbox: sequential five-gear by Sade

TEG SPORT



A farmer stopped by the local mechanics shop to have his truck fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home.

On the way home he stopped at the hardware store and bought a bucket and a gallon of paint. He then stopped by the feed store and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem – how to carry his entire purchases home.

While he was scratching his head he was approached by a little old lady who told him she was lost. She asked, 'Can you tell me how to get to 1603 Mockingbird Lane?'

The farmer said, 'Well, as a matter of fact, my farm is very close to that house I would walk you there but I can't carry this lot.'

The old lady suggested, 'Why don't you put the can of paint in the bucket. Carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?'

'Why thank you very much,' he said and proceeded to walk the old girl home. On the way he says 'Let's take my short cut and go down this alley. We'll be there in no time.' The little old lady looked him over cautiously then said, 'I am a lonely widow without a husband to defend me.'

How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and have your way with me?'

The farmer said, 'Holy smokes lady! I'm carrying a bucket, a gallon of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?'

The old lady replied, 'Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens.'

The Irish have solved their own fuel problems. They imported 50million tonnes of sand from the Arabs and they're going to drill for their own oil.

REMINISCENCE – Early Years Night Rallying

As we grow older, we have less to look forward to and more to look back on, I think this is called reminiscence. I am now in my 50th year and have been asked to put fingers to keyboard in order to inform, you, the reader about “the old days”, when real men wore Cossack aftershave, drove brutal rally cars through dark, menacing forests, and had bold names such as Roger, Hanno or Malcolm. “Malcolm”... well he was certainly a hero of mine and I am not speaking about Wilson, but Graham, who was the jovial chairman of the Springhill Car Club in Accrington. Does anyone remember his red/white & blue, ex-Andy Dawson Datsun 160J SSS, which he used to successfully campaign on Motoring News road rallies during the late 1970s.

My first foray into rallying was in my old mate, Keith Turner's 1500GT MkII Cortina, which gained a reputation for collecting fails at every control point. This was nothing to do with the navigator “moi”, but obviously the under-powered beast or the driver, you understand. To be honest, our first attempts were more slapstick than slick, and I will never forget the said Malcolm Graham and his codriver Charlie Woodward, meeting us at a local pub to give us rally tuition. Mal asked Keith to open the bonnet, hoping to see some fire-breathing Lotus Twincam, but only to be greeted by a charming little 1500, complete with chrome air filter on it's 28/32 carburettor! Mal, not usually shy with words was almost speechless and could only say “bless it”, which set us all off in a fit of giggles!

Other early recollections include being flagged down by a furious, torch-wielding grandmother, who was apparently “trying to get back to her grandchildren” and “couldn't get back on the road as there were so many hooligans about”. I, being the usual naive person I am, could only enquire politely “so you are not a control point, are you”... to be followed by a squeal of tyres from the impatient little Cortina. I think Keith, I and the car were all as terrified as one another that night!

During this time, I met a real Cossack-perfumed pair of brothers, called Tony and Nigel Worswick. I had built an MkI Escort out of a shell bought from the aforesaid Keith for £50.00. how times have changed. Nigel kindly sold me his Lakeland Stages 1300GT screamer and large bore exhaust for the princely sum of £70.00! This was a blooming quick little car and although I now own an original GT40 (which was driven by Jacky Ickx at Le Mans in 1966), I still wish I owned that fun-packed Escort.

Indeed, the Worswick's were always good friends, and I will never forget a ride in Tony's MkII Escort. This car, painted plain yellow, but powered by a banshee of an engine, a Hart 420R formula 2, race motor, took me completely by surprise one day on the bypass off Whitebirk in Blackburn. It was a quiet Sunday morning and Tony was taking me out in the “Big Snorter” for a “gentle test drive”. Down to the roundabout and back up to the traffic lights. The car rattled, banged and popped as the engine oil was cold. A three litre Capri stopped next to us, obviously wanting to race against “that stupid Escort with big wheel arches and noisy exhaust”. The lights turned amber, Tony reached down to feel if the dry sump oil lines were warm, turned to me and smiled. The Capri with tyres smoking lit up the road. I cannot describe the feeling and cacophony of 9000 revs in all gears from a Hart 420R, but needless to say we left a quarter mile of snaking tyre marks on the road. The Capri was still leaving the lights and my neck is only just recovering some thirty years later! Thank you, once again, Tony.

Going back to our first rally, the Barrat Oak over in Yorkshire. I think this was a Motoring News round and far too big an event for amateurs like Keith and I, but how were we to know. Well, my rallying friend, Duncan Forrester, told us to “get to the event early”, so we did... at 2:30 pm in the afternoon! Keith and I spent the next five hours sitting by the side of some lake throwing stones and arguing which one of us would be interviewed by the motoring press about our fabulous debut. We had spectated and marshalled on a handful of rallies, so were aware the pre-plot took one hour exactly. About 9:30 pm, Keith and I were wandering around the cars, we were car 89 out of 90. The first few cars were plotting their routes, which was alright. Then I noticed that so was car 25, and 36, and 57, and 68 etc! I knocked on the door of a car, only to be informed we had been given two hours to plot as the route was so long! Once we jumped back into our Cortina, map references in hand, sweating like pigs, we began to plot the tortuous route with much panic pervading the cockpit. “What does GW mean” said I. “Go West” answered Keith. It took us about another half hour and another knock on a fellow competitor's window, to realise it meant “give way”. Our route took us in rather strange directions that night, especially as we thought “black spots” were danger zones to be driven through cautiously and to be honest, the organisers gave up counting when our fails totalled more than one hundred! I don't recall winning any trophies that night!

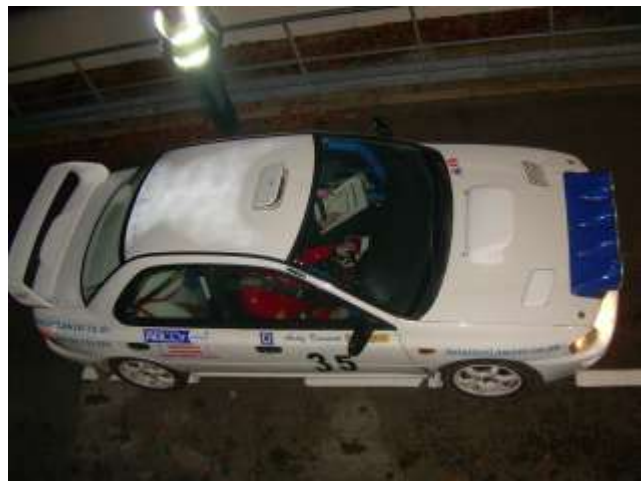
(Continued on page 17)



REMINISCENCE – Early Years Night Rallying

(Continued from page 16)

By 1980, Keith had built a red & white “Blackburn Tool Hire” sponsored MkII Escort. Still powered by a 1300 engine, it remained faster than the heavier Cortina and we began to pick up class awards, as much to our surprise as those who knew us. However, on one rally our luck changed. The mists of time have gathered over the name of the event, but we were on our way up to the Lake District, it being either the second or third selective (note how I didn’t call it a “stage”.. see, I was learning by now). I called the road through the map reading “Potty”, “half mile, junction right, watch out there’s something in the middle”. “What’s in the middle, asked Keith”. “A dot, I said”. “Watch out, junction right... slow down... now... ninety right at junction... STOP”. With that, we turned right,



over a grass triangle (dot) and straight through sixteen feet of dry stone wall! The junction was obviously notorious because more than a dozen spectators came to our assistance, hands into the cockpit, straps off, and tugged out of our seats as “THE CAR’S ON FIRE MATE”! It wasn’t, it was just hot, steaming, exhaust on cold, wet grass, but we’d totalled the farmer’s hundred year old wall! Keith and I spent the next four hours rebuilding the wall. In the pitch inky blackness it looked great, in the dawn’s early glow, it looked bloody awful! I always wondered what the farmer thought of how the old wall had changed colour, shape and size overnight!

I only occasionally felt nauseous navigating, with my head down for hours in a rally car, but on one event I began to feel desperately sick. Some of you will know the feeling of when minutes feel like hours and the world begins to swim. Well, it got to a point when I couldn’t hold back any further, Keith shouted “Are YOU OK”, I burbled “fine”, then threw up all over the maps! The car came to a sudden halt, Keith slung open his door to get air, I wiped the map with my hand and said, flat over crest, 200 into ninety right at bridge”! Keith still has that carrot-stained Ordnance Survey map as a memento!

This is a cracker- no idea where I was, perhaps Garstang, but we were at scrutineering and Keith met an old school chum of his. “Hello Dave, are you here to watch the rally?” enquired Keith. “N,N,N,N..No” answered stuttering Dave. “Are you marshalling?” enquired Keith. “N,N,N,N... No” answered stuttering Dave. “Driving?” enquired Keith. “N,N,N,N.. No” answered stuttering Dave. “Well, what are you doing here?” enquired a puzzled Keith. “N,N,N,N,N... Nav... Navigating” answered stuttering Dave! We’ve dined out on that story for thirty years and it’s always a cracker. “T,T,T..T”. “TURN RIGHT?”. “N,N,N,N.. No”. “T,T,T.. T”. “TURN LEFT?”. “N,N,N,N.. No”.. “T,T,T.. TURN AROUND”!

Another vivid recollection, is travelling at “speed”, I called out “forty five right then 200 flat”, looked down at the map and said, “another forty five right, then flat 200”. What I’d done was to confuse the two, as there was a huge “yump” after the second forty-five right. It’s amazing how far an Escort can sail through the air when most unnecessary! We hit the road, bounced and the lights went out. “FUSES” shouted Keith. A fellow competitor shot passed. “WIRING” shouted Keith and the bonnet went up. Another fellow competitor shot passed. “NOTHING” cried Keith, then realised if he held the left hand stalk backwards, the main beam & spots illuminated. We were OK... that is until Keith changed gear, then darkness... every time he changed gear with his left hand. He tried to change with his right hand, but wasn’t that physically challenged! The only thing to do was for me to pull the stalk back while holding the map reading potty with my other free hand. Two or three selectives later and we were sat at a start control, Keith scratching his head. Then exclaimed “my right knee must’ve flown into the air over the yump and hit the right hand stalk”! To those who don’t know Escorts, the right hand stalk simply turns the headlights on or off. Keith was a qualified electrician, but I never got him to rewire my house... funny that!

It wasn’t always “amateur Ville” however, and occasionally, on un-navigable moorland roads, where one bend looks like any other, I sat up and thought, “I can’t bloody think this fast, let alone drive this fast”... Keith was piloting his rallycars much quicker now and we began passing fellow competitors frequently. My navigating was also growing with experience. Springhill had organised their rally, and Keith and I were in his Vauxhall Astra. Approaching a slot left, I noticed there were two approaches to the passage check. “NO.. NEXT LEFT” I shouted. “Are you sure?” questioned Keith. “NEXT BLOODY LEFT, NOT THIS ONE”, I screamed. At the control, we were welcomed by a grinning Malcolm Graham, who announced in his gruff Lancastrian accent, “might have known you lads would’ve got it right”. Happy memories.

By 1985, I didn’t know this, but I was about to lose my eyesight due to diabetes. Keith had bought a very powerful RS2000 and even though it was yellow and literally bent like a banana, as it had been badly repaired following a serious prang, it was very quick on night events. When we began our rally careers some five years before, the top lads were in RS2s, but now we’d caught up with the machinery, those same top lads were campaigning ex-works Triumph TR8s, HSR Chevettes, BDG Escorts and Lotus Sunbeams, so I am always proud to boast that my last night event, probably the Clitheronean, left us in seventh place overall and a trophy for first semi experts. It was funny, because at the petrol halt, I wandered over to the score board and couldn’t believe my eyes. We were third overall on time. I announced this to Keith, who was filling up the yellow banana with fuel. He wouldn’t believe me, not until I dragged him to the score sheets. “What do we do now?” asked a bemused Keith. “Win it or slow down and get a finish?”. Well we tried to “win it”, but managed a fail at a secret passage check, so seventh was our best placing, ever.

(Continued on page 18)

REMINISCENCE – Early Years Night Rallying

(Continued from page 17)

We had done the magnificent Tour of Mull a couple of times. It was an open road, night event in those days, but with a handful of daylight forest stages on the Saturday afternoon. Keith and I were always aware of our mortality, so dicing with danger around the rocky crags of Mull wasn't something we took lightly, hence our placing didn't set the world on fire. We did have a laugh however and met some very interesting people along the way. Beer always featured greatly! Indeed, as I lost my eyesight totally in 1986, I thought my rallying career was over. This is where the Cossack brothers come into the picture again, as in the early 1990s, Nigel Worswick was clerk of course for the Tour of Mull, by now, a fully fledged stage rally. The RAC MSA wouldn't grant me a licence to navigate using Braille notes, but Nigel took a gamble and allowed me to navigate my RS2000 as one of the course cars. Keith was taking a break from the sport, so I engaged the lunatic driving style known as John Gorton, "The Gee-Force" to his mates. Needless to say, John, who doesn't know a throttle pedal has more than two positions, floored the Escort, began to pass all the competitors in front of us.. this was the first time I'd encountered the Gee-Force stare, and the engine blew up! There we were, stranded on a lonely, god forbidden moor, somewhere on a barren Scottish island. Oh well.. that's what we call fun, I guess.

Since that time, John and I have competed on many single venue stage rallies. The MSA finally relented and gave me a National A navigators licence and I bought firstly a TR7V8 with 4100 TVR motor and gearbox, quad fifty Webbers and a thirst

of two and a half miles to the gallon! The number of times, the Gee-Force floored the throttle in first, second and third, only for the start control marshals to remain standing next to the car looking through the window, is too many to recall, but it always put a smile on my face, even though we weren't actually going anywhere! I then bought a very, very fast Subaru RA WRX STI, which is a top ten finisher in the "right hands". What a shame Keith and I didn't have it all those years ago on those wonderfully challenging night rallies.

I had never realised this, until now, but after writing this little tale, I now understand that although my skills and professionalism as a rally navigator have grown, the excitement and fun, has diminished. Whether this is due to age or the fact that there was nothing more beautiful, than thundering over some lonely Yorkshire moor at dawn, the frost on the ground twinkling in the morning glow and the mist unveiling magnificent scenes, while the team work in the cockpit was at its highest, is something, those of you who have never experienced, will not understand. For those fellow "brothers" who have, then I think you will agree that night rallying in the early days was pure magic.

Actually this is not entirely true, because the most beautiful thing in the world, was Wayne MacKenner's lovely blonde girlfriend!!!

Andrew Komosa is now the chairman of the GT40 Enthusiasts Club, owns an original 1966 Ford GT40 which can be spotted at historic sports car events such as the Goodwood Festival of Speed and Le Mans Classic, still rallies his ex Neil Armstrong Subaru Imprezza, using tactile stage diagrams and is employed as a criminal law solicitor and aviation lawyer in Surrey. Andrew says he is always happy to hear from old friends and welcomes emails to a.komosa@btopenworld.com anytime.

Andrew Komosa

A young brave was being inducted through his manhood ceremony to join the warriors of the tribe. He was faced with three tents. In the first one was a gallon of plum wine, which he had to drink in one go. In the second was a mountain lion with toothache; he had to remove the painful tooth. In the third was a woman who had never had an orgasm, who he had to pleasure. The young brave entered the first tent, and after a while staggered out, very drunk, holding the empty wine skin. The warriors all applauded. The young brave then staggered into the second tent with the tribal members all holding their breath. There were terrible screams and growls, which got worse and worse as time went on, culminating in such a loud shriek that the tribe was convinced the young brave must be dead. But finally the young brave staggered out, bruised and bleeding, and said, "Now take me to the woman with a toothache...."



A little boy went with his parents to a nudist colony. They all stripped off and went outside. The boy looked around with interest and then asked his father why some men had big ones and some had small ones. Dad couldn't be bothered with long explanations so he just said, "Those with big ones are smart and those with small ones are stupid." The boy wandered off on his own for a while and then he met his father again, "Have you seen your mother?" Asked his Dad. "She's behind that bush over there," said the boy, "talking to a stupid man who's getting smarter by the minute."

Andy Davison driving his usual BMW M3, the Northallerton lad claimed he had a steady run over the Otterburn military



ranges as he aimed to repeat his per-

July. However, this time he managed to improve on his 5th place with a fantastic 4th overall in a top class entry. It's true his car didn't show the same amount of contact as it had endured with the straw baled chicanes as last time out but he had several 'moments' on a testing day. He also found out during a spin coming out of the dry ford at Yardhope, that it was possible to get the big BMW fully broadside on the very narrow road and not slip off onto the grass. Quite a bit of time was lost there as the crew shuffled back and forth to get going in the right direction again.

Next up was Paul Swift driving his Ford Escort Mark 2. Continuing his practice this year of learning the ranges, Paul enlisted the services of yet another new co-driver, this time the vastly experienced Ken Bills. Like most crews, he suffered from a couple of small spins in the greasy morning stages and was delighted to reach the final control in a fine 8th overall with no major problems. In 13th overall was David Conley in his Hillman Avenger. Once again the Bardon Mill based driver was forced to run in the up to 1600cc class, as his 'other' engine wasn't ready for the event. And it proved to be another successful day in that he would take the class award too. Partnered as usual by Mike Scrimgour, the boys had a quiet day by their standards with only a couple of spins, an overshoot and an indiscretion with a chicane bale to slow progress, and to add to their day, they would record the achievement of beating the Lindsays. Barry felt he was having one of those days where he just couldn't get into the driving – and even wondered if he was getting too old for this game. It's true that the stages probably suited the bigger engine motors, but out on the stages our new champions looked to be in their usual committed, tidy and fast style as always. They still had a few close shaves as they tried their hardest but at the end of the day, 15th overall and 2nd in class was no bad show for an old Peugeot 106 Cup Car! Chris Anderson and Chris Thirling in their Ford Fiesta were just over 40 seconds adrift of Barry and Michael Lindsay. The Durham crew have had a mixed year at Otterburn with some great stage times on both the Tyneside and Lindisfarne Rallies but only a 19th overall and a DNF to show for their efforts. The Cheviot would get off to a great start for them as they stopped the clocks on equal 9th fastest time. Once again they settled into a good rhythm with regular times just outside the top 10 keeping them in class leading 12th place overall going into stage 10. Unfortunately, the car's gremlins struck again and the car stopped in mid stage. This time Chris managed to coax the car back to life, while the other Chris swore in frustration, and they managed to get back to service. A time loss of 2 minutes meant they had slipped 5 places down the leaderboard but were still in the rally. The car behaved itself through the final stage and the boys were relieved to finish in 16th overall and take the class victory too. Dave Seed was another driver with a new co-driver for the day as Colin Tombs stepped up when Mick Morpeth cried off due to work commitments. Dave blamed brand new tyres for his poor start and his times improved on the repeat of the first stage as he went 38 seconds faster. A few spins in the morning kept the crowds entertained but they always managed to get back onto the road with no damage. A puncture on stage 9 would lose them just over a minute but they were another happy Durham crew at the finish. Two places behind in 22nd overall were the husband and wife pairing of Chris and Katherine Singer. They are another crew who've had good results spoilt by an accident and reliability issues this year. And the Cheviot almost fell into the same category as their Citroen Saxo had a drive shaft go on stage 4. They lost over 5 minutes but managed to coast over the hill and down into service. As this was the shortest stage of the event, a maximum time actually helped their situation. The local crew who live just off the military ranges managed to replace the shaft and get out once more. A steady run the afternoon helped them learn more about the car and they recorded their first finish of the year. Kevin and Jimmy Knox were next along in their unusual Ford Sierra. The Honda engined car was suffering from the off with a misfire. It took a while to find out that the cause was a faulty wire in the loom and the boys were grateful to someone else's service crew for their expertise in locating the problem. Despite not having the right tyres for the stages, they continued in their tradition of enjoying the day's rallying and finished 28th overall. The father and son team of Michael and Josh Davison finished in 37th overall. And after their character-building day, they were very happy just to get to the finish. It all started after the car was taken off the trailer in the morning and refused to fire up. Many frantic minutes were spent trying to identify the problem and with 5 minutes to get to MTC1, they found a dodgy relay. The Proton Satria was running in 39th place after 2nd service before they were forced to take a stage maximum on stage 6. Half a mile into the test, Michael was so concerned about the car's handling that he stopped to check but couldn't find anything wrong. Another mile up the road and he stopped again to find loose wheel nuts and once tightened up he was fine! Michael Glendinning and Paul Hughes started at number 2 in the Subaru Impreza and put on the expected show with a tremendous run for the first 7 stages and were just 1 second behind the rally leader. However it all went wrong within 200 yards of the start of the next stage when the car gave out a loud bang and left the crew with a gearbox full of neutrals. Peter Taylor and Andrew Roughead were another crew hoping to build on their recent good finishes. After the first lap their Renault Clio was lying 10th overall but they never made it back into service. Approaching the final chicane of the fourth stage just a little bit quicker this time would have been fine if it hadn't been raining heavier this time around. They locked up and almost made it though before the rear quarter clipped a bale and sent them off the road. It wasn't far from the tarmac but the incline on slippery grass proved too much and although the car wasn't damaged, they were out of the rally. Also suffering were Ed Todd and Andy Brown. The lads started their GTM Coupe from number 35 and after the first pair of stages, they had moved up to 24th overall and 2nd in class. Unfortunately yet another broken drive shaft halted their progress and they recorded another non-finish. Kev Monaghan / Chris Purvis' driving the Vauxhall Corsa, the Tynemouth lads were having a steady run just outside the top 20 for all of the day's first 10 stages. It all went wrong half way through the final stage when after a heavy landing the car stopped with a holed sump. It was another good **UTS Cheviot Keith Knox Rally**. Once again Andy Kobasa and his team from Hadrian and Whickham Motor Clubs were restricted in their use of certain roads across the military ranges. However, despite this fact and the need to have several changes in stage layout and direction, every stage started on time. The Cheviot continued to provide a stern challenge and the rally was well received by competitors.

John Robson Navigation Rally

I was not sure how this was going to pan out. I am not overly keen on Plot & Bash. Start time of 7-30? Roads & Maps I had not used before and yet another new (to me) Driver & Car. The victim this time was Dan Hurst from Maryport in his quick little Mk 1 Ford Fiesta. We had entered the John Robson and via email got our acceptance & start number – 34. (using the same route, navigation & everything else was the John Robson Historic Rally and tagged on the back of those two was a twelve car)

After scrutineering we went to signing on only to be told that the organisers did not have the documentation prepared for Car 34 because they did not have an entry for a car 34. After lots of digging (and a huge queue building behind us) our entry was found and we were now entered in the 12 car. We had not entered the 12 car but that was where we had to run if we still wanted a run. We were assured that the route/Navigation etc was the same on all three events – so it would be easy to compare final positions – in the end it did not matter, but more of that later. Now running as Car 46. Dan has been working away on his car since his last outing (Countdown) and it now sports an 1.8 engine and some gold painted larger discs and callipers. The problem now is that it goes a lot quicker and brakes a lot better but the little Fiesta needs the appropriate rubber to go with it – ALL night long we were sliding or wheel spinning. A very exciting evening – I lost count of the number of ‘nearly offs’ we had and when we had a proper ‘off’ (or two or three or more – there were a lot of them) we managed to get away with it and did no damage to the car or scenery (the odd patch of grass does not count). AND not to forget the mist – so much of the night had a thick mist / fog so that we could not see what we were about to hit until we had missed it

So where did we go – to be honest I have not a clue - I have the maps (80, 81 & 87) with the route still on them but not knowing the area at all, whatever I called the roads would probably mean little to you – but I thoroughly enjoyed my night with Mr. Hurst even though we had to cut and run to the Halfway halt or be stranded on the Northumberland Moors with an empty tank.

Dan Hurst “How far to Petrol?”. Me “Another 5 Sections, Why.” Dan “ We have been running on empty for the last ten miles”. Me “So – How far do you reckon we can go?” Dan “ Not far”. Me “Bugger we had better cut and run to the halfway halt” Dan “but what about the next controls and code boards?”.

Me “What about them? What do you want to do – Finish with a lot of penalties, because I for one don't fancy sitting on the moors waiting for a mate to bring you a gallon of fuel tomorrow morning and no finish”

Dan” OK – Which way?” So it was cut to Petrol and a good job we did when we did. As we saw the lights of the Fuel Halt the engine cut out and we coasted the last 300yds to the pumps. (& missed TCs 5 - 10)

A one hundred mile event – twenty + gallons of fuel used – and a top up on the way home (<5mpg).

As we were topping up on the way home Dan looked under the bonnet and found that we were dumping most of the fuel out of the pressure sensor (don't ask me – I havn't a clue what he was talking about)

Despite the result (Last Finisher) and it being Plot & Bash - a really enjoyable event and would certainly do it again -Uncomplicated P&B, First class Documentation, well marshalled. All be it a funny time to go rallying, we only came across the odd car coming towards us and that was a wrong slotted competitor

Mr Dan Hurst – a very quick young and able driver who managed to get us out of problems that the tyres got us into. Oh and a laugh a minute, I can't print some of the comments as we slid towards ditches, gates, walls and hedges - it was all taken in his stride but I don't think Continental tyres will be at the head of his list to Santa

1. Phil Jobson / Jerry Hettrick Ford Escort 186
2. Malcolm & Richard Holdsworth Honda Civic 223
3. Tony Harrison / Paul Taylor Proton 274
4. Andrew Whittaker/ Charlie Tynan Proton 306 1st. Expert
5. Mark Yates/ Niall Cook Peugeot 106 390

Maurice Ellison - see page 21 for Dans Report !!!

Last week I was at my local Sainsbury's store buying a large bag of Winalot dog food for my loyal pet and was in the checkout queue when a woman behind me asked if I had a dog.

What did she think I had an elephant? So, since I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Winalot Diet again. I added that I probably shouldn't, because I ended up in hospital last time, but I'd lost 2 stone before I woke up in intensive care with tubes coming out of most of my orifices and IVs in both arms.

I told her that it was essentially a perfect diet and that the way that it works is to load your pockets with Winalot nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again. (I have to mention here that practically everyone in queue was now enthralled with my story.)

Horrified, she asked me if I ended up in intensive care because the dog food poisoned me? I told her no, I stepped off the kerb to sniff an Irish Setter's arse and a car hit me.

I thought the guy behind her was going to have a heart attack he was laughing so hard.

I'm now banned from Sainsbury's.

Photos Curtesey of Stuart Watson



Hexham DMC – John Robson Rally – November 19/20th

Following the enjoyment I had competing on the Countdown Rally back in September, I decided it was only right to dust off my driving boots and head out over to Hexham to compete in the John Robson Rally. This would be the first time the DRH Photography.org.uk Fiesta MK1 had been put to the test since having its new Zetec Power Plant installed.

So, now the seed had been planted I needed to find myself a navigator, so I fired up BRF and sent the Grumpy Old Git (Maurice Ellison) a PM. He may not be continent, but I knew he'd be confident! Three days before the event and the car was suffering from serious running problems. We

changed everything; air flow metre, coil pack, plugs, leads, crank sensor, oxygen sensor, cam sensor, throttle position sensor, ECU and still no luck. Eventually we decided to try a different air flow metre housing on, but all we had was a 2ltr Mondeo housing. We grafted it on and Voila! It ran!

The next stage was to get the car ready for Moz. Obviously I needed to weld in a special holder behind the passenger seat to house the oxygen tank which he requires, and I had to devise a cunning way to strap his zimmer frame to the roof of the car. Sadly this scratched the paint work, which he will be charged for! Finally, on Saturday morning, the Fiesta was ready to rock and roll! Moz & I met up just outside Warwick Bridge, and we travelled through to Humshaugh Village Hall, where the event started and finished, in convoy with Mitch & Ryan of West Cumbria Motorsport Club. 10 minutes before our start time, Moz managed to blow up the Fiesta. Thankfully it wasn't the oxygen tank that caused the blow out, it was simply a fuse. Typically the one which powered his Potti, the map magnifier, not his toilet potti! On with the event! And what an event it turned out to be! We had an absolutely wonderful night. There were some truly brilliant roads, and some testing ones at that! What made the night even more challenging was the conditions - foggy and slippery! I can quite honestly say my heart hasn't been put through so many paces since my stock car racing days! Our first 'moment' came just before TC3, a nice straight bit of road into a 45 left. The 45 left came up sooner than expected, car brakes locked up and away we went, sliding straight towards a concrete barn! Thankfully I managed to take evasive action and avoid any disasters!

Shortly after this we were again in a farm, a 90 right followed by a 90 left. Moz called the 90 right in plenty of time and we got around it perfectly. But sadly the 90 left caught me out. Again the brakes locked up and we were heading for a 4 foot ditch and a gate. Somehow, be it skill or luck, I managed to point the car towards the corner of the ditch and bounce straight over! Sadly, the Fiesta had picked up a pretty monumental fuel leak and we found ourselves running very short on fuel about 30 miles into the event. So we decided to take a gamble and cut out a couple of time controls to fuel up early. Bloody good job we did as well, we literally ran out of fuel on the approach to the Scots Gap fuel station, coasting in on gravity alone! Due to this major setback, we were penalised heavily and unable to climb anywhere up the table, but this did not dampen our spirits. We were out there to try our hardest, so we pushed on to the finish! After fuelling, the fog rolled in. I am one of the few people who love the fog, it comes down to instinct, reactions, determination, and luck, and it appeared that I had all four on the night! We managed to push on through the fog and loose very little time. I'd just like to say a big thank you as always to all those marshals and organisers, whom without, none of this could have happened!! also now see exactly why Moz is nicknamed the "Grumpy Old Git". Honest to god you should have seen him shouting at his maps and throwing them all over the place whilst I was TRYING to concentrate on the road ahead!

Report by Dan Hurst of West Cumbria Motorsport Club.

(Cheeky West Cumbrian Tyke !!!!)



Photo courtesy - Stuart Watson



Message Body

Saturday 19th of November saw myself and Bob Hargreaves off north for a crack at Hexham motor clubs historic night rally in my ex Roy Mapple 'orangebox' Mini. We had the loan of a tow car and trailer courtesy of Neil Johnson and Jon Wood as the thought of a 260 mile round trip plus the rally in the Mini didn't appeal! A good run up there with straight forward noise and scrutineering saw us at signing on in the picturesque village hall. Plenty of friendly faces with a good turn-out of cars, 23 different types. From the start it was a short run up the road to TC1 and the first handouts, plot and bash all the way. An out of character wrong slot very early on from Bob rattled us a bit but we pressed on. The roads were very slippery and quite rough in places. Freezing fog was the next problem, along with a heater that stopped working and the heated windscreen that had packed up meant driving with the windows open which froze Bob's fingers numb which played havoc with the plotting, in the bouncing Mini. All this while driving 'blind' caused one or two moments including a 360 degree spin on a 90 left while avoiding another car that had gone straight on! Petrol was a welcome relief, though it was down two 1.5 degrees by now. With only 40 mile left and half a tank left I decided to press on and not fill up. Into the second half and we started with gear selection problems, shades of the Clitheronian, which made things dicey as as soon as you stood on the brakes the car would lock up on the frozen muddy surfaces and you didn't know if you were going to get a gear when you changed down, luckily there were plenty of caution boards out as there were plenty of places to have a 'big off'! We did the last few controls with the gauge showing empty (more than 40 miles the second half, ahem!) saw us bloody glad to be back at the finish in one piece were after loading up the car we retired inside to thaw out. We finished 4th overall and 1st experts which is amazing considering our problems all night, the wrong slot costing us an easy 3rd overall. What a night! Plenty to do on the car now getting it ready for next year.

Steve Entwistle



Photo courtesy - Stuart Watson

RALLY OF SCOTLAND EYEING RETURN IN 2013

In just three years the RACMSA Rally of Scotland, which takes place in Perth & Kinross and Stirling, has established itself as one of the world's most respected motor rallies. Alongside the sporting spectacle, the event has showcased Scotland's stunning landscape, iconic monuments and fascinating history to a global audience thanks to live television coverage via leading sports broadcaster Eurosport. However, following some scheduling challenges, organiser International Motor Sports (IMS) has confirmed that the Rally of Scotland, a round of the high-profile Intercontinental Rally Challenge, will take a break in 2012. IMS has been in discussion with IRC promoter Eurosport Events to move the event from its traditional October date to a much earlier slot in the calendar. This would have eased pressures on the Scottish and UK rallying communities which, due to an increasing number of events, have faced difficulties in attracting competitors and marshals during the late autumn and early winter. Unfortunately, making the switch so early for 2012 has not proved possible. Instead IMS, Eurosport Events and event partners are already progressing plans for 2013 and beyond, with a view to building on the strong foundations that are already in place.

The Rally of Scotland has run three times to date – in 2009, 2010 and 2011 – as a round of the Intercontinental Rally Challenge (IRC). Supported by national events agency EventScotland, Stirling and Perth & Kinross councils and Forestry Commission Scotland, it has quickly become a favourite fixture for many of the world-class rally drivers who have competed on it as well as thousands of visiting motor sport fans.

IMS Chief Executive Andrew Coe commented: "It is with a very heavy heart we have had to take this course of action for 2012. Knowing what this event has come to mean to competitors, motor manufacturers, motor sport fans and Scotland as a nation, we are already actively working with our enthusiastic partners to ensure the event returns to the IRC calendar. They all want to see it back even bigger and stronger in 2013.

"Realistically, February was the only other month we could have run the event next year as legislation protecting local wildlife precludes us from rallying in the Scottish forests from March through to September and we are totally respectful of that. I believe we have one of the best organising teams of any motor sport event in the world – not just in the IRC but in any sport out there – but putting on the event in February has not proved possible. It would be much better for us to channel our energies and know-how into developing the event for the future."

Paul Bush OBE, Chief Operating Officer of EventScotland added: "The Rally of Scotland has been, over the last three years, a superb addition to Scotland's event calendar and has clearly helped in our work to position Scotland as the perfect stage for events.

"As we come to the end of the initial three-year deal, the excitement and enthusiasm for the rally has been superb and it is unfortunate that for a number of reasons it has not been possible to align all the interests of the different parties involved to enable the event to take place in 2012. However, our working relationship with International Motor Sports and the other partners remains strong and we share its goal not only to see this event back in Scotland in the future but also to continue to grow our motor sports event portfolio." Francois Ribeiro, Motorsport Development Director, Eurosport Events which promotes the IRC added: "Rally of Scotland has provided Eurosport with some spectacular landscape and great action for its live television coverage. It's also been a challenging event for the drivers. I would like to thank EventScotland for its support. We will maintain a close dialogue with the event promoter and would consider the rally's return to the IRC calendar in the future."

McLaren's Lewis Hamilton returned to form to win the Abu Dhabi Grand Prix as Sebastian Vettel retired.

Hamilton was gifted the lead when Red Bull's world champion retired on the opening lap because of a puncture going through the second corner. Ferrari's Fernando Alonso pushed hard and tried to take the lead at the final pit stop but Hamilton was too strong. McLaren's Jenson Button took third from Red Bull's Mark Webber while Paul di Resta was ninth for Force India. Hamilton said on arrival in Abu Dhabi that winning the final two races here and in Brazil would help turn around a difficult season in which he has struggled on and off the track. Hamilton has been in confident mood and full of enthusiasm for the Yas Marina circuit, where he lost out on victory at its inaugural 2009 race when he was forced to retire. There was some irony, then, that Vettel, who won the two previous races here in the desert, retired to gift Hamilton the lead. The double world champion spun at the second corner when his right rear wheel suddenly punctured and his Red Bull slid onto the grass. He damaged the car further on his way back to the pits and looked furious when it dawned on him he was out of the race. It was Vettel's first retirement since last year's Korean Grand Prix - more than a year ago - and ended his run as the only driver to finish every race so far in 2011. Vettel had snatched pole from Hamilton by just 0.141 seconds but the Englishman has been strong here all weekend and ran a controlled race to capture his third win of the season to match Button. When Hamilton pitted for the harder tyres with 16 laps to go, Alonso stayed out to try and build up his lead but came in four laps later. Button finished third but had to battle Webber and Ferrari's Felipe Massa for position after losing his Kers power boost system for half the race.

Webber had been running in third for much of the race but the Australian was switched to a three-stop strategy and ran until the final lap before making his obligatory stop for the harder 'medium' tyres, which put him back behind Button for the final podium place. Massa gained one place to finish fifth ahead of Nico Rosberg, who bravely re-passed Mercedes team-mate Michael Schumacher after losing out to him at the start. Adrian Sutil, who is under pressure for his seat at Force India, beat his team-mate Paul di Resta, who crossed the line in ninth after an unconventional one-stop strategy. Sauber's Kamui Kobayashi took the final points with 10th and veteran Rubens Barrichello fought hard in his Williams to take 12th after starting at the back of the grid.



The Barrow Taxi Column

aka Mr Paul Brereton



I think this column needs to be renamed the Barrow Disaster Column. We were ready for the Hexham Historic. Escort had been on the rolling road and all was looking good then we found that low down the revs there were major problems. After 3000 revs it goes like the clappers. Although it is a new carb we changed it for one we were sure of, then we changed the fuel pump, the fuel pressure regulator, spark plugs and rotor arm. After all kinds of messing about we found that the Lumenition was breaking down at low revs but it was too late to get a replacement so dragged out the good old Peugeot 306. Chris Williams was going to do the event with me but had to pull out at the last minute so I asked Graham Foxcroft to step in. Graham is a great guy and very keen to learn but he is not confident with plot and bash navigation and he was not really comfortable being dropped in as an expert. The start was great with about 49 cars entered in the three categories, Hexham Historic, John Robson and a twelve car all running alongside each other. We always get a very warm welcome in the North East and there was an impressive array of historics. We set off and Graham coped well with the early running, we took a wrong slot that cost us a lot of time. The next control marshal asked us if we had been doing a tour of Hexham !! Just before petrol we managed to miss a code board. Graham said there was no way we could go back for it. Second half was not a lot better but we did have some laughs and the funniest of the lot was going down a single track road when Graham shouted 'Well that's it. The maps gone'. 'What' I asked. 'The map just flew out of the window' Bummer. We had to go back, we saw the map at the side of the road but no room to turn round. We shot back to a turning space and just after we turned Steve Retchless suddenly appeared I could hear his car was locked up and I drove off very quickly in case he hit my back end. We had to risk driving up the grass bank by the map to let Steve through. The event was very enjoyable and we had a great laugh. Pete Tyson won the Historics and we ended up 10th on the Robson. All good fun.

What makes a good road rally navigator ?

Firstly they need to be a little masochistic. Perhaps a shade deranged and have a total (often unfounded) trust in their drivers ability. They also need to have inquisitive minds, possibly an interest in all things cryptic to get round the mindset of organisers who tend to be skilled in navigation and have the most devious and twisted minds of the lot. Straightforward map refs defeat most ordinary people, especially drivers, whilst actually reading a map with any degree of movement would absolutely cabbage our heads but the good old navy just gets his head down and (sometimes) gets it right. Now go on to plot and bash and the driver is completely out of it, in fact, most normal people are completely out of it. This is the time when drivers can become very aggressive towards their passenger as tempers become frayed. Being a true masochist the navigator takes all the abuse in his stride and does not raise a hair, keeping calm and focussed (are you bl**dy kidding) No the poor sod spits his dummy throws the maps in the back and says something very unprintable and it's another DNF. Entry money and fuel totally wasted and another navigator saying 'To hell with that' The newcomers haven't a clue how to read the spot heights, heringbones, grid refs and any other obtuse stuff that gets thrown in. The old ones know the format but the eyesight is kaput so one needs to stop for ten minutes or so after each control while they try to make sense of the handout instructions.

What makes a good driver ?

They should be totally deranged, have a heavy right foot and a large wallet.

I want to start some discussion based on my personal experience having come back to road rallying seven years ago. First try to find a navigator. Well I had some luck and got the occasional ride with a top class navigator or two for odd events but I did not have a full time navigator so I thought it a good idea to encourage some newcomers into the sport. Every one I tried to encourage spit the dummy on P & B because they did not understand it and there is no formal training for it. I teamed up with Ron Turner and we had quite a lot of success but eventually Ron began to find P & B difficult because of his eye sight and this eventually led to him saying that he wasn't enjoying it so he was giving up. I took another novice navigator out on a major event and again ended up with problems. Horror of horrors I actually had the temerity to vent my spleen saying P & B was a problem. I was then castigated and some people assumed I was getting at the organiser of the event. One person sent me a message saying that I should not have brought a novice navigator to an event (Well ain't that how to keep the sport alive ?). I have the greatest respect for the organiser in question and I consider him a friend. I was certainly not aiming my comments at any individual. Organisers ask why they do not get enough entries. I tell them that P & B is the primary cause and old school navigators get on their high horses and start saying such things as "That's the way we've always done it" and "mind your own business you old git". If you want new blood you will have to make it easier and more enjoyable for the newcomer. THAT IS A FACT. Go on as we are and as the old timers leave there will be no replacements. I know I will get a lot of flak for my views but if this was a business we would be heading for bankruptcy. Give people what they want not what you think is good for them. Don't try to force medicine down their throats or they will walk away. Get around young people and tell them what fun they can have and then make sure it is fun for them and not a trial by fire. I still can't find a navigator who can get his head round plot and bash. I accept that there are some events like historics and navigational rallies where P & B is the way it's done and that is fine if navigators have served their apprenticeship on the maps but you can't just throw young people in at the deep end and leave it for them to figure it out themselves. No. I don't claim to have the answers. I just thought we could try a little discussion, maybe without any vitriol !!

Paul Brereton

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

Last Month I wittered on about getting youth involved with clubs, but did not say much about how to go about it.

It is a lot easier said than done.

I may be wrong and tell me if I am BUT- Those of you that have tried - will probably be saying 'Yeah - tried that - they are just not interested' and then you gave up.

When I first returned to motorsport and went to a few local Clubs - there were approximately 6 old geezers (like myself) present at the meeting chatting about how good it was in the '70s and '80s. I was almost left alone, and bored out of my skull.

If a new face turns up at your club - are they made to feel welcome and part of an exciting vibrant organisation. Do you fire their imagination or do you assume that they wouldn't be there if they didn't know what its all about.

When I ended my involvement in motorsport back in the early 80s it had to be a clean break. I could not 'just be interested' - I had to be involved and committed. I knew that road rallying had changed significantly and assumed that the demise of Targa Timing had made the sport boring. WRONG - it has just evolved and taken a different route (no pun intended). It has taken a long time to get back on its feet and it is still not back to the heights that it was at, but the number of competitors now doing road rallies is growing. G&PMC Memorial Rally 50 entries, MCC Illuminations Rally 45 Entries. In Wales we see entries of 90 with 7 or 8 reserves. Road Rallying is the most cost effective form of Motorsport available - OK I am not over the moon with NAMs, Code Boards and BBC timing but I can have a full 6 hours of fun over 180 miles in a car costing around £1500 and an entry fee of only £75.

I digress - how to get youth back into clubs was the question !

Has your club looked closely at itself and come up with an action plan for the next five years? Have you formulated an action plan? Do you have targets and objectives? Does your committee understand their roles and what is expected of them to achieve these objectives? Do you have the expertise necessary to attain these goals within the club? What is your vision of the future? If you dont have the the targets, objectives, commitment, vision and expertise then your club is probably in terminal decline and doomed to failure.

Like it or not clubs are a business. You are 'selling' membership. The more members you can attract the more revenue you have. The more members you have - the more events you can run and therefore bring in more revenue. The more events you run - the more membership you can attract. Its a spiral of success if you do it right and a spiral of failure if you do it wrong. You are more likely to do it wrong if you dont plan.

When you get a new face at your Club - make them welcome, dont ignore them - it is better to have ten people say hello and chat to them than assuming that someone else will do it. Find out their interests (not just motorsport - they might be able to sort out your website) their other hobbies or job could be just what your club needs. If they are going to come back then they have got to have enjoyed the experience.

If you can get just one person under 25yrs of age to join, then if they enjoy it - they will tell their mates and before you know it you have 10 new young members. Some will drop by the wayside - I recon that for every 10 new 'members' you will lose half of them, but thats still 5 left who will bring in another 5 each.

Easy isn't it - well no it isn't - but you have to start somewhere and getting that first one or two is the hard bit. I found that even though I have the energy and enthusiasm of a 20yr old I am still an old git and if I natter to the youth I am still an old git and I am not on their level and despite the fact that I should know better, I still witter on about the 70s. Youth attracts youth and its getting those first one or two that is the main difficulty. I keep trying to get Steve Johnson to tell us more about his under 17s motor club and how that all works - I am sure that he will eventually (between his Go Motorsport job, Road Safety Officer Job, Firemans Job, CSMA duties, Accrington MSC duties, Under 17 MC duties and also competing his own rally car plus being a husband a father) get round to sparing the time to tell us how it all works and how we can all tap into his recruits.

If you dont have a plan you will fail. If you have a plan and fail then look at the plan and see where it failed and change the plan. Then start all over again

Winston Churchill said :

"Success consists of going from failure to failure without loss of enthusiasm."

"A pessimist sees the difficulty in every opportunity; an optimist sees the opportunity in every difficulty."

"Continuous effort - not strength or intelligence - is the key to unlocking our potential."

"It is no use saying, 'We are doing our best.' You have got to succeed in doing what is necessary."

Enthusiasm is infectious. Be enthusiastic. Tell everyone how much fun it is. It needn't cost an arm and a leg - it can be done for less than most people think. . Lots of people are interested in motorsport but they may not know you are there or what you do . Just look at the number of businesses that sell 'Rally or Race Experience days', You just need to tell them that you are there, where you meet. How many clubs send reports to local newspapers? Local newspapers are always on the lookout for local news. Faces sell newspapers - include photographs, say where and when you meet and whats on in coming months. Then repeat it and repeat it - keep the newspapers informed. The same applies to local radio. HOWEVER, the above takes up a lot of time and effort but with a plan and division of labour (don't just leave it to one poor sod) can reap huge rewards

It is far too easy to blame the current economic climate. It may be tough out there but the decline in club membership numbers started well before the current financial meltdown. There are still lots of people who are interested but do we make it interesting enough for them? Do they know how to join in?

You need to Tell em, and tell em , then tell em again then finally - keep on telling them !



Andreas Mikkelsen has become the youngest driver to win the Intercontinental Rally Challenge after claiming victory on the season-closing Cyprus Rally. Amid emotional scenes captured live on Eurosport, Mikkelsen secured the title by one and a half points from Jan Kopecky, sealing glory by going fastest on the final stage alongside co-driver Ola Fløene.



Japan's Toshi Arai won the inaugural IRC Production Cup in his R4-specification Subaru Impreza STI with Jean-Michel Raoux, from France, clinching the IRC 2WD Cup by a single point ahead of Italian Stefano Albertini. Mikkelsen, driving a ŠKODA UK Motorsport Fabia Super 2000 led for all but one stage of the mixed-surface event based in Pafos in the south-west of the Mediterranean island. One of five drivers in contention for the coveted IRC title at the start of the rally, Mikkelsen had to win the event in order to become champion. Apart from a spin on Friday and a puncture on Saturday morning, little troubled the Norwegian who becomes the fifth different IRC champion in as many years. Mikkelsen, who switched to rallying as a 17-year-old when injury curtailed his promising skiing career, was almost forced to stop competing when he ran out of funding prior to the 2009 season. He hit back by securing a drive with ŠKODA's UK importer for the 2011 season after impressing in the IRC in 2010 in a privateer M-Sport Ford Fiesta. Despite a troubled start on Rallye Monte-Carlo, when he crashed on the opening stage, he slowly improved his form and came close to winning several rallies before taking his maiden win on the penultimate round in Scotland last month to set up a title challenge in Cyprus. As well as winning two rounds outright, Mikkelsen scored more stage wins than any other driver with a total of 38 fastest times during the year. Nasser Al-Attiyah, last season's Cyprus Rally winner, had started the final day with an outside chance of victory and went fastest of all on Saturday's third stage. However, an engine failure meant he was unable to continue after midday service, handing second place to factory ŠKODA driver Kopecký, who has been runner-up in the IRC standings for the last three seasons. Patrik Sandell took third with his best finish of the season for ŠKODA Sweden claiming a stage victory to boot. Estonian teenager Karl Kruuda, in a privateer Fabia, impressed in fourth, snatching the position from Freddy Loix when the Belgian's BFO-backed Fabia developed a mechanical fault on the penultimate stage. Matthias Kahle completed an all-Fabia top six in his ŠKODA Auto Deutschland Fabia after a solid display on his first visit to Cyprus. And it got better for the German importer when Kahle's team-mate Mark Wallenwein battled back from his double puncture on Friday to finish eighth, one place behind IRC Production Cup winner Toshi Arai. With IRC 2WD Cup champion Jean-Michel Raoux not eligible for overall IRC drivers' points in ninth, ex-circuit racer Doros Loucaides clinched the four points on offer for the place in his Petrolina-backed Peugeot 207 S2000, which he was using in competition for the first time on the back of a 50-kilometre pre-event test.

Charalambos Timotheau claimed the final points in his Ralliart Mitsubishi Lancer Evolution IX after mechanical problems halted fellow Cypriot Nicos Thomas on the final afternoon. Outgoing IRC champion Juho Hänninen restarted on day two under SuperRally regulations following his crash on Friday's opening run. Despite winning a stage he had to settle for 16th overall, one place ahead of leading female driver Burcu Çetinkaya. Mikkelsen's performance earned him the Colin McRae IRC Flat Out Trophy, awarded on each round of the IRC to the driver whose performance best embodies the spirit of the rallying legend who won the Cyprus Rally 10 years ago in 2001.



Neuville stormed to Cyprus Golden Stage Rally glory in his Peugeot 207 Thierry Neuville has won the second Cyprus Golden Stage Rally following a stunning performance over both runs of the spectacular mixed-surface stage. Neuville underlined the pace and competitiveness of his Peugeot 207 Super 2000 by going fastest through the first run of the 19.43-kilometre test by 4.8s before heading the second run by 1.2s despite almost going off the road in his efforts to keep ahead of Juho Hänninen, who finished second, 6.0s adrift of the rising star on aggregate time. The Team Peugeot Belgium-Luxembourg driver's success means he pockets 40,000 Euros in prize money. Hänninen, in a factory ŠKODA

Fabia S2000, collected 28,000 Euros with team-mate Jan Kopecky securing 16,000 Euros for finishing third. Neuville completed the first run with the left-rear tyre off its rim after he clouted a bank, the result of his pacenotes being too optimistic. He was similarly spectacular on the second pass with several sideways moments. Hänninen's car needed a replacement clutch and gearbox in service between the Golden Stage runs when the original clutch failed after the opening pass. He was gracious in defeat at the finish near the seaside town of Polis. Kopecky was third fastest through both runs alongside stand-in co-driver Pavel Dresler. Patrik Sandell finished fourth in his ŠKODA Sweden Fabia after reporting losing a few seconds on the first run by using a soft compound tyre rather than the hard compound option selected by the bulk of his rivals due to the high ambient and ground temperatures. Karl Kruuda took fifth overall in his ME3 Rally Team Fabia. Although the Estonian teenager was frustrated not to have set a faster time on the second run he nevertheless bagged 6,000 Euros after two error-free runs alongside co-driver Martin Jarveoja. Nicos Thomas received 10,000 Euros for winning Category B in his Ralliart Mitsubishi Lancer in sixth overall. The Cypriot plans to spend part of the money paying for a replacement engine after the original broke during the Cyprus Rally when oil filter damage resulted in a complete loss of oil. Petros Panteli was seventh and second in Category B with Paraskevas Paraskeva eighth and third in class. Doros Loucaides was ninth after being slowed by damaged steering on his Peugeot 207 S2000. Italian Marco Cavigioli completed the top 10 in his Lancer following a determined drive.

GEMINI 9 – WALES RALLY GB – REPORT.

Our annual adventure in to Wales with a difference this year, due to the changes, some would say, welcome changes, at last, to Wales Rally GB. No longer, I fear, can it be called the “12 car rally of South Wales”, as one of my esteemed radio colleagues puts it.

The first blow was delivered just prior to the event, when the paperwork arrived. Sign on at Gartheiniog at 3:30 AM. That's right....THREE THIRTY IN THE MORNING!...Holy Mother of God.....are these people nocturnal?.....and 4:30 for Halfway stage.....more about this later.....

So we set out at tea-time Thursday after loading all the essentials in the car. About 2 hours to our accommodation at Carno. Stopped for tea at the “Oceans” chippy in Newtown, where you can park round the back, and sit-in to eat. Highly recommended. Reached our digs, and due to the early start the following day and a get-up time of quarter to 2.....yes that's 01:45.....you heard right.....we paid our bill and turned in immediately.

Got up OK actually, some brekker which our landlord had left out then half an hour or so to Gartheiniog stage, arriving around 3:15 AM. It was dark. Had to avoid all the foxes crossing the country roads, and had to utilise all our old road rally skills (?) to find our access point. We would have probably got a WD on that one. Arrival formalities OK. Off up to Post 4 and another kip before the radio check. Radio check at 06:10, phone went off at 5:55 to wake us. Comms to Control OK but unable to hear Oak mobile on start.

Didn't have yellow flag ready to display to first course car. - this due to an “administrative oversight” in the car. I had looked at the wrong sheet a week prior to the event and did not realise we were a flag marshal. Doh. Mind you – shouldn't the start officials have prompted us, and issued us with the regulation yellow flag and yellow radio tabard?

I do have my own yellow flag but, of course, it was buried in the back of the car, under our bags, food, coats, drinks etc....etc...so I had to dive in and attempt to locate it, so if Pilot Andy gets to read this, please accept my apologies. The other course openers, including the esteemed Mr. Bartos, got the full treatment of me standing in solitude with my little yellow flag.

It came light around 07:20 and we discovered we were on top of the world. I've always thought that there's something magical about the Gartheiniog stage, which goes back, for me, 20 or 30 years. It's why I love rallying the way I do. Just coming light, TOTAL silence, the smell of the pines, then the rasp of a distant rally engine, taking me back to the time when we waited patiently for our heroes to appear – Ari in the Rothmans Escort, Pentti in the Chevette, or our man Pondy in the TR7, getting closer through the morning mist.

Cars due in 10. - They appeared well below us, on the distant track which runs along the valley floor. Just the engine at first popping and banging, then a set of lights disappearing away from us.

5 minutes later car 1 was upon us. Lights ablaze, engine revving for all it's worth, down through that sequential box, absolutely sideways for 25 yards prior to our hairpin right. Slight flick, foot down, stones and muck flying, then he's gone. No fuss, no messing, gone. I've commented before, that when we attend club and national rallies throughout the year, one forgets how blisteringly fast these WRC guys go. And go they do. No probs with the rest of the WRC contingent. Some made a meal of the corner, but all through OK. About 2 hours wait for the Nationals. Quick kip? Nationals arrive, Subarus good (Imprez-ive?) Evos a bit boring, Mk.2 Escorts – bloody tremendous! Proper cars. WRC's due again 2:50-ish. 2:49 – heavens open. They slithered even more around J4 than in the morning. All through except car 110. One of the WRC Academy Fiestas. No drive. Driver also no English.(from Lanzarote?)- I tried to explain that after the 10 remaining cars we would recover him to stage finish. He asked how big the recovery truck was...(?).....to be able to tow 10 cars! I tried again and I think he got it.

He returned to the car, miraculously found the drive he had lost (ever seen those ads about guys losing their drive?...) and then disappeared down the stage, with the sweeper car in close pursuit.

Out of stage by about 5-ish. About half an hour back to new digs. Checked in, cup of tea then scampi+chips in the cafe at Morrisons, Newtown. Back to digs. Sleep calling. Caught “Rallio” on S4C (Ch.4. Wales- didn't understand a word, of course)....then kip. Hmmm...a lie-in tomorrow – only have to be up at 5. My companion, Gemini 14 was on “Facetweet” or something on the Interweb via his phone, and I found it quite amazing that an off, or similar incident on the rally, can easily be viewed almost immediately after it has occurred. Scary. Couldn't get to sleep until my head touched the pillow. Half-ten. What seems like 5 minutes later, the alarm went off. Got up OK. Our hosts left breakfast out for us. On the road about 20 to 6 – at Sweet Lamb for 06:15. *(continued page 27)*



(Continued from page 26) Arrival formalities OK, in we go. As all the best rally drivers say – it was “very very sleepy” in there. Got to post 8, spoke to marshals, same gang as last year. There was another radio car at our post, who seemed a little perturbed as this was “his” post. I just took the view that we were probably “mob-handed” on this small stage, it was not a problem, and I’m sure we could work things out between us. Radio check due 08:10. Quick kip?

We were approached by our Sector Marshal who informed us that Stage Commander wanted us to go to post 6. I enquired if we could do this WD, and he answered that we must go through the stage start again. Drove to start, where an official in a very nice pink tabard (possibly Mr. Upstone....) informed us that it was the other radio car he wanted moving. I suppose I should have mentioned all this to Control, but he was obviously very busy, and we just returned to post 8 and imparted this info to the other radio op. WRC cars on time, preceded by a swarm of helicopters. I’ve gone on about this section of the Sweet Lamb stage before – it has everything and is not a spectator area for nothing. Cars appear far, far away, descending the hillside, then it’s – watersplash – jump – slatey, loose and muddy HP/R – a muddy, shi**y sweeping LH – to another jump – another watersplash through the River Wye – and they’re gone. Another WRC Academy Fiesta stopped with no drive. A few hectic moments at the second watersplash, including an Evo losing a wheel IN THE WATERSPLASH – then it’s all over. We could hear 2 radio controls, Hafren Control, and Myherin. The transmissions from Myherin kept cutting out and I wondered if anyone had mentioned it to Stuart?.....did you know Stuart? Out of stage by about half 4.

Heading for our digs in Llandovery. In previous years we have encountered a horrendous queue and hold-up going in to Rhayader. When we finally got there we discovered the crossroads in the town manned (manned?) by a young female (out of her depth?) police officer, who probably handed in her notice on the Monday morning.

Anyway, this year we took a mountain road to avoid the town. And that’s what it was.....dark (obviously....) slippery, narrow, wet....great for running a night road rally over, but if a vehicle had come the other way we would have been buggered. No-one did, we kept going – not queueing – and we got to Llandovery at quarter to 7.

Checked in. Our host had a right good laugh at our “get-up” time of 10 to 3. Tour of kitchen for breakfast purposes. Dinner at the King’s Head 3 doors down (handy) – kipping by about half 8. Up and breakfast without a prob. Wrong road out of Llandovery which lost us about 15 mins but still got to Epynt on time. I can understand why it’s used for tarmac rallies, as the military roads switch, rise, plunge.....and get very foggy.

Took advice and took it easy for the 9 mile drive to the stage start of Halfway. Brief chat at stage start (not a flag marshal on this one, thank God) then in to Post 13A. Parked in a side track to the right of the stage, well back. Quick kip? As it came light, we ventured out of the car. It was almost up to it’s axles (slight exaggeration) in thick, wet, slimy, claggy mud, and it was almost physically impossible just to stand up. I usually end up on my arse at least once on this event but miraculously avoided it, and we took the executive decision to park the car on the cattle grid, where footing was marginally better, but you still took your life in your hands every time you touched it. No wonder cows and sheep hate ‘em! The familiar voice of Mr. Mostyn in Control. Cars on time. 1st car the Ford of Jarri-Matti Latvala, who seemed to be “weeing” on all the opposition, including Monsieur Loeb...(or was HE taking it easy as he had just won the World Championship?) Next bombshell was via Wales Rally FM who told us that car 1 was involved in a RTA between Halfway and Crychan and was, in fact, out.

What a shame? Cars all through 2nd time. No probs. Nothing to report. Done by about midday.

Set Sat Nav for Home. Arrived home 15:55. For this event, because we need to book accommodation so EARLY in order to actually get it, we found that the route and stage changes for this years event added possibly another 50 or 60 miles to our road mileage,(and, of course increase in fuel use and we all know how cheap that is eh?) and we found ourselves and our digs to be “at the wrong end of things” to our stage entrances.

Maybe we’ll need to consider this for the future. Also, if the likes of Gartheiniog will have a sign on time of 3:30 AM again, maybe accommodation will not be needed, just turn up at the stage. We’ll see.

Looks like the transformed event was more or less a success.

Some of the superstar drivers had a moan, a certain Monsieur Loeb commenting / complaining to the motoring press that he had been “up at 4 AM this morning” Well Mr Loeb, that’s luxury. You wanna give marshalling a try mon ami.

USUAL FACTS & FIGURES:

Total mileage: 490.

Fuel: £72.00

Accommodation:£112.00

Food/drinks/meals: £55

Total cost of attending/marshalling Wales Rally GB 2011: **£239.00**



(The photographs in this report are only a small selection of the set that Keith sent in)

Keith Lamb - Gemini 9

Matlock Motor Clubs Dansport Road Rally on 5th / 6th November 2011. (Formerly AB Motorsport Rally) The event was a qualifying round of the EMMAMC, ANEMMC, ANWCC and Peak Trophy Championships. Map number 119 (C4) and 110 (C4) were required. Total mileage was approximately 125 miles on mixed surface roads, with approximately 10 miles on unsurfaced roads.

A mixed night for Matt Chapman and I. My memory of the forest section of the special test from last year obviously wasn't as good as I thought as we overshot the split. Fortunately, we managed to spin it around before the control and do the loop / PC. It was quite amusing to see Steve Perez and the other marshal literally running for cover when we made our (second) approach to the finish control with the back of the Pug bucking around and threatening to send us off into the scenery.

We settled things down for the next couple of sections, but we both detected the smell of coolant which was then accompanied by the sight of clouds of steam when we stopped at the next give-way. Turned out we had (another) split hose which, despite being easily reparable, cost us approx 20 mins by the time we'd repaired, topped up and bled the system (including obtaining water from a local pub still open well after hours...) The next couple of sections we were a bit slower as we were making sure the temp stayed down after our hasty bleeding.

Then we settled into our stride and hopefully set some reasonable times with minimum drama and a few fun bits including a rather rapid airborne approach to a 90R on one of the whites. I think Liam Pearson probably knows a little bit more now about how the underside of 106 looks as he was copping a tail at that point. Matt was probably driving the smoothest I've seen him on an event, but still as rapid as ever so a good ride for me.

Unfortunately things took a turn for the worse when we ran out of electricity. It looks like the alternator probably wasn't pumping out as much as it should as the lights got dimmer and eventually completely discharged the battery leaving us stranded after the engine cut at a giveaway. This cost us another 15 mins before we eventually managed a bump start. We completed the rest of the route with me navigating by head torch rather than potty light and quite dim lights and hence limited visibility. Overall, I thought the event was much better than the AB last year - it all seemed to flow much more smoothly for me which was good so big thanks to the organisers.

The marshals were all spot on and totally efficient as well so big thanks to all of them in attendance.

My only concern was the complete ignorance of some crews to the give way junctions which were given in the plot. We were parked up looking at the alternator at an SGW junction, some crews stopped, most made a 95% effort to stop, but some blatantly ignored the requirement completely.

Commiserations to Chapman Snr and Rich Mc on their retirements - I hope it's all easily and inexpensively reparable.

(Ben Greenfield)

My chemistry teacher asked me today: 'what is the most important thing you have learnt in all your time doing you chemistry A level?' I said: 'Never, ever, lick the spoon.'

I'm addicted to laxatives. They keep me going.

I spent this afternoon participating in a bit of drag racing. I was quite surprised how fast I could run in heels and a dress....

I just informed my friend that I have been poking his wife just about every day for months.

He said " Don't worry about it, everyone does that on Facebook".

Evidently " What's Facebook ? " wasn't the answer he was expecting.

I took my wife to a restaurant. The waiter, for some reason, took my order first. "I'll have the rump steak, rare, please." He said, "Aren't you worried about the mad cow?" I Said "Nah, she can order for herself."

My mate's missus left him last Thursday:

She said she was going for a pint of milk but never came back. I asked him how he was coping and he said, 'Not bad, I've been using that powdered stuff'.

TWINGO R1

UK TROPHY



Twingo Renaultsport Trophy UK

Successful gravel test for Twingo R1.

The Twingo Renaultsport R1 Trophy UK rally car completed a successful test at the Sweetlamb Rally Complex. The Monster Sport Europe-prepared car was driven by Geoff Jones. Fresh

from testing a Mini WRC car ahead of Rally GB, the respected driver and engineer was impressed with the entry-level 1600cc one-make series car. "It's a good overall package and is fast enough to get really good speed. We have improved the suspension today and the handling is very neutral." concluding, "It's a perfect one make series car that has to be driven in a

certain way to get the best out of it. I'd rally it." The Twingo Renaultsport R1 Trophy UK gravel test took place at Sweetlamb MSE engineer Yasuhiro Ishii was very pleased with the results of the test. "Despite the R1 regulations being very restrictive, we have made improvements and importantly completed over 100 kilometres of testing on a gravel surface with no damage or component failure." The test session took place on a two kilometre loop and included a big jump, rutted sections, several water hazards and plenty of contours. The test concluded by simulating a 25 kilometre stage, representing the longest gravel stage currently held in the British Rally Championship. Renaultsport Trophy Manager Simon Moss concluded, "Everyone at the test this week was delighted with the car, we intend to do more endurance testing, but the performance of the R1 Twingo bodes well for the new championship." The Twingo Renaultsport R1 Trophy UK and separate R2 series provides competitors with a chance to win a prize drive in 2013 Rally Monte Carlo as well as an on-event prize fund.





MSA magazine shortlisted for APA Launch of the Year

MSA, the quarterly magazine of the Motor Sports Association, has been shortlisted for the prestigious Association of Publishing Agencies (APA) Launch of the Year award. Produced by 2009 PPA Independent Publishing Company of the Year, Think Publishing, and edited by former *Auto-sport* deputy editor Gemma Briggs, the first issue of MSA was delivered to 44,000 MSA registered competitors, volunteers and clubs in March. The magazine contains news, views, regulations and judicial decisions emanating from the governing body, alongside features – written by some of the leading names in motor sport journalism – on the people, cars, places and events of UK motor sport. The winner of Launch of the Year will be announced at the APA International Content Marketing Awards in London on 23 November.



Rally of Scotland proves a success once again...

Skoda UK's Andreas Mikkelsen and co-driver Ola Fløene emerged victorious from a record entry on the third RACMSA Rally of Scotland, following three days of action in the forests of Perthshire and Stirlingshire. Organised by the MSA's commercial subsidiary, International Motor Sports (IMS), the event started and finished at two of the nation's most historic venues, Stirling Castle and Scone Palace, and for the first time featured competitive sections in the dark. "Scotland is always a real test, especially with the conditions we had this year with the water and the night stages," said Mikkelsen, who went on to seal the IRC title with another win in Cyprus. "It has every aspect of rally driving and is tricky but very enjoyable. That is what rallying is supposed to be." Meanwhile Clerk of the Course Iain Campbell praised the volunteers and organisers who helped make the event such a success. "The teams have all come back and said of the three events to date this is the one they have enjoyed the most," said Campbell. "A great big 'thank you' to all concerned, especially to all those who've been there for all three years and put in so much hard graft."

Graham is "U18" World Champion as Barnicoat narrowly misses Trophy title

Matthew Graham has succeeded Jake Dennis as the CIK-FIA "U18" World Karting Champion, giving the UK back-to-back titles. Graham took third place in the final at Sarno in Italy while his Finnish title rival, Pyry Ovaska, struggled to 20th. "I was not certain I had won but when I saw my family hanging over the grandstand railing and waving and cheering, I knew I must be the champion," said Graham. Meanwhile Barnicoat finished second overall in the CIK-FIA Karting Academy Trophy after becoming the innocent victim of heavy contact in the second final, which allowed Monegasque Charles Leclerc to take the title. "I feel very disappointed because I definitely do believe I could have made a very serious challenge for this title," said Barnicoat,



RBF and Project Mobility named Wales Rally GB official charities The Richard Burns Foundation and Project Mobility have been selected as the official charitable organisations of Wales Rally GB. The RBF, which was created following the death of 2001 FIA World Rally Champion Richard Burns, aims to help the Brain & Spine Foundation create a nationwide network of brain centres to address a shortfall in neurological provision in the UK. The charity will be fundraising throughout the rally and will host a charity auction inside Cardiff Castle at Rallyfest on Saturday 12 November. It has also launched a campaign called Paint it Orange, which encourages fans to buy t-shirts commemorating the 10th anniversary of Burns' WRC title; all proceeds will go towards funding the first hospital-based brain centre. More details can be found at w.richardburnsfoundation.com Project Mobility, meanwhile, is a not-for-profit organisation empowering the disabled to compete with the able bodied in motor sport. The Project Mobility team will contest the Wales Rally GB National in preparation for the 2014 Dakar Rally. More on Project Mobility can be found in the forthcoming winter edition of MSA magazine.



Doran wins Rallycross Grand Prix

Liam Doran overcame engine, gear-box and steering problems to win the first MSA British Rallycross Grand Prix for seven years at Croft. "I was determined to win this one – I needed it – but it was another tough weekend," said 24-year-old Doran. "I was late to the Grand Prix grid because the steering was broken and the engineers couldn't get it fixed. When it was OK to drive, the front wheels were out of line and the steering wheel was half-a-turn out of place but I just had to go. There was no way I going to give up without a fight." The MSA British Rallycross Grand Prix ran at Brands Hatch between 1982 and 1994 before moving to Lydden and Croft, where it last ran in 2004.

Hilton, Scott Andrews and Purves head to Scotland. MSA Chief Executive Colin Hilton, Motor Sports Council chairman Tony Scott Andrews and MSA Board member Tom Purves joined a meeting of the Scottish Association of Car Clubs (SACC) last month. Formed by a merger of the East of Scotland Association of Car Clubs and the Association of West of Scotland Motor Sport Clubs, the SACC is chaired by Roger Reed and gives motor clubs a single, unified voice north of the border.

MIA school to run at Lola and RML The Motorsport Industry Association (MIA) has announced that its Race Engineering School will take place at Lola and RML on 26/27 November and 3/4 December. The school is open to all race engineers, their employers, and engineering undergraduates and graduates and will be led by Dan Walmsley of Strakka Racing and Jay Davenport of MW Arden GP3. "Both Lola and RML operate successfully at the highest level of motor sport," said MIA CEO Chris Aylett. "Students will meet personnel and get to see these organisations face-to-face an additional bonus to the courses."

MSA meets new Shadow Sports Minister

MSA Chief Executive Colin Hilton and Director of Development and Communications Ben Taylor met with Labour's new Shadow Sports Minister, Clive Efford MP, at Westminster last month.

"The MSA is working within Westminster on a range of national issues such as the campaign for closed road motor sport and access to the public forest estate," said Hilton. "It is therefore important to meet with the new Shadow Sports Minister and brief him on the sport. He was very receptive to our messages and we hope to get him out on an event before long."



Tate appointed Managing Director of Donington Park

Motor sport industry veteran Christopher Tate has been appointed Managing Director of Donington Park Racing and will join the company's Board of Directors. Tate's career has included senior positions at Lola Cars International, Elan Panoz, Rockingham Motor Speedway and Masters Historic Racing. "I am truly delighted to have been entrusted with this challenging new task and wonderful heritage," said Tate. "Donington is about a driving passion, in every sense. I hope that every customer, from the top world professional series, to the club racer, the track day enthusiast, and every spectator will see and enjoy the steady programme of improvements we have planned."



HRDC to celebrate MGB at Castle Combe

The Historic Racing Drivers Club will celebrate 50 years of the MGB as a competition car with a package of races at Castle Combe next April, having been approached by the 'godfather' of MGB racing in the UK, Barry Sidery-Smith.

The club will host a collection of 30-minute, single-driver races for FIA-Appendix K-type historic MGB cars, with an invitation class for historically interesting MGB-derived race cars, such as the WSM MGB and the Jacques Coune-built MGB Berlinette.

"I was thrilled to be asked to help stage these events by Barry," said HRDC founder and race director, Julius Thurgood. "Helping Barry to properly celebrate 50 years of the MGB in racing is a fabulous way to say 'thank you' to a man whose generosity of spirit has helped so many enjoy this great sport."

MSA Training Instructors at ASI

Following on from last year's successful session at Autosport International, there will be another briefing by MSA Licensed Training Instructors at the 2012



Entries for the 2012 British Schools Karting Championship (BSKC) are now open.

Run in partnership with the MSA, the nationwide BSKC is an arrive-and-drive, team based karting championship for school and college students aged 13 to 18. Entry costs £135 (inc. VAT) per three-driver team, with all karts, suits, helmets and other equipment provided. Paul Durber, Head of Maths at Carter Community College, oversaw his school's entry last year. "The BSKC had a massive effect on their self-confidence," he said. "Without exception, they grew as individuals and became more willing to push themselves in directions they had never previously had the confidence to attempt." The deadline for entries is 23 December; places are limited and are offered on a first come first-served basis. Details and entry forms are available at www.bskc.co.uk



Hill and Murray join Future Car Challenge field

Former F1 world champion Damon Hill and renowned automotive designer Gordon Murray (pictured) were among those taking part in the Royal Automobile Club's Future Car Challenge, a competitive Brighton-to-London run for environmentally friendly cars on 5 November. "Big improvements in fuel economy can be made with technologies that are readily available right now," said Hill. "There is so much more that can be achieved even with the internal combustion engine. Cars which are much more fuel efficient and environmentally friendly should be available to everyone." The event also drew support from London Mayor Boris Johnson, who said: "The RAC Future Car Challenge shows off a fantastic range of greener transport choices. I want London to be leaders in the take up of vehicles fuelled by low polluting technologies. This is why we are working hard to make London the electric vehicle capital of Europe to improve our air quality, reduce traffic noise and contribute significantly to cutting carbon emissions."

Williams and Prodrive welcome Team UK

Members of the Team UK national squad enjoyed exclusive visits last month to Williams F1 and Prodrive, which runs Aston Martin Racing and the MINI WRC Team. The drivers began at Williams

by meeting Chairman Adam Parr for a question and answer session. Parr advised that any personal attributes are multiplied ten-fold at the top level, and that young drivers should spend time every day working to improve their

weaknesses, rather than just focusing on their strengths. Jonathan Williams then showed the drivers around the factory and the Grand Prix Collection, and there was also a unique opportunity to watch Williams driver Pastor Maldonado preparing for the Indian Grand Prix in the team's simulator. A few days later Team UK reconvened at Prodrive, where they spent time with chairman David Richards, technical director David Lapworth, Aston Martin

Racing principal George Howard-Chappell, and Kris Meeke's engineer Teena Gade. "I knew F1 was high-tech but I didn't realise quite how advanced it was until visiting Williams," said 22-year-old Elfyn Evans, who finished second in this year's Dulux Trade MSA British Rally Championship. "It was then a privilege to go to Prodrive and to chat with key people in the sport like

David Richards and David Lapworth. It became clear to me that top teams don't just want an outstanding driver, they want an outstanding package, which encompasses all of the areas we've been studying on Team UK."



MSA announces 2012 Club Officials seminars

The 2012 Club Officials seminars will be reserved primarily for unlicensed Club and Event Officials such as Club Stewards, Secretaries of the Meeting, Unlicensed Clerks and Stage Commanders. The seminars will take place at 10 mainland locations and a further three on Jersey, Guernsey and the Isle of Man. Workshop groups will cater for Rally, Speed, Club Sport and Fixed Venue interests and will include role- and discipline-related topics. Clubs may each nominate up to five Officials, who should be from as wide a profile as is considered appropriate. Newcomers are especially welcome, including any prospective new Rally Clerks. The content will typically focus on event preparation, operation and safety, as well as conflict resolution and rule changes.

All MSA-registered clubs and Associations should receive invitations by 1 December 2011. If invitations have not been received by this time, please contact Allan Dean-Lewis (allan.dean-lewis@msauk.org) or Alan Page (alan.page@msauk.org) at the MSA.

Training matters

The MSA Training Working Group (TWG) has been considering training priorities for the coming year and beyond. Working in conjunction with the MSA Marshals Working Group, the TWG has created a plan – linked to the grading schemes that will be presented to trainers at Autosport International – to produce or update all training materials.

MSA runs second Train the Trainer course

The MSA hosted the third Train the Trainers course in Birmingham last month. The course was run to extend the existing pool of trainers who can be called upon for a range of projects either in the UK or abroad in the MSA's capacity as a Regional Training

Provider for the FIA Institute for Motor Sport Safety and Sustainability.

Daytona to host Dan Wheldon memorial event



Dan Wheldon will be honoured in a special memorial kart endurance event on Monday 5 December at Daytona Milton Keynes. Jenson Button, Dario Franchitti and Anthony Davidson will be among drivers from the world of motor sport to remember their close friend and colleague. Event organiser Johnny Mowlem hopes that between 25 and 30 teams of four people, each including a professional driver and three members of the public, will take part in the two hour endurance race aboard DMAX 125cc two-stroke water-cooled karts. Public places, costing £175, can be booked by calling 0845 644 5503 or e-mail dwmkr@daytona.co.uk. All funds raised will be given to the

Wheldon family's nominated charity, the Alzheimer's Society.

Richardson through to VW shootout after MSA nomination For the second successive year

MSA Academy graduate and Ginetta racer Louise Richardson has been picked to take part in a selection event for a drive in the VW Scirocco R-Cup, having been put forward by the MSA. The initiative is a collaborative effort by the FIA Women and Motorsport Commission and Volkswagen Motorsport. Richardson, who studied on the MSA's Advanced Apprenticeship in Sporting Excellence (AASE) programme, will join 10 other female drivers – including fellow Briton Sarah Moore who is enrolled on this year's AASE intake – at Oschersleben in Germany tomorrow (10 November). "It feels great to be going back to Germany again," said 18-year-old Richardson, who set the fastest time in last year's inaugural shootout but missed out on the prize drive. "It's been a tough year for us and to be given this opportunity by the MSA has given me a big boost. The list of drivers going forward is different to last year's so I have no idea how it's going to turn out, but hopefully with the experience from last year I'll be able to go one better than runner-up!"



Sims wins Henry Surtees Memorial Trophy

MSA Academy drivers shone during last month's Henry Surtees Memorial Trophy charity karting event, which was won by Team UK graduate Alexander Sims. Also representing MSA Academy were Advanced Apprenticeship in Sporting Excellence students Josh Webster and James Peace, and Team UK racers Harry Tincknell and Oli Webb, who won the B Final.

"Henry was my team-mate in Formula Renault, so we worked together closely," said Sims. "When I heard John was organising this event I was very keen to do it. It really lived up to what he promised; it was a fun day with some awesome prizes, as well a great way to remember Henry and raise money for the Henry Surtees Foundation."

The event raised almost £19,000 for the Henry Surtees Foundation, a brain and physical injury charity that was set up following the death of promising young racer Henry Surtees in 2009. For more information, visit www.henrysurteesfoundation.com



MSA technical staff Talk motor sport with Yorkshire students

MSA Technical Department staff teamed up with Trackrod Rally Yorkshire scrutineers to give talks and demonstrations on scrutineering to first year Motor Sport Technology students at Yorkshire Coast College.

The rally used the college in Scarborough as its headquarters, with scrutineering taking place in the workshop. Technical Executive John Ryan and Technical Administrator Michael Duncan talked students through the structure of the sport and risk management through regulation.

Scrutineers Mark Casey and Paul Hower (pictured) then presented a practical demonstration of scrutineering. The students were all licensed as trainee scrutineers, and assisted the team during the rally.

Technical/Regulations

Stage Rally

Competition Car Log Books

The MSA Technical Department has received a number of enquiries as to which Stage Rally Cars require re-log booking for 2012. This is covered by regulations (R)47.1.1 and (R)47.1.2 in the Blue Book. (R)47.1.2 confirms that cars previously issued with a CCLB under (H)267 (Category 3) of the 2008 regulations must have been inspected and issued with a new CCLB before 2012; these vehicles are only those which have previously been issued with a Category 3 Stage Rally Vehicle Identity Form.

(R)47.1.1 confirms that for all other vehicles issued with a CCLB under (H)265 or (H)266 of the 2008 regulations the CCLB remains valid until such time as the vehicle requires full reinspection following a rebuild.

Please note that there are a number of vehicles that have previously been logbooked under (H)265 and (H)266 of the 2008 regulations that would not comply with the 2012 regulations; this includes some rear-wheel-drive and fourwheel-drive conversions and vehicles with engines larger than the current specific capacity limits. CCLBs for these vehicles remain valid until they require re-inspection following a full rebuild or the existing CCLB is lost, but at such a time they will be required to comply with the current regulations, which may mean Category 2 approval (R)46.3 for vehicles with chassis modifications, or the fitting of a compliant engine.

Lynn wraps up FRenault title and commits to F3

Alex Lynn sealed the Formula Renault UK title with a record 12th win of the season at Silverstone. Lynn needed just a single point to be crowned champion but delivered a lights-to flag performance in race one, setting the fastest lap for good measure. "It's a great feeling to win the championship," said 18-year-old Lynn. "I don't know what it is about Silverstone, but I seem to have a great record here – it's my third win here of the season." Lynn later confirmed that he will contest next year's Cooper Tires British Formula 3 International Series. "It's a tall order to fight for the championship but I'll be pushing for wins so let's see what happens," he said

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Unit 6

Clifton Business Park
Preston New Road (A584)
Clifton, Preston
Lancashire, PR4 0XQ
Tel: 01772 633777
Fax: 01772 633792



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Pirelli Star Driver scheme for 2012 British Rally Championship

Burton on Trent, 19 August 2011 – Italian tyre firm Pirelli is to continue the Star Driver scheme in the British Rally Championship for the fifth consecutive year in 2012, by introducing a new car into the series.

Next year's Pirelli Star Driver will compete in a Skoda Fabia R2, run by British team **TEG Sport** – which has fielded the Star Driver entry for the last three seasons. Pirelli has chosen an R2-specification machine to help drivers make the transition from the BRC to the FIA WRC Academy, a support category to the World Rally Championship, which uses the company's tyres as standard. The Pirelli Star Driver Scheme gives one up-and-coming young driver the chance to have a fully-funded season in the British championship, following a shoot-out and selection process by a panel of experts.

Some of the brightest talents in the British Isles have emerged through the ground-breaking scheme, such as two-time British champion Keith Cronin and rising talent Elfyn Evans – who is currently second in the British championship standings.

Up to now, the Pirelli Star Driver programme has always used Group N production models, but next year the car will be a brand new Skoda Fabia R2, built to the latest specifications laid down by the FIA: world motorsport's governing body. The new front-wheel drive car provides a perfect entry level to international competition, putting out nearly 180 horsepower from a 1.6-litre engine, helped by a five-speed sequential gearbox and bespoke suspension. The new Skoda was developed by the factory in the Czech Republic for two years, before being released for sale in March.

Carl Naylor, Pirelli Tyre UK's motorsport manager, commented: "We're delighted to be continuing the Pirelli Star Driver scheme next year, which has helped so many young drivers find a foothold in the sport in the past, and very excited about introducing a new type of car to the British championship. The way that the structure of international rallying is evolving, with young drivers increasingly learning their trade in two-wheel drive cars – such as the Pirelli-backed WRC Academy on the World Rally Championship – led us to pick the new Skoda Fabia R2 as the perfect car for our 2012 Pirelli Star Driver. Once more, we're delighted to be working with the **TEG Sport** team again in 2012, which has consistently demonstrated the high standards of professionalism needed to succeed at this level."

TEG Sport team principal Stuart Newby added: "We're very excited to be working with Pirelli for a fourth year. Without doubt the Skoda is one of the best cars out there and it was clear from our visit to the factory in the Czech Republic that the engineering is at a very high level. It was important to choose an R2 car to keep the BRC in line with the WRC Academy because we're seeing more and more Academy drivers doing selected BRC events."

The selection process for the next Pirelli Star Driver will take place in November this year, with the winner embarking on a full British Rally Championship programme throughout the 2012 season, which is expected to take in seven events. The winner will use Pirelli's Scorpion rally tyres on gravel and P Zero rally tyres on asphalt, with the Italian firm having been the exclusive supplier to the British Rally Championship since 2006.

List of Pirelli Star Driver nominations in 2011:

Rally Yorkshire: Peter Taylor
Todds Leap Rally NI: Tommy Doyle
Jim Clark Rally: Marty McCormack
Pirelli Rally: Jukka Korhonen
Bulldog Rally North Wales:
Mark Donnelly
Rallye Sunseeker: Siim Plangi
Gravel 4WD nomination:
David Bogie
Asphalt 4WD nomination:
Jonny Greer

TEG SPORT



PIRELLI

Pirelli Star Shootout

JUKKA KORHONEN

2012 PIRELLI UK STAR DRIVER

Up-and-coming Finnish rally driver Jukka Korhonen has been elected by a distinguished panel of judges as the Pirelli UK Star Driver for 2012. Korhonen, the first driver not from Great Britain to win the award in its four-year history, will receive a fully-funded drive on next year's British Rally Championship in a Skoda Fabia R2 run by TEG Sport. The car will run in a unique Pirelli Star Driver livery, highlighting the exceptional opportunity that Pirelli continues to give young rallying talent in Britain. The 27-year-old Finn won the drive following a two-day selection process held earlier in the week, during which six drivers went head-to-head for the coveted prize. They were assessed by a team of judges that comprised Pirelli senior tyre engineer Matteo Braga, former British Rally Champions Gwyndaf Evans and Jim McRae, and World Rally Championship co-driver Chris Patterson. The tests included interview technique and pace-note preparation, as well as a driving assessment over a specially-created stage at Rowrah circuit in Cumbria with the Skoda Fabia R2, together with other practical exams such as a timed wheel change. Korhonen, co-driven by his compatriot Marko Salminen, was announced as the winner at the British Rally Championship Awards in Manchester tonight, having impressed the judges in every area. The Finn won the Fiesta Trophy in Finland this year, taking five dominant victories, and also impressed with a stellar performance on the Pirelli International Rally in April, where he won the R2 class and finished sixth overall. The other finalists for this year's Pirelli Star Driver nomination were Tommy Doyle, Desi Henry, Osian Pryce, Siim Plangi and Peter Taylor – all of whom performed brilliantly during the selection process. Pirelli's motorsport director Paul Hembery commented: "First and foremost, I'd like to say that all the drivers can feel proud of themselves for having got to the final selection. But we can only pick one winner, and all the judges thought that Jukka would make an excellent ambassador for Pirelli on the British Rally Championship as part of the prestigious Star Driver scheme, with the right performance and mental strength to really make a difference."

Korhonen added: "I'm very grateful to Pirelli for this fantastic opportunity – and I fully intend to make the most of it. I really enjoyed my first taste of the Skoda Fabia R2 during the shoot-out and I think that we can fight for overall wins with this car. Coming to compete in Britain with Pirelli is one of my dreams, and I am so happy to have achieved it."

Korhonen follows in the footsteps of Darren Gass (2008), Adam Gould (2009), Keith Cronin (2010) and Elfyn Evans (2011): all of whom are previous winners of the Pirelli Star Driver prize. Next year's British Rally Championship takes in six rounds on gravel and asphalt.

It was a pleasure to Marshal on the Pirelli Shoot Out held at Rowrah Go Karting circuit on the outskirts of Whitehaven.

We had the usual set off at the ungodly hour of 5am to get to Rowrah for 7-00am.

Once the marshalling positions were allocated it was off to the Hospitality Cafe for Breakfast (provided by Pirelli) before the first contenders had their runs.

Gwyndaff Evans (one of the Judges warmed up the Skoda with a few laps and then it was down to business. The contenders had been warned that 'cones' were to be counted as Trees and 'straw bales' were to be treated as walls. A lot of 'walls and trees' were damaged by the contenders and each 'hit' counted against them! We broke for lunch (again provided by Pirelli) then more of the same in the afternoon. Gwyndaff then had another play in the Skoda R2

A very pleasant days marshalling.

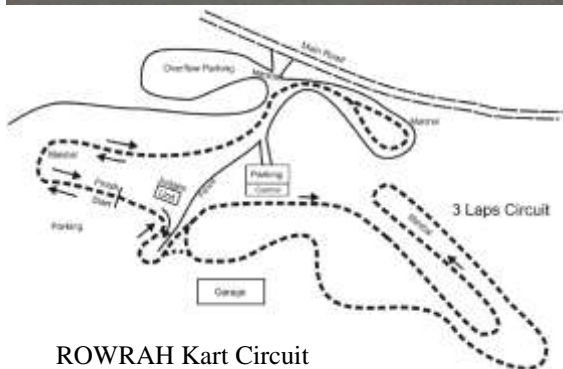
A big thank you to Pirelli who looked after us poor and usually ignored marshals really well !!!!!



The 'Pirelli Star Driver' Candidates & Judges



Pirelli / TEGSport Skoda R2



ROWRAH Kart Circuit



The Gemini Marshalling Crew

OUT & ABOUT With Gemini

Wales Rally GB 2011 for Conway & Central Wales Stages -

To A, B & C System Radio Crews -

cc Regional Organisers & Stage Commanders:

I would just like to thank you very much for ALL the efforts you put in on this years event, I hope you all enjoyed the event as much as we did. it was a pleasure to have worked with you all again.

So far this year I have received some feed back, if anyone has any comments please let me know - other than that, may I once again invite you all back to next years event, we may have some new stages to offer you, but who knows.

Below is some useful information sent to me by Bernard Lee the Event Communications Co-ordinator which I'm sure will be of interest to you.

As far as the competitive side was concerned, again I think this was well received in all quarters. The population in the northern part of Wales seemed delighted that at last the Rally of Wales had reached them. The competitors were generally happy although I think they could have lived without the road section from Builth to Cardiff on two separate nights, especially the Russian co-driver who drove it whilst his driver slept and on the Saturday missed the fact that the route changed slightly and despite the best efforts of the marshals to point him in the right direction, missed a passage control which led to his exclusion. Jari Matti is a popular winner and Ford must be delighted with a full house on the podium. How a Spaniard could get where he did on a guest pass is beyond me, nevertheless it is a public road and Mr. Loeb was just unlucky that the Spaniard pulled to what would have been the correct side had he been in Spain. Still he and Citroen got to celebrate his eighth world championship.

Many people have commented on the long road sections and I think it needs to be borne in mind that the top team on the organising committee (by which I mean those considerably higher than me) have to keep a lot of different vested interests happy. The money that is received from Cardiff City Council is very important in the overall rally budget and they need to see some return for this money, hence the long trips to Cardiff. Equally the teams insist on a host town that has 5-star hotels.

Next year's event is from the 13th to 16th September. There is an announcement on BBC Wales website that £1.4 million sponsorship by the Welsh Assembly has been agreed (although if you read it, £200K has strings attached). I never get to know anything about the budget side of the event but I suspect this is quite a reduction on what they gave this year. <http://www.bbc.co.uk/news/uk-wales-mid-wales-15706314>

I have no idea what format the event might take next year, not least because Builth Wells is not available as a service area on those dates. No doubt there will be a lot of pressure from the Welsh Assembly to spread the event as this year, but without a service area and with a large budget reduction, I do not envy Andrew Kellitt's route planning job, particularly since the event is two months earlier next year. Once again, many thanks for all your hard work.

Bernard Lee.

Gemini

Communications Team

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Any Marshals, Radio Crews wishing to help on events would be most welcome. Novices given training in the use of Radio and reporting + free hire of equipment (to start)

Bill Wilmer 07973-830705

The 'Glyn Memorial Trophy Stages'

Saturday 05th & Sunday 06th November 2011

Anglesey Bakes in the Sun

A Big Thank You to everyone who made the effort in helping out with safety cover on this two day event which had an extra real treat with two full days of beautiful sunshine, and everyone walking around in short sleeves' was a final bonus along with some wonderful stages designed by Dylan Humphries of C and A motor club. Two days of good exciting driving also entertained not only the crowds of spectators but also the radio and marshals crews alike.

44 cars took part in the main Glyn Memorial Trophy along with 19 Juniors, with additional cars competing in the Anglesey stage rally on the Sunday. An extra added excitement came overnight with our two royals William and Kate having a magnificent Fire Work display on the Island. The following morning we were greeted by the first real frost of the year with everyone scraping their windows after breakfast.

The event was finally won by Stuart Deeley of Warrington DMC and co-driver Alastair Dodd of F1000 MC with an unofficial 2.34 minute lead from Paul Evans and Lol Powell of Wallasey MC, in third was James Ford and Neil Colman only 1.30 minute behind and then a 01 second gap behind was Keith Dowthwaite & Tony King..

Just finally like to thank my two radio controllers both Chris Woodcock on Saturday and Ian Winterburn on the Sunday - all in all an excellent Weekends sport.

Had an e-mail from Peter who has been in Hospital since the Cambrian Rally after he called for help following chest pains etc.

"I now have my laptop at hospital and thought I would update you

*The operation is scheduled for the 10th Nov
Please pass my thanks on to all who have inquired
and especially to the paramedic Peter from Stoke
Hope to send more later and see every one early in
2012*

Peter G 48"

I also have sent him all your best wishes for a speedy recovery.
Bill;

Last but not least may I wish you all a Good Christmas and a Very Prosperous New Year with lots of good Motorsport thrown in. Regards and thank you once more Sincerely Yours **Bill Wilmer**
Event Radio Controller & Staffing Officer for Conway & Central Wales

Gemini Radio Championship 2011 - 29 rounds, 2 events to go

THE GOLDEN MICROPHONE TROPHY - Plus Cash Award.

Now that we are almost at the close of another successful year of providing Motor Sport with Safety Radio Communications and a few Bike Rides as well. In fact there where just 4 non motorsport events we attended this year - our championship with two rounds to go has had over 262 Gemini Crews attending on the 27 events we have run communications on so far. This is up on last years turn-outs with an average of over 9 crews attending on all 27 events. The bike events are still popular with the crews and this year I paid out to marshals over £30,000 for the events we covered, which other local championship can offer incentives like this !!

So who will win the magnificent GOLDEN MICROPHONE TROPHY along with a Cheque for £100 this year -

The winner is Gemini 13, Stuart Dickenson who is now so far ahead he can't be caught. This will be Stuart's forth win of the Trophy in the years we have been running the championship. Stuart who lives in Yorkshire is a worthy winner and just shows the extra distance he travels to our events has not put him off, come on you Lancashire folk, give him a run for his money!.

The Presentation Venue - Several folk have asked me to return to our local get-together round Christmas, although we where pleased to have been included along with the SD34 motorsprot groups presentation which ran in Blackburn, this year we intend to return to the Dressers Arms near Chorley which we have used many times in the past, with it's large array of cask beers and good food, on the A674 between the M65 jun 3 and the M61 at Chorley. The date which most folk have indicated to be good is the 27th December being the Tuesday after Christmas. Anyone can join us, guests welcome, we normally meet at 3pm, Team members can enjoy free drinks on me, I do need numbers so please advise before the day, although an extra one or two on the day will not go amiss.

GEMINI RADIO OPERATORS CHAMPIONSHIP LIST 2011 - RESULTS

| Name | Call num | pts | Name | Call num | pts |
|------------------|-----------|-----|--------------------|-------------|-----|
| BILL WILMER | GEMINI 01 | 22 | IAN SMITH | GEMINI 40 | 3 |
| G. COOKSON | GEMINI 02 | 8 | HEIDI WOODCOCK | GEMINI 41 | 5 |
| L. FRAGLE | GEMINI 03 | 7 | ROGER WHITTAKER | GEMINI 42 | 3 |
| I. WINTERBURN | GEMINI 04 | 8 | TONY TURNER | GEMINI 43 | 1 |
| S. COOMBES | GEMINI 05 | 0 | D & J LORD | GEMINI 44 | 4 |
| D. CROSBY | GEMINI 06 | 11 | ROBERT BROWN | GEMINI 45 | 0 |
| T & A LEE | GEMINI 07 | 7 | RAY KAVANGH | GEMINI 46 | 0 |
| S. WILMER | GEMINI 08 | 0 | J. HART | GEMINI 47 | 0 |
| K. LAMB | GEMINI 09 | 6 | PETER LANGTREE | GEMINI 48 | 8 |
| B. KENNEDY | GEMINI 10 | 0 | JIM TATE | GEMINI 49 | 2 |
| M. WILKINSON | GEMINI 11 | 8 | ANDY DODD | GEMINI 50 | 4 |
| C. JARVIS | GEMINI 12 | 6 | GERRY MORRIS | GEMINI 51 | 0 |
| S. DICKENSON | GEMINI 13 | 17 | STEVE GREGG | GEMINI 52 | 0 |
| A. LLOYD | GEMINI 14 | 6 | TONY JOHNSTON | GEMINI TJ | 11 |
| T. CRUTTENDEN | GEMINI 15 | 7 | A. SWINDLEHURST | GEMINI ALAN | 0 |
| BILL SPARE 16 | GEMINI 16 | 0 | TOM & VICKY MERCER | GEMINI 53 | 5 |
| GARETH WILLIAMS | GEMINI 17 | 2 | P. SHUTTLEWORTH | GEMINI 54 | 0 |
| E & G FISHER | GEMINI 18 | 11 | MATT BROADBENT | GEMINI 55 | 1 |
| J. WILLIAMS | GEMINI 19 | 2 | TONY JONES | GEMINI 56 | 13 |
| P. DONNELLAN | GEMINI 20 | 6 | JAMES ATKINS | GEMINI 57 | 0 |
| D. BEDSON | GEMINI 21 | 8 | TIM FOSTER | GEMINI 99 | 0 |
| R. JONES | GEMINI 22 | 0 | | | |
| I. DAVIES | GEMINI 23 | 11 | | | |
| P. HENRY | GEMINI 24 | 6 | | | |
| C. WOODCOCK | GEMINI 25 | 14 | | | |
| MARK DICKENSON | GEMINI 26 | 2 | | | |
| R. SCHOFIELD | GEMINI 27 | 0 | | | |
| ANDREW TAYLOR | GEMINI 28 | 3 | | | |
| B. READ | GEMINI 29 | 0 | | | |
| IAN ACKROYD | GEMINI 30 | 0 | | | |
| DUNCAN STOCK | GEMINI 31 | 5 | | | |
| BRYAN FLINT | GEMINI 32 | 1 | | | |
| JOHN ELLIS | GEMINI 33 | 7 | | | |
| S.S. MOTOR CLUB | GEMINI 34 | 0 | | | |
| CHARLIE WOODWARD | GEMINI 35 | 0 | | | |
| JIM STOTT | GEMINI 36 | 0 | | | |
| DAVE CHAPPELL | GEMINI 37 | 4 | | | |
| DAVID GRADY | GEMINI 38 | 3 | | | |
| ALAN SHAW | GEMINI 39 | 4 | | | |

- Previous Winners Role!

2012 - this could be you !!

2011 - Stuart Dickenson

2010 - Eve Fisher and Graham Bray

2009 - Paul Henry

2008 - Chris Jarvis & Lee Skilling

2007 - Tony & Dan Turner

2006 - Tony & Dan Turner

2005 - Chris Jarvis & Stuart Dickenson

2004 - Dave Crosby

2003 - Stuart Dickenson

2002 - Keith Lamb & Adrian Lloyd

2001 - Tony & Avril Lee

2000 - Ian Davies

1999 - Keith Lamb

1998 - I can't remember, can you ?

Thank you to all who kindly support the team on our events which are still on going at this time.

Draft SD34 MSG Calendar 2012

| Date | Type | League | Club | Title | Venue - Notes |
|-----------|-------------|--------|-----------------------|--------------------------------|---------------------------------|
| 22-Jan | Autosolo | No | Knutsford | New Year Autosolo | Knutsford, Cheshire |
| 29-Jan | Autosolo | Yes | Bolton-le-Moors CC | Autosolo 1 | Camelot Theme Park, Lancs |
| 03+04-Feb | Stage Rally | Yes | Motor Sport (NW) Ltd | Legend Fires North West Stages | Lancashire |
| 11-Feb | Road Rally | No | Lincoln MC & CC | Bruce Robinson Road Rally | Lincolnshire |
| 17+18-Feb | Stage Rally | Yes | Manx Autosport | Chris Kelly Stages | Isle of Man |
| 19-Feb | Autosolo | Yes | CSMA NW | Autosolo 1 | Blackburn Services, M65 Jt 4 |
| 19-Feb | Autotest | Yes | CSMA NW | Autotest 1 | Blackburn Services, M65 Jt 4 |
| 25-Feb | Road Rally | No | Malton & Dist MC | Ryemoor Trophy Rally | Yorkshire |
| 18-Mar | Autosolo | Yes | Bolton-le-Moors CC | Autosolo 2 | Camelot Theme Park, Lancs |
| 18-Mar | Stage Rally | Yes | PDMC / GPMC | Lee Holland Stage Rally | Anglesey circuit, North Wales |
| 25-Mar | Stage Rally | Yes | Stockport 061 MC | Legend Fires SMC Stages | Weeton barracks, Blackpool |
| 31-Mar | Road Rally | No | Matlock MC | VK Derbyshire Rally | Derbyshire |
| 22-Apr | Autotest | Yes | Bolton-le-Moors CC | Autotest | Trafford Centre, Manchester |
| 29-Apr | Autosolo | Yes | CSMA NW | Autosolo 2 | Lymm Services |
| 29-Apr | Autotest | Yes | CSMA NW | Autotest 2 | Lymm Services |
| 5-May | Sprint | Yes | Lancs & Cheshire CC | Ty Croes Sprint Weekend | Anglesey circuit, North Wales |
| 6-May | Sprint | Yes | Lancs & Cheshire CC | Ty Croes Sprint Weekend | Anglesey circuit, North Wales |
| 12-May | Road Rally | Yes | Stockport 061 MC | Altratech 061 Road Rally | Lancs / Derbys / Cheshire |
| 19-May | Stage Rally | Yes | Clitheroe & Dist MC | Jack Neal Memorial Rally | Blyton airfield, Lincs |
| 9-Jun | Road Rally | Yes | Garstang & Preston MC | Memorial Road Rally | Lancashire |
| 24-Jun | Autosolo | Yes | CSMA NW | Autosolo 3 | Lymm Services |
| 24-Jun | Autotest | Yes | CSMA NW | Autotest 3 | Lymm Services |
| 7-Jul | Stage Rally | Yes | Mull Car Club | Rally Argyll | |
| 8-Jul | Autotest | No | Knutsford | Tim Sargeant Memorial Autotest | Wrexham, Cheshire |
| 8-Jul | Stage Rally | Yes | Warrington & Dist MC | Enville Stages Rally | Anglesey Circuit |
| 21-Jul | Autosolo | No | Knutsford | Autosolo | Knutsford |
| 21-Jul | Autotest | No | Knutsford | Autotest | Knutsford |
| 21-Jul | Road Rally | No | Morecambe CC | Morecambe Rally | Lancashire/Cumbria |
| 19-Aug | Hillclimb | Yes | Pendle & Dist MC | August Hillclimb | Scammonden Dam, Huddersfield |
| 26-Aug | Autosolo | Yes | Accrington MSC | Summer Autosolo | Blackburn Services |
| 26-Aug | Autotest | Yes | CSMA NW | Summer Autotest | Blackburn Services |
| 1-Sep | Road Rally | No | Spadeadam MC | Countdown Rally | |
| 1-Sep | Sprint | Yes | Lancs & Cheshire CC | Ty Croes Sprint Weekend | Anglesey circuit, North Wales |
| 1-Sep | Stage Rally | Yes | Manx Autosport | Poker Stars Stages | Isle of Man - DATE TBC |
| 2-Sep | Sprint | Yes | Lancs & Cheshire CC | Ty Croes Sprint Weekend | Anglesey circuit, North Wales |
| 07+08-Sep | Stage Rally | Yes | Wallasey MC | Promenade Stages | New Brighton Promenade |
| 9-Sep | Stage Rally | Yes | Stockport 061 MC | Stockport061 Stages | Swynnerton Camp, Stafford |
| 16-Sep | Autosolo | Yes | Bolton-le-Moors CC | Autosolo 3 | Camelot Theme Park, Lancashire |
| 22-Sep | Road Rally | Yes | Clitheroe & Dist MC | The Clitheronian Road Rally | Lancs / Yorks |
| 23-Sep | Autotest | Yes | Lancs & Cheshire CC | Chairman's Challenge Autotest | Demon Tweaks, Wrexham |
| 30-Sep | Stage Rally | Yes | PDMC / GPMC | Heroes Stage Rally | Weeton barracks, Blackpool |
| 7-Oct | Stage Rally | Yes | High Moor MC | Keith A Wood Memorial Stages | 3 Sisters, Wigan - DATE TBC |
| 12-14-Oct | Stage Rally | Yes | Mull Car Club | Mull Rally | Isle of Mull |
| 14-Oct | Autosolo | Yes | Bolton-le-Moors CC | Autosolo 4 | Camelot Theme Park, Lancs |
| 27-Oct | Road Rally | No | Morecambe CC | Illuminations Rally | Lancs, Yorks, Cumbria |
| 3-Nov | Road Rally | No | Clwyd Vale MC | Farrington Trophy Rally | Wales |
| 10-Nov | Road Rally | No | Eden Valley MC | Westmorland Rally | |
| 11-Nov | Stage Rally | Yes | Bolton-le-Moors CC | Neil Howard Memorial Rally | Melbourne airfield, Pocklington |
| 24-Nov | Road Rally | No | Beverley & Dist MC | Beaver Rally (Reserve) | Humberside |
| 24-Nov | Stage Rally | Yes | Clitheroe & Dist MC | The Hall Trophy | Blyton airfield, Lincs |
| 2-Dec | Autosolo | Yes | Accrington MSC | Winter Autosolo | Blackburn Services, M65 Jt 4 |
| 2-Dec | Autotest | Yes | CSMA NW | Winter Autotest | Blackburn Services, M65 Jt 4 |

Key

Confirmed date

Date in ANCC calendar

Last years date adjusted

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 @ Duckworth4870. freeserve.co.uk

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.

Regulations published for the Roger Albert Clark Rally 2-5 December 2011

With just a few days to go before the 2011 Roger Albert Clark Rally, the event regulations have been published and entries are now open for the eighth running of this must-do event in the historic rallying calendar.

The event, which has a new start venue for 2011 at Duncombe Park in Yorkshire, offers 170 stage miles over 24 special stages for an early entry fee of £1,850. Rally manager Colin Heppenstall is targeting an entry of 100 cars this year, which would set a new record for the rally.

Among the entries expected is a strong contingent of European competitors. To make it easier for them to compete, approval has been granted for them to run with FIA Historic Technical Passports only, rather than needing to acquire a UK rally log book and MSA Historic Vehicle Identification Forms. Such cars will run in a separate class within the overall rally. Another new class will cater for Formula 1000 crews. Following interest from prospective crews, a special class has been added to the Open Rally and these cars will be allowed to run at the head of the main field with the category one historic cars.

To help competitors and spectators plan for the event, a Rally Guide has been produced and can now be viewed at the event's official website. For more details about the Roger Albert Clark Rally, and its support rallies, please visit www.rogeralbertclarkrally.org



Gazzard Accounts Ltd

BRITVIC 2012 18th FEBRUARY

Here it is, the Britvic 2012 is now in planning to run on the weekend of the 18th FEBRUARY 2012!!

Having listened to competitors views on the 2011 event, we will have more relaxed link sections between selectives and smooth out some of the more ROUGH edges but retaining the essence of proper rallying. We are already considering new, additional venues and we are hoping for selective mileage approaching 100+ with a similar, fantastic road rally section during the evening.

It has only rained once in East Anglia in 2011 and that was the 19th February. I promise a dryer Britvic 2012!!! (except in the bar afterwards!!)

Dunlop/WONAGO MSA British Historic Rally Championship 2012 BHRC calendar unveiled

The full schedule for the 2012 Dunlop/WONAGO MSA British Historic Rally Championship has been unveiled.

The key change from 2011 is that the BHRC management team has taken the difficult decision to drop the Isle of Man Historic Rally from the main BHRC. The event will remain as a round of the Water End Asphalt Cup, but is replaced in the main schedule by the return of the Harry Flatters Rally on Epynt. The Isle of Man's place in the full BHRC will be reviewed again for 2013.

As well as confirming the 2012 schedule, the BHRC has extended the exclusive Dunlop tyre supply contract for a fourth year. For 2010, the MSA awarded a five-year contract to the Historic Rally Car Register to manage the championship. The current agreement will take the championship through until at least 2014 under the same management.

The full BHRC calendar is:

| | | |
|---------|---------------|---------------------------------|
| Sun | 4 March; | Mid Wales Stages (gravel) |
| Sat | 31 March; | Bulldog Rally (gravel) |
| Sat | 28 April; | Pirelli Historic Rally (gravel) |
| Sat | 9 June; | Severn Valley Stages (gravel) |
| Sun | 29 July; | Harry Flatters Rally (asphalt) |
| Fri/Sat | 17/18 August; | Ulster Historic Rally (asphalt) |
| Fri/Sat | 7/8 Sept; | Tour of Flanders (asphalt) |
| Sat | 6 Oct; | Colin McRae Stages (gravel) |

Water End Asphalt and Gravel Cups

In addition to the main BHRC, the separate asphalt and gravel competitions will continue, having proved popular with competitors who prefer to compete on only one surface.

The Gravel Cup dates are:

| | | |
|-----|-----------|------------------------|
| Sun | 4 March; | Mid Wales Stages |
| Sat | 31 March; | Bulldog Rally |
| Sat | 28 April; | Pirelli Historic Rally |
| Sat | 9 June; | Severn Valley Stages |
| Sat | 30 June; | Swansea Bay Rally |
| Sat | 6 Oct; | Colin McRae Stages |

The Asphalt Cup dates are:

| | | |
|---------|---------------|----------------------------|
| Sun | 29 July; | Harry Flatters Rally |
| Fri/Sat | 17/18 August; | Ulster Historic Rally |
| Fri/Sat | 7/8 Sept; | Tour of Flanders |
| Date | tba; | Isle of Man Historic Rally |



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2012 HRCR MOTOSCOPE Northern Historic Rally Championship

The full schedule for the 2012 HRCR MOTOSCOPE Northern Historic Rally Championship has been unveiled. Two main changes from 2011 is that the championship is no longer featuring the Tyneside Stages Rally held on the Otterburn Military Ranges. The replacement is the Greystoke Stages which will be held on Sunday 8th July. The other new event is the PIRELLI Historic Rally, which will allow the Northern Historic crews to pit themselves against the Dunlop/WONAGO MSA British Historic Rally Championship competitors through the Kielder forest complex.

Northallerton based company MOTOSCOPE <http://www.motoscope.co.uk> remain as the title sponsor with the championship continuing to be organised in association with the Historic Rally Car Register (HRCR) <http://www.hrcr.co.uk>

The full NHRC calendar is:

Round 1: Sun 19th February, Riponian Stages Rally (gravel)

Round 2: Sat 3rd March, Malcolm Wilson Rally (gravel)

Round 3: Sat 28th April, PIRELLI Historic Rally (gravel)

Round 4: Sun 13th May, SG PETCH Tour Of Hamsterley (gravel)

Round 5: Fri 1st/Sat 2nd June, JIM CLARK Historic Rally (tarmac)

Round 6: Sat 30th June, RSAC Scottish Historic Rally (gravel)

Round 7: Sun 8th July, Greystoke Stages Rally (gravel)

Round 8: Sat 29th September, TRACKROD Historic Cup (gravel)

Round 9: Sun 5th November, MEM Malton Forest Stages (gravel)

Round 10: Date TBC, Kall Kwik Bradford Rally, (surface TBC)
Best 6 rounds to count from 10 rounds

Regulations will be out from 1st December 2011 in electronic format and in hard copy from January 1st 2012.

Issued by Mark Casey-
Championship Co-ordinator
(07949 899 619)

The Association of Northern Car Clubs (ANCC) Forest Users Group (FUG) is running its second year of the **Winter Rally Challenge** covering the Yorkshire area between the months of September and February. The series will start with the Trackrod Rally and will finish on the Riponian Rally in February 2012.

The Challenge, sponsored by Yorkshire firm, Just Ferries, is open to all competitors, and has categories for 2 or 4 wheel drive, with a class based points system, meaning any competitive driver stands a chance of winning the overall prize of a free entry*. Series Coordinator, Nicola Harper says "we had a good championship last year and are hoping that we can get even more competitors for this years championship. There are many competitors within the area of the Yorkshire Forests who only do the events run here, so why not have a championship that is tailored to those competitors". "We also wanted to make it worth while for the competitors, so what better prize than a free entry to one of the events you want to do?"

Nicola continues to inform us that "there are no dropped scores in the Challenge, we want to encourage people, so we are giving starting points, you can also nominate an event to 'double your points' on and if you compete on all events within the Challenge you gain a large points bonus at the end of the Challenge". Nicola will be at the documentation of the Trackrod Rally to take registrations, or you can download regs from the Malton MC website (www.maltonmc.co.uk) and post/email applications within 7 days of the event as detailed. The registration fee for the Championship is £15 each for drivers and navigators. * Free Entry to one of the participating events or an event run by the North Humberside Motor Club. For more information:

Nicola Harper: 1 Woodlands Avenue, Wigginton, York, YO32 2TT

Tel: 01904 76 11 73

or Mob: 07775 680 085

or YorkshireWinterChallenge@gmail.com
4WD Challenge

Trackrod Clubman's Rally Sept 24th

Malton Forest Rally Nov 6th 2011

Christmas Stages Dec 27th 2011

Riponian Stages Rally February 19th 2012

2WD Challenge

Trackrod Clubman's Rally September 24th 2011

Malton Forest Rally Nov 6th 2011

KallKwik Stages Dec 2nd & 3rd 2011

Riponian Stages Rally Feb 19th 2012

LEGEND FIRES North West Stages 2012 Fri 3rd & Sat 4th Feb.

Based in Blackpool and once again using the fantastic facilities offered by the Norbreck Castle Hotel and the adjoining Norcalympia Exhibition Hall. Plans are for 4 stages in the dark on Friday evening before retuning to the Norcalympia for overnight Parc Ferme. This will be followed by a full days rallying on Saturday.

It is planned that there will be approx 70 stage miles over 5 different locations, all on sealed surface roads.

After the success of the Cetus Rally Village last year we are making this years bigger & better with more trade stands and indoor displays. The rally village will also feature scrutineering and a Rally finish that is uncomparable below International level.

Regs will be available on www.nwstages.co.uk from Mid December

Dave Read

Joint CofC, Legend Fires NW Stages

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



Northallerton AC would like to welcome everyone once again to the

Specsavers Christmas Stages Rally

This year the event takes place on **Tuesday 27th December**

and once again will be held at croft circuit.

We are very grateful for the continued support of Specsavers Middlesbrough for sponsorship of the event We will be constantly updating this site on the run up to the event to provide you with as much information as possible. So if you are looking to compete, marshal or spectate on the rally you will hopefully find all the info you need on the website.

www.northallerton-ac.co.uk

CARPETBAGGER 14th/15th Jan 2012

it will start and finish in Honiton, Devon and will all be on map 193.

There are very few whites all of which are smooth and the event will run to its normal format which is very straightforward no tricks road rally. Regs will be available and entries will be available in Mid November

THE RALLY OF Rajasthan

23 FEBRUARY TO 13 MARCH 2012

Heat and Dust, Palaces and Desert A rally for the Maharajas of Motorsport

H&H Classic Rallies launches its new brand of classic events with the first Rally of Rajasthan in Incredible India, from 23 February to 13 March 2012. A combination of a competitive time trial and a touring event, the rally will offer true luxury combined with true adventure.

Starting on the southern side of Delhi at the fabulous Oberoi Hotel, this event - for pre-1972 vehicles - scrambles its way round 2,600kms of amazing countryside, time trials, hotels, historic sites, heat, dust and adventure, before finishing back in Delhi. With history oozing out of every pore across the ancient landscape of the Mughals and the Raj, this is an unmissable adventure of epic proportions. Sporting stages abound for those wanting competition. There are daily challenges, including runs through the desert, in the hills and over the plains. This event combines competitive stages with a chance to visit historic forts, fantastic palaces and exotic temples, as well as only remaining wonder of the world, the Taj Mahal.

THE ROUTE

The Rally roars away from Delhi on 26 February 2012, leaving the madness of Delhi traffic behind, and heads for the ancient town of Mandawa, once a trade centre on the camel routes through Asia. From Mandawa, the rally visits the Deshnok Rat Temple, where there will be a time trial round this house of worship to the genus Ratus. That night it halts at Gajner Palace, an oasis in the magnificent Thar Desert. Heading west from Gajner, the rally dashes across the arid plains to the desert city of Jaisalmer. Here there's a rally time trial in the desert for the competition cars and a rest day for the touring group. Leaving the Thar Desert behind, the rally heads for the Blue City of Jodhpur and the magnificent Umaid Bhawan Hotel. A morning time trial, starting at Jodhpur Fort, provides the competition, while the touring group have the chance to visit the city markets and historic sights. Nearby at Rohet, there will be an opportunity to meet the local Mewari horses. Udaipur, the Venice of the East, is the next destination, with a time trial across the Aravalli Hills, followed by a hillclimb up to Kumbhalgarh Fort (home to the Great Wall of India). From Udaipur, the rally makes for Bundi and more stages. Only one night here, then the cars make for the capital of Rajasthan, Jaipur, the Pink City and a well-earned rest for everyone. Back on the road, the Rally of Rajasthan heads for the Tiger reserve of Ranthambore, where participants will have the chance to 'hunt' the elusive Indian Tiger - but only with cameras. The route then winds its way to Agra, home of the fabled Taj Mahal, before heading back to Delhi and the chequered flag.

For further information, please contact:

John Brigden

Email : john@hhclassicrallies.com

Jason Evans
Motor Sport Photography
j.evansphotography@hotmail.co.uk



I was playing footie in the park today and ended up getting a couple of bookings. The ref said I'll be looking at some form of suspension. "No problem," I replied, "It could be the shock absorbers. I've got to fit a new clutch for the goalie on Monday. Would Tuesday be OK?"

So, Danny Cipriani is now dating Jordan after being with Kelly Brook for a year. Im going through the same thing, I used to drive a BMW M3 till I got banned for speeding, now I ride a knackered old bike.....

The wife and I went to see a marriage councillor. He asked me if I knew what my wife's favourite flower was. I held her by the hand and looked lovingly in to her eyes and replied "It's Homepride isn't it?"

I was having a chat with my parents the other day, they said, "Son you're 33 we think its best that you had your own place by now, we've just paid off our mortgage and we'd like to enjoy our retirement." "Yes that's fair enough," I replied, "I know what you's mean." "So first thing tomorrow, I'm going round to look at some nursing homes.

Cheryl Cole goes to back to the "toon" to her old hair-dresser's and says, "I'd like a perm, please." "So the stylist says, "I wandered lonely as a cloud ..."

My wife spent her first few Weightwatchers meetings just finding her feet.

Lancaster Motor Club is NOW a member of ANWCC and is also a Recognised Club by the MSA
Website still being worked on but can be seen at www.lancastermotorclub.co.uk



Meryl Streep is to play Margaret Thatcher in a new biopic. Apparently Thatcher herself has requested that the film be given an 18 certificate, to keep out the miners.

Dyslexic people don't know their bowels from their elbows.

Paddy says "Mick, I'm thinking of buying a Labrador." "Sod that" says Mick, "have you seen how many of their owners go blind"