

January 2012



Motor Sport Group



spotlight

also available online at

www.sd34msg.org.uk



Chairmans Chat

Well here we are almost at the end of the season and where has this year gone, it doesn't seem five minutes since the AGM back in January.

As with most years there have been ups and downs: On the positive side Manx Auto Sport joined the Group, giving us more venues for us to compete at, and Fylde Motor Sport Club, with much needed younger members, will join on the 1st January 2012 while it is likely another newly formed club will joining us soon. On the negative side sadly the low number of registrations for the championships this year was much like 2010 and yet plenty of competitors have been doing events. If you were to look at the final championship positions you will see that some of the winners have only scored the minimum of three events to qualify for an award so you don't need to compete in a huge number of events in order to take home a pot. So please can clubs encourage your competitors to register for the championships, it only costs £5 to enter all the discipline championships, it's free to score in the Marshals Championship. A copy of the 2012 **Registration Form** is included in this issue.

Having mentioned the championships, elsewhere in this issue you will see on Page 4 the advertisement for the **Presentation Evening for the 2011 Championship Awards**, please support this event as I would at least like to see all the award winners being present. Also within this issue will be updates on the championship positions which in the main will be the provisional final positions.

The calendar for 2012 is firming up so it's time to start planning your event schedule. An updated **draft calendar** is included in this issue

The next meeting of the Group is the **Annual General Meeting** to be held on **Wednesday 18th January 2012** and will include the election of the Officials and Championship Compilers so if you fancy taking on one of the roles please get someone to nominate you and I'm sure you would be welcomed with open arms. On a Secretary's note if anyone wants to propose any changes to the Constitution or Championship Rules could they please let me know in advance of the meeting.

I would just like to take this opportunity to thank everyone involved with the Group over the year including the Officials, Championship Compilers, Competitors and Marshals, to **Steve Butler** for his work on the website and Maurice Ellison for producing '**spotlight**' and in particular to **Gary Heslop of Gazzard Accounts**, for all his support without which we might struggle.

Finally I would like to send a very Happy Christmas wish to you and your families and let's hope we enjoy a successful and safe year of motorsport in 2012.

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

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Gazzard Accounts

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



Gazzard Accounts Ltd

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@csmclub.org

Website: www.csmclub.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@aol.com

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

Garstang & Preston MC

Chairman: Steve Kenyon
Secretary: Chris Coombes
SD34MSG: Margaret Duckworth
margaret@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 Wilkinson
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@yahoo.com
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

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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Knutsford & District Motor Club
www.knutsfordmotorclub.co.uk



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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



Motor Sport Group

PRIZE PRESENTATION

**Blackburn Northern Sports Club,
Pleckgate Rd. Blackburn,
£5.00**

**Pie & Peas,
8.00pm onwards
Friday 10th February 2012
Guest - TBA**

**Contact Terry Martin
07816 184539 or 01254-249796
terrymartin01@aol.com**

**or
Chris Woodcock
pdschris@aol.com
01254-681350**

2300 Club are pleased to announce the winner of the 2011 John Easson Award.

Machynlleth rally driver **Osian Pryce** has been chosen as the winner of this year's prestigious award which is worth a total prize fund of £4,000. The 18 year old was the choice of the judges after very careful deliberation, which saw the four finalists travel to Preston to take part in interviews with the panel of judges.

Osian emerged as winner after a very close run contest with fellow finalists, Matt Griffin, Chris Ingram and Robert Wheeler. This year the judges, headed by Former Tour of Mull Clerk of Course Clive Molyneux, along with co driver "legend" – Ian Grindrod, former international co driver and boss of Motordrive Seats Allan Whittaker, and guest judge Bury based Subaru WRC driver John Cope, all agreed, once again this year, the task of choosing a winner from the line up of finalists was very difficult.

Judges chairman, Clive Molyneux commented, "This year was a very close run final, with the judges scores totalled up, only half a point separated each of the four finalists, it is unfortunate that there can only be one winner, however we feel Osian will be a worthy recipient of the 2011 John Easson Award, and of course we wish runners up Chris, Robert & Matt, the very best of luck and success with their continued rallying"

2300 Club would like to thank all candidates who applied for this year's award, and wish everyone, good luck and success in their rallying for 2012.

Allan Durham

2300 Club John Easson Award Scheme Manager



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

**The long awaited
Rally Review Report
Available on line at**

www.msauk.org/uploadedfiles/RallyReviewReport.pdf

Fr 9th Mar 2012

**MSA Training Night
Rally (Stage) Timekeeping Training
Accrington Cricket Club**

[http://www.volunteersinmotorsport.co.uk/
listman/exec/search.cgi?](http://www.volunteersinmotorsport.co.uk/listman/exec/search.cgi?)

Team Quigley / Martin.

After a successful debut in September on the Promenade stages rally finishing 11th overall and third in the two litre class, only beaten by much more powerful/four wheel drive cars.

Cheshire's Steve Quigley, and Blackburn's Terry Martin will be teaming up for a full season of tarmac rallying, contesting both the ANCC Tarmac challenge and the North of England tarmac championship, with the odd outing, on the National Tarmac championship!

The duo will be using the distinctive **PINK, two litre MK1 Clio** for the first two rounds, January's Jack Frost rally at Croft in and the Legend Fires North West stages in February. Hopefully for the Lee Holland the new Mk2 EX. Clio cup car will be ready for it maiden outing...!

Steve says "the new car will be quicker over the longer road style stages and have about 230bhp and 6 speed



Sadev sequential box but will be developed over the rest of the year". The current Mk1 whilst having similar power only uses a std close ratio 5 speed box and given the investment of all the competition in the class sequential is a must just to stay competitive. Both the current car and the newer Mk2 will run on Similar Ohlins / Bilstein suspension and Alcon brake set up". Its great to see more newer and different cars successfully competing against the ever growing population of mega expensive Mk2 Escorts. Hopefully this will help support gaining and growing sponsorship through the year .!!! **Terry Martin CDMC**

RS 2000 FOR SALE



4 Branch Ashley manifold with 2.25 twin box RH system. 300/70 front Bilstiens 170 lb springs, Rear, Gp1 Bilstiens/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, sumpgaurd, 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-quiped 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

At the Christmas Fayre in a nursery school canteen, there was a basket of apples with a note on it saying: "Don't take more than 1, God is watching."...On the other counter there was a box of chocolates.

A small child then wrote a note and placed it on the chocolates saying: "Take as many as you want, God is busy watching the apples!!!"

SD34MSG Inter-Club Table Top Rally Series First Round

Tuesday the 17th of January. 8-30pm

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 17th of January.

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

Each club can send as many teams of two (Driver & Navigator) to compete in this series.

Turn up on the night (though we would rather have some indication of people who are going to compete / attending)

Want to know anything more then contact :-

Maurice Ellison 07788-723721 or email SD34NEWS@gmail.com



Motor Sport Group

WHATS ON AT CLITHEROE & DMC

**Membership
renewals for 2012
now available.**



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

Dear Santa,

For Christmas I'd like a big fat bank account and a lovely slim girlfriend.

**PLEASE don't mix them up
like you did last year.**

Give a man a gun and he can rob a bank,

Give a man a bank and he can rob the world.

FOR SALE

Pair of singing budgies.
Going cheep.

For Sail : wind

For Sale

Incomplete Puppeteers kit
Bargain
No Strings Attached

Hi Moz, Thank you very much for forwarding the copy of "Spotlight", what a great magazine. Some great articles in it and fantastic to see that it features ordinary club members, not just the superstars of the sport. It is, of course, the vast band of unsung heroes that keep the events going.

I am delighted that everyone seemed to enjoy the Hexham event(s) last Saturday evening and it was great to be able to welcome you to the area. As you probably gathered, we put the emphasis very firmly on folk enjoying themselves, we aren't to fussed on rules and regulations, it's all about having fun and that's what we try to provide.

It looks like you had a fairly traumatic evening, and it is a shame you had to cut part of the route, but I hope you still had a good time and at least you made it back for your supper. I would love more guys from the North West to come over and join us, we have some cracking roads, very seldom used, and you can have a good thrash about plus a bit of a social at the finish and a chance for a bit of banter and leg pulling. When I was competing myself in the 1970's, I used to enjoy going off down to Wales to sample a bit of different countryside, never had any success mind you but it was nice to see some different roads. maybe we can persuade some more of your boys to do something similar and come and join us next year. And of course, because of the time of evening we run, they could always finish the night off in Hexham's one and only nightclub !!!!! Anyway, thank you once again for your support and I do hope we will have the pleasure of welcoming you back again next year.

Warmest Regards, Ed Graham,
Clerk of Course John Robson



**Garstang &
Preston MC
2011**

**Prize Presentation
FRIDAY**

**24th February 2012
8-00pm**

**at the Lonsdale Club
Fulwood Hall Ln**

Fulwood, Preston PR2 8BD

Tickets £8.00 each

available from

Dave Nolan 07970 9453898

SUBARU IMPREZA WRX CLUBMANS SPEC RALLY CAR (1993)

£8,500

1993 model, imported to UK 2004, stripped to bare shell and prepared for tarmac stage rallying by RDR Motorsport in Yorkshire.

Purchased by Richard Barnard early 2010.

Since then the car has done 13 events with only one non-finish which was not down to any mechanical, electrical or electronic fault.

Won ANWCC Junior Stage Rally Championship 2011, third in ANWCC Novice Stage Rally Championship 2011.

4 x top 20 finishes, 1 x top 10 finish.

MOT'd until November 2012.

MSA Logbooked.

AVO tarmac 44mm monotube coilovers with rose joint pillowball top mounts set up for Irish Tarmac all round (5 events old).

Standard 5 Speed Gearbox and diff (2 events since full rebuild), 4.1:1 diff ratios.

OMP deep dish steering wheel

Omex programmable shift light in dash

Carbon co-drivers dash pod for trip

STI high ratio steering rack.

AP Racing ceremetalic clutch (2 events old).

Lightweight billet steel flywheel

Standard ECU with Prodrive 'piggyback' chip

Plumbed in 3 ltr Lifeline Extinguisher and hand-held extinguisher.

Brembo 330mm brakes front (4 pots) and rear (2 pots).

Mintex competition pads with AP race brake fluid.

Full steel braided brake lines throughout.

Upgraded to long wheel studs and nuts.

Full Group A re-packable exhaust system, no problems with sound (around 90db)

Sparco Evo Seats (in date)

Ricco 6 point harness's (Crutch straps need replaced for 2012, but lap and shoulder straps in date. Manufacturer has said will replace crutch straps)

Co-drivers map light, door pocket, interior light (for night event use), alloy foot rest with horn push built in.

Peltor intercom, wired in to car electrics.

Boot and under bonnet light fitted also for night stage use.

Helmet net.

Comes on original 17 inch road wheels and tyres.

Wired for front lamp pods with Dzuz quick release connectors.

Upright Hydraulic handbrake

Lightweight alloy RA bonnet.

Dural alloy sump and diff guards.

Lightweight tank guards.

Oil and filter changes after every event. New cambelt in 2010. Well maintained car.

New front ball joints 2 events ago. New track rod ends 1 event ago, new wheel bearings 2 events ago.

Spares

Radiator (New). Intercooler. Turbo. ECU. Shock absorbers (Front and Rear). 5 speed Gearbox (0 events since rebuild) and rear diff. Starter Motor. Alternator and alternator belt. Steering rack(standard). Drive shafts. Front suspension bottom arms. Rear suspension links. Hubs. Front discs and callipers.

Twin GRP lamp pods with Hella lamps. 4 x 18 inch Team Dynamics Pro Race 1.2 alloy wheels with Pirelli wets fitted.

TELEPHONE ANDY BARNARD ON

01900 825456 OR 07775 635683.



SD 34 MSG Inter Club League



Division A		Position	
Club	Points	Division	O/A
Clitheroe & DMC	851	1	1
Bolton-le-Moors CC	537	2	2
Stockport061 MC	416	3	3
Warrington & DMC	324	4	4
Lancs & Cheshire CC	285	5	7
Division B		Position	
Club	Points	Division	O/A
Accrington MSC	309	1	5
Garstang & Preston MC	303	2	6
CSMA (NW)	240	3	8
Pendle & DMC	192	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	30
Rob Yates	40		
Hazel Payne	30	Clitheroe & DMC	
Julian Russell	30	Steve Lewis	30
Nancy Russell	30	Don Wild	30
Mathew Turner	30	Martin Berry	30
Sarah-Jayne Dunhill	30	Martin Whittaker	30
Bolton-le-Moors MC		Pendle & DMC	
Peter Sharples	30	Rod Brereton	30
Julie Sharples	20		
Eric Wilcockson	20	Bury AC	
Jo Evers	20		
Darren Spann	20	Wallasey MC	
CSMA (NW)		Warrington & DMC	
Eve Fisher	60	Billie O'Brian	40
Graham Bray	60	Robert O'Brian	30
Steve Butler	50	Gordon Pirie	30
Greg Holden	40	Anne McCormack	30
High Moor MC		Dave Read	30
Lightening MC		Colin Cresswell	30
Accrington MSC		Joanne Mackman	20
David Barratt	40		

Scores up to and including
A/S Winter Autosolo

Individual Championship

O/A	Competitor	pts	Club
1	Steve Lewis	74	CDMC
2	Steve Price	71	BLMCC
3	Steve Johnson	63	AMSC
4	Hazel Johnson	52	CSMA
5	Michael Tomlinson	44	PDMC
6	John Ric Wood	40	GPMC
7	Steven Butler	34	CSMA
8	Heidi Woodcock	22	CDMC
9	David Barratt	20	AMSC
10	Chris Woodcock	18	CDMC
=11	Paul Buckel	14	CDMC
=11	Gary Jakeman	14	HMMC
13	Steve Coombes	12	GPMC



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

Off The Road Championship

Following L&CCC A/T 25 Sept

O/A	DRIVER	pts	Club	Class
1	Steve Johnson	81.24	AMSC	
2	Steve Price	75.71	BLMCC	1st B
3	Steve Lewis	67.51	CDMC	1st A
4	Michael Tomlinson	38.19	PDMC	1st F
5	Hazel Jonson	36.16	CSMA	1st G
6	Stuart Tranter	29.70	L&CCC	
7	David Barrett	19.63	AMSC	
8	David Goodlad	29.70	BLMCC	
9	Terry Martin	18.15	CDMC	
10	Christopher Day	11.30	CDMC	
11	Steve Butler	10.00	CSMA	

Stage Rally Championship

Following - Hall Trophy - Blyton

O/A	Driver	pts	Class	Club
1	John Ric Wood	133	D	GPMC
2	Tugs Sherrington	82	D	CDMC
3	Ross Miller	79	C	CDMC
4	Hazel Johnson	78	A	CSMA
5	John Cressey	56	D	CDMC
6	Daniel Harper	55	D	CDMC
7	Alex Jackson	54	A	GPMC
=8	Chris Woodcock	53	D	CDMC
=8	Richard Bromley	53	B	WDMC
10	Peter Jackson	27	D	GPMC

O/A	Co-Driver	pts	Class	Club
1	Bradley Johnson	134	D	CDMC
2	Heidi Woodcock	81	D	CDMC
3	Paul Blanchard	80	C	CDMC
4	Steve Butler	52	A	CSMA
5	Paula Swinscoe	28	A	CDMC

1st O/A Driver	John Ric Wood
1st O/A Co-Driver	Bradley Johnson
1st Class A Driver	Hazel Johnson
1st Class A Co-Driver	Steve Butler
1st Class B Driver	Richard Bromley
1st Class C Driver	Ross Miller
1st Class C Co-Driver	Paul Blanchard
1st Class D Driver	Tugs Sherrington
1st Class D Co-Driver	Heidi Woodcock

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

ADVERTISING IN the 'SPOTLIGHT'

1/4 page (ish) advert for a full 12 issues costs just £50
Sent to all 17 member clubs and then forwarded to club
members + another 3000+ on the distribution list
All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

Steve Johnson 07919-298799
steve.johnson@csmclub.org

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

Maurice Ellison 07788-723721
sd34news@gmail.com

Pro-Rally.co.uk

1



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

Phil James

PRO-RALLY PHOTOGRAPHY

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Beverley & District Motor Club Ltd - the Maple Garage Beaver Rally



on **26/27th November 2011** was a round of the 710 Oils ANCC, EMAMC AB Motorsport and ANEMMC and **SD34 Road Rally Championships** and the Yorkshire League.

The 2011 Beaver Rally was an Inter-Association Event, and hopefully attracting more entries from further afield but it was up against the Peak Revs Rally so the majority of Welsh/West Midlands crews were out on that and the SD34MSG Championship was already sewn up so I was the only SD34MSG entry. The route utilised roads in the more traditional Maple Garage Beaver Rally territory on OS Maps 100, 101, 106 and 107, covering approximately 136 miles, starting from the premises of the sponsor, Maple Garage, in Sproatley. There were approximately 10 to 15 miles of 'white' roads, some of which had not been used before, which were of mixed surfaces, mostly, but not entirely smooth tracks.

Navigation was a mix of the usual styles as in previous years, using grid lines and squares, spot heights, other map features and map references, tulip diagrams and simple herringbone. Most were in plot & bash format although some sections could be pre-plotted.

I was hoping to be able to tell you all about it, however, at 3pm on the Saturday of the event I got a call from my driver – The car (a Peugeot 206) would not start. I was setting off at 4pm (it being a 3hour drive from home) to meet him at the finish venue where we would then go to noise scrutineering and on to the start venue at Sproatley. At 4pm I set off.

At 4-30 (just got to J6 of M61) I got a call from Matt Chapman to say that he had identified the problem and would soon have a new coil pack fitted. Great!

At 5-30 (Now at J22 of M62) I got another call from Matt, Coil pack fitted and the car had run briefly but once again it was refusing to start. He thought it best if I turned around and went home.

At 6-30, just as I was parking my car back on the drive I got another call – It might be back on he was sure he had got it fixed but could I wait a bit – just to be sure.

At 7-15pm Matt phoned to tell me that the cylinder head gasket was goosed and to forget it (which was a good idea as I needed to be signed on by 10pm and as it was a 3 hour drive from home and the signs on the M62 had said that the M62 was closed from J23 to J24 it was going to be a tight run affair) - probably as a result of the failed water pump (the head gasket problem not the M62 closure) on the Dansport Rally 2 weeks earlier. Bugger !!!!!!!!!!!!!

So who did win it? Well obviously not me! Won by Phil Burton & Sam Collis in a Proton - miles quicker than everyone else in solving the navigation stuff and on the road too passing their minute man on the first section and never a mistake from then on (other than the very last slot which was overshot)

Maurice Ellison

SD34 MSG AGM

WEDNESDAY 18th January

(3rd Wednesday of the month)

8-00pm

Hartwood Hall Hotel, Chorley

Just off M61 at J8

109 / 583 181

Brain Molyneux Award

It is that time of the year again so please can anyone who wishes to nominate someone for the award let me have a written description to support the nomination as soon as possible.

Championship Trophies

Once again it's time to start returning the perpetual trophies so they can be engraved with the names of the 2011 winners. Please bring them to the next meeting or sooner to Gary Heslop if possible.

The next meeting will include the Annual General Meeting and it will be on Wednesday 18th January.

Let me know if you want to propose any changes to the constitution or championship rules. One change we talked about a few months ago was with regards to marshalling points for events with more than one section e.g. NW Stages Fri + Sat, Mull Fri + Sat day + Sat night. My view would be 10 points for each section marshalled therefore for Mull the max would be 30 pts instead of 20 pts as it has been so far.

All the very best to you and your families for Christmas and let's hope we have a good years motorsport in 2012.

Les



PRIZE PRESENTATION NIGHT

**Blackburn Northern Sports Club,
Pleckgate Rd. Blackburn,**

£5.00

Pie & Peas,

8.00pm onwards

Friday 10th February 2012

Guest - TBC

Contact Terry Martin

07816 184539 (mobile)

terrymartin01@aol.com

or

Chris Woodcock

pdschris@aol.com

01254-681350

Coppermines - Grizedale Stages Rally 26th & 27th November 2011

Following the cancellation of last years event we were so looking forward to doing it this year. We got through mtc1 and then the car developed a mis-fire. We put this down to the fact it had been ticking over for two hours drying out following the atrocious weather. We carried on to the stage and we ended up running on only two cylinders by the time we got into the forest. With only 2 cylinders firing it meant we didnt have any power to get up the forest track and then the clutch failed. So that was the time we turned round and retired. From 8pm till 2am on the Saturday night we were fixing the old girl. The miss fire ended up being a faulty distributor.

On the Sunday we re-started under super rally rules and found the intercom wanted to pack in for the rest of the day.

Everything (other than the intercom) was working fine until ss6. On ss6 we went wide so not to cut a k left and got sucked into a ditch that had filled with rainwater from Saturday night. The car went with a tremendous bang, however, we managed to get out of the ditch and on our merry way only to find two corners later that the steering column had parted from the steering rack. The sudden lack of steering sent us off and up a 30ft banking, but lucky (?) for us there was a helpful tree stump 10ft down which caved in the door but stopped us rolling. End of Rally needless to say we did not enjoy grizedale!!!!

Matthew & Bryan Gibson. Car 101 Lancaster Motor Club



Photograph courtesy of
DRHPhotography.org.uk
NB 25% of ALL photo sales go to
'Support Our Soldiers'

After winning the event the last time it was run in 2009, Penrith rally driver Paul Bird's hopes of getting his hands on the winner's trophy once again were dashed following a puncture and subsequent visit to a ditch in this weekend's Coniston-based Coppermines Grizedale Stages Rally, held in his native Lake District. Driving the Fuchs Titan, Rapid Solicitors, Vent Axia and Kick Energy-backed FBP Ford Focus WRC07 for the first time on gravel in seven months, Bird and Scottish co driver Kirsty Riddick were well in contention holding third overnight following a steady run through the opening seven mile stage on Saturday evening before a concerted effort was planned for Sunday. All was going well when the British Superbike team boss stopped the clocks second fastest on SS2 behind eventual winners David Wright and Michael Wilkinson (Mitsubishi) but it was on the third test that the Cumbrian hit trouble when a puncture early on saw him then slide into a ditch and lose over four minutes in the process. With any hopes of repeating his victory of 2009 (the 2010 event was snowed off), Bird attacked the remaining four stages and set fastest time on each of them to elevate himself up to sixth place at the finish, taking the WRC honours in the process.

"Whilst I'm obviously disappointed not to win, I'm pleased with the way I drove, especially as not having driven on gravel time since the Somerset Stages back in April. It felt good, the stages were great and well done to David on the win, he drove really well but I think it would have been very close if neither of us had encountered our respective problems. I was using Pirelli tyres for the first time in four years and it took me a while to get used to them, plus the puncture was my fault, and in the end we were fastest on every remaining stage. We could have just gone home but we decided it was valuable testing time for us," said Bird. Bird will next be in action on the Jack Frost Stages Rally, which takes place on Sunday January 22nd 2012 at Croft Circuit, where he is looking to clinch a record-breaking fourth win on the Darlington and District Motor Club event.



Photo - Keith Lamb

Benthams David Wright enjoyed a brilliant end to his rally season last weekend with a dominant win on the Grizedale Stages in Cumbria.

The event started on Saturday evening with a stage in the dark. Despite the very testing wet and misty conditions Wright stormed through the stage faster than any other crew in his Kumho Tyres, Proflex, Drenth, York Brewery and Grove Hill Garage-supported GPM Mitsubishi Evo 9.

"We went really well on the first stage, conditions were pretty tough but we knew that a good performance could give us a decent lead to take into the daylight stages," said Wright. "I was very pleased to be 12 seconds faster than anyone else."

The crews contested a further six stages on Sunday with the bulk of the action taking place in Grizedale forest. Wright continued his charge with fastest time on the first two stages of the day to extend his lead to 54 seconds. Despite the good lead Wright pushed hard on the remaining four stages and was rewarded with second-fastest times on each of the tests, only beaten by a more powerful world rally class car. He arrived at the finish in Coniston with a lead of 1m 38 over the second-placed crew.

"Day two started with a fairly long stage and we wanted to be quick out of the blocks to drive home the advantage we had from stage one. Once we had built up a healthy lead it was tempting to back-off a bit but we decided to push as hard as we could while not taking any risks. I'm delighted with the win, we've had a mixed season this year so it's brilliant to finish off with a victory." "Thanks to all my sponsors who made the win possible and also to GPM for the car. I can't wait for the 2012 season to start!"

With his rally season finished Wright will now concentrate on building a new car which he hopes to use on some tarmac rallies next year. He will also contest selected forest events in his usual Evo 9.



Photo - SongaSport

Pro-Tec Performance 2011 Motorsport Year

Well the rally season has finally drawn to a close for Preston based Team Pro-Tec, and what a year it has been, especially as the Company celebrated the milestone of 20 yrs since it was established

When we started the 2011 rally season with Dumfries driver David Bogie and Manchester driver Tom Naughton, back in January little did we realise just how the year would unfold.

David Bogie began his season by taking the win on the Snowman Rally, the opening round of the Scottish Rally Championship. And Tom Naughton got off to a flying start of his 2011 season by winning the Red Kite Rally first round of the Welsh Rally Championship, David followed up his first win by also taking the win on the Rallye Sunseeker, the first round of the 2011 British Rally Championship. And that was to set a pattern for the rest of the rally season. (See pg32) By November David Bogie had secured his third Scottish Rally Championship and also won the British Rally Championship. Tom secured the 2011 Welsh Gravel Rally Championship. Both drivers putting in excellent performances in the Team Pro-Tec Mitsubishi Evo IX's throughout the season.

In addition to the success of our two Mitsubishi drivers we enjoyed further success in the BTRDA 1400 championship where the Team Pro-Tec 1400 16v Vauxhall Nova driven by Warrington driver Justin Lawson scored outright wins on two of the championship rounds.

Although we are at the end of a very busy rally season, we have no time to sit back and rest on our laurels, all the cars will now undergo full rebuilds to have them ready for 2012, and we are also busy with exciting restoration projects on three Former factory GpB rally cars.

So it is now time to re-group, and make plans for 2012, hopefully to continue the success of 2011

Allan Durham PRO-TEC Performance

PRO-TEC PERFORMANCE

Photos Courtesy of
Lindsay Photosport



Lindsayphotosport

01698 717425 or 07919 373917
www.lindsayphotosport.co.uk



BLACKBURN'S Phil Scholes

is set to move into the British Rally Championship next year full of confidence after fending off competition from around the world to reach the final of last week's Fiesta International Shootout. The 22-year-old was a wild card entry for the event after finishing second in this year's Fiesta Sport Challenge but surprised many by making it into the final six ahead of young rally champions from a host of different countries. After the final interviews Norwegian Steve Rokland was eventually chosen as the winner of the International Shootout, which incorporated a wide range of skill tests as well as three rally stages. Rokland earned a 12-month work experience contract with M-Sport, who ran the event in their native Cumbria.

But Scholes was pleased just to have reached the final and says it has given him plenty of encouragement as he bids to compete in the Fiesta Sport Challenge again next year as well as entering the British Rally Championship. "To get into the top six when I was only a wild card, I beat a lot of champions," he said. "People came from New Zealand, Russia, Latvia, Poland, Finland, Sweden, so to beat some of those people made me feel really proud. "On the first day we did some media interviews so they could see how we got on in that situation, then we did psychological tests and fitness tests. That was punishing and a real eye opener. It's not just about getting in the car and driving and I need to do a lot of work on that. "On the second day we did some driving at Carlisle Airfield. "The first run went well, we were third fastest, and the second run was about the same. "On the last run I was fast enough but I made a few mistakes. I wasn't sure whether I would make the final six after the fitness test and my last run, but I did. "The whole event was a really good experience, it's given me a direction I want to go in and a way to approach things. "In the future I'd like to be in the WRC Academy and this has put me in touch with people who may possibly be able to help me. "But things depend on the money side as well. "I'm going to be doing the British Rally Championship next year – the Fiesta Sports Challenge runs side by side with that – and this has given me a lot of confidence."



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BRITISH RALLY CHAMPIONSHIP



Dulux Trade MSA British Rally Championship & BRC Challenge Annual awards dinner 2011

British Rally Championship awards its winners

Saturday 19th November saw the Dulux Trade MSA British Rally Championship award its winners at the annual end-of-season prizegiving gala dinner, which took place at the Hallmark Hotel in Manchester.

The event, which welcomed a full-to-capacity room of guests, was sponsored by Greenlight Television, who have been responsible for filming and producing TV programmes for the Championship over the past 10 years.

Handing over the awards was Sue Brownson OBE, a Director on the MSA Board, who congratulated each of the winners on their achievements. The British Champions honoured on the night were:

David Bogie: Champion Driver

Kevin Rae: Champion Co-driver

Martin McCormack: Formula Two Champion Driver

David Moynihan: Formula Two Champion Co-driver

Autosport Technology: Teams' Champions

David Bogie & Kevin Rae with the Dulux Trade MSA British Rally Championship trophy

After being presented with the impressive silver trophy that bears the names of all the British Champions over the past 53 years, an extremely proud David Bogie said:

"It's still difficult to come to terms with what we have achieved this year. It's been a perfect season. Initially we were going to enter the first two rounds of the British and the Scottish Championships and then see how things were from there. But, as everything was going so well, we decided to continue and I'm just delighted – and amazed – we won both! I have to thank my family, the team at **Pro-Tec**, Kevin (Rae) and everyone who has supported me this season."

The evening also witnessed the announcement of the Pirelli Star Driver Award, when the prize of a fully-funded campaign in the 2012 British Rally Championship, driving a Skoda Fabia R2 run by TEG Sport, was awarded to Jukka Korhonen.

Having taken part in a shoot-out the previous Wednesday and Thursday against five other drivers, Korhonen was unaware of his success until his name appeared on the big screen above the stage.

On receiving the award, the understandably surprised 27-year old from Finland said: "I can't believe it! I had no idea I was going to win. I just did my best in the shoot-out and hoped it was enough, but the competition was very strong so I really didn't know what the result was going to be. I must thank Pirelli and the British Championship for giving me this opportunity and I am really looking forward to next year. It's a fantastic prize."

Adding to his Formula Two title, Martin McCormack was also presented with the Emlyn Wynne Memorial Trophy, which rewards the season's leading Junior (under 26-year old) driver. His performance during 2011 also saw him presented with the coveted Driver of the Year Award.

The six events that made up the 2011 calendar were also acknowledged, with the accolade for the 'Rally of the Year' going to Rallye Sunseeker International. Clerk of the Course for the event

Rob Pike collected the award - which is voted for by competitors, teams and championship officials - and was understandably pleased as the rally joined the BRC for the first time this season.

The evening also provided a celebration and presentation of awards to winners in the BRC Challenge, Citroën Racing Trophy, Fiesta SportChallenge and Fiesta SportTrophy series'.



Roger Albert Clark Rally

2nd - 5th December 2011

www.rogeralbertclarkrally.org



IMPRESSIVE ROGER ALBERT CLARK WIN FOR NEW PIRELLI GM6 TYRE

Evans, who was driving a Viking Motorsport-prepared Ford Escort RS1800 alongside navigator John Millington, led the demanding event from start to finish to give Pirelli's new GM6 tyre a maiden win in demanding weather conditions.

Welshman Evans, a former British rally champion faced rain, sleet, snow and ice but the superior grip and stability provided by the Pirelli GM6 tyre meant he was able to take a commanding victory by almost eight minutes.

A number of other drivers also switched to Pirelli tyres for the first time, achieving results that surpassed their expectations thanks to the grip offered by the Italian rubber.

Pirelli developed the GM6 tyre, which is based on its ultra-successful KM pattern, specifically for historic rallying by creating a 13-inch version for historic-specification cars such as the Mk2 Escort. The tyre pattern is designed to bite through mud and grime to grip the solid road surface below,

while the tyre blocks provide enhanced cornering stability. Carl Naylor, Pirelli Tyre UK's motorsport manager, said: "The Roger Albert Clark Rally might be one of the most popular events on the motorsport calendar but it's also one of the toughest due to the demanding forest stages and challenging weather conditions. We're delighted the Pirelli GM6 tyre provided the grip, stability and durability Gwyndaf Evans needed to claim a dominant win. Our congratulations to him and all the team at Viking Motorsport, as well as all the other competitors running on Pirelli tyres.

It was brilliant to see so many people delighted with their results and we've received a huge amount of positive feedback about the new tyre." The Roger Albert Clark Rally recreates the spirit of the RAC Rally that now exists as Rally GB, Britain's round of the World Rally Championship. It also pays tribute to Roger Clark, possibly the UK's greatest rallying talent before the emergence of legends such as Colin McRae and Richard Burns in the 1990s. This year's event, which started in Duncombe Park in Yorkshire on Friday evening and finished in Carlisle on Monday afternoon, took crews through forest stages in Yorkshire, Cumbria and Scotland over a distance of 950 miles. There were 24 special stages in total covering 170 miles. Another driver to use the new tyre was Keith Robathan, who finished sixth overall and won the European FIA class in a Mk2 Escort. "The excellent wear rate meant that the performance of the tyre was consistent from start to finish even on the longest stages," he said. We did not have any punctures at all, which underlines the strength of the tyres, and we managed to set good times even in the snow and ice." The new Pirelli GM6 tyres were also praised for their durability and value. Ford driver Bob Bean commented: "These are the best tyres I have ever used on gravel and the wear rate is minimal. I have an Escort that I can't normally afford to put tyres on, but these new Pirelli tyres make it very much more affordable."

WANTED

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Almost Anything

Send to

Maurice Ellison

sd34news@gmail.com

07788-723721

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



Photos Courtesy of Dan Hurst - DRH Photography.org.uk where all photos are available to view and purchase in a variety of formats, photo mugs, T-Shirts, Mousemats, Jigsaws...

Roger Albert Clark Rally

2nd - 5th December 2011

www.rogeralbertclarkrally.org



Once again, the Roger Albert Clark Rally lived up to its reputation as one of the toughest rallies held on British soil. The four-day event, a throwback to the famous RAC Rallies of the seventies and early eighties, provided both man and machine with the toughest of challenges. They competed on timed to the second special stages as diverse as rough forest tracks and ultra smooth tarmac race circuits and had to contend with fog, sheet ice and blizzards, sometimes all at the same time!

To just finish the event, that started in Yorkshire and finished in Carlisle having ventured into Scotland in between, was an achievement in itself but one Lancashire driver did just that. Former motor-cycle race ace Nick Woodman, a member of Blackpool South Shore Motor Club, showed he can handle four wheels just as well as two. The Blackpool garage proprietor brought his Motortune Ford Escort Mk2 to the finish twelfth overall whilst collecting an award for finishing third in Class D5.

Fridays opening leg started and finished in the grounds of Dunscombe Hall in Helmsley and after surviving a minor excursion Woodman found himself lying in tenth place overnight. Saturday's schedule took in a series of forest stages in the North Yorkshire National Park before heading north to Croft Race Circuit. Woodman lost time in Hamsterley Forest after going through some standing water and the screen misting up. There then followed a visit to the vast Kielder Forest complex before reaching the Carlisle night halt where Woodman was placed just outside the top ten. On Sunday the rally moved north of the border where Woodman and co-driver Joe Parsons from Keighley climbed up to ninth place before sliding into a ditch in the dark in Twiglees Forest and losing five minutes. Woodman was disappointed to miss out on a top ten result but there was no shame in reaching Mondays finish in 12th place. He said "There were a couple of times when I thought 'that was it' but it simply became a matter of survival to get to the finish. I would like to do it again, it was a great rally, and certainly the toughest I've done."

Welshman Gwyndaf Evans, co-driven by John Millington from Cumbria, won the rally in a Viking Motorsport Ford Escort RS, a repeat of their 2009 victory on this event.

Phil James

(Also See Pg 39 - Organisers view)

Who said Australians weren't romantic

Of course I love ya darling, you're a bloody top notch bird
And when I say you're gorgeous, I mean every single word
So yer bum is on the big side, I don't mind a bit of flab
It means that when I'm ready, there's something there to grab
So yer belly aint flat no more, I tell ya, I don't care
So long as when I cuddle ya, I can get my arms round there
No sheila who is your age, has nice round perky breasts
They just give in to gravity, but I know ya did yer best
I'm tellin' ya the truth now, I never tell ya lies
I think its very sexy, that yas got dimples on ya thighs
I swear on ma nanna's grave now, the moment that we met
I thought you was as good as I was ever gonna get
No matter what ya look like, I'll always love ya dear
Now shut up while the footy's on, and fetch another beer

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

February 2012 ISSUE

Deadline date for articles etc Tues Jan 24th

Distribution Thurs 26th Jan.

A man was leaving a convenience store with his morning coffee when he noticed a most unusual funeral procession approaching the nearby cemetery. A black hearse was followed by a second black hearse.

Behind the second hearse was a solitary man walking a dog on a leash.

Behind him, a short distance back, were about 200 men walking single file.

The man couldn't stand the curiosity. He respectfully approached the man walking the dog and said: "I am so sorry for your loss, and this may be a bad time to disturb you, but I've never seen a funeral like this. Whose funeral is it?"

"My wife's." The man with the dog replied

"What happened to her?"

"She yelled at me and my dog attacked and killed her."

He inquired further, "But who is in the second hearse?"

The man answered, "My mother-in-law. She was trying to help my wife when the dog turned on her."

A very poignant and touching moment of brotherhood and silence passed between the two men.

Finally, the first man asked "Can I borrow the dog?"

The man replied, "Get in line."

A friend and I were discussing how much technology was advancing these days when he said "Soon we'll be downloading water - you could say it's on tap".

The Lottery. A tax on hope.

First non-British winner of the Pirelli Star Driver United Kingdom

Talented rally driver Jukka Korhonen HAS Been Elected by a distinguished panel of Judges as the United Kingdom the Pirelli Star Driver for 2012. The 27-year-old Finn overcame all Other Competitors in the selection shoot-out, and now are the first non-British winner of the Pirelli Star Driver award, United Kingdom.

Judged by Senior Pirelli engineer Matteo Braga, former British champions Jimmy McRae and Gwyndaf Evans, and Petter Solberg's co-driver Chris Patterson, the assessment included interviews and pacenote Preparation, plus a timed wheel change as well as the core driving challenges.

Korhonen, Will Receive a fully-funded drive in a TEG Sport Skoda Fabia R2 for the 2012 British Rally Championship.

- I'm very Grateful to Pirelli for this fantastic Opportunity - and I fully intend to make this the most of it, said Korhonen.

- I really enjoyed my first taste of the Skoda Fabia R2 During the shoot-outs 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, co-driven by his compatriot Marko Salminen, was Announced as the winner at the British Rally Championship Awards in Manchester on Sunday, Having impressed the Judges in every area. The Finn won the Fiesta Trophy in Ireland this year, Dominant-taking five victories, and also Life impressed with a stellar performance on the Pirelli International Rally in April, Where they 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.

TEG SPORT



Photos Courtesey Jakob Ebrey



Rallye Sunseeker International

will once again host the opening round of the 2012 MSA British Rally Championship next year on 24th and 25th of February 2012. Based in Bournemouth and Poole next February's event will be just as demanding as last years, with Southern Car Club promising a few changes along the way.

For next year the MSA British Rally Championship will be for 2wd cars only and incorporates a number of one-make Championships including the Citroen Racing Trophy UK, R2 Fiesta Sport Trophy, Twingo R1 and Twingo R2 UK Trophy. Rallye Sunseeker 2012 will feature a 10% increase in Stage Mileage, with 11 Gravel Stages for FIA homologated R1, R2 and R3 cars as well as Group A and N. The event will begin with a Ceremonial Start on Poole Quay for all competitors on the Friday evening.

At 85 years of age, Roger married Jenny, a lovely 25 year old. Since her new husband is so old, Jenny decides that after their wedding she and Roger should have separate bedrooms, because she is concerned that her new but aged husband may overexert himself if they spend the entire night together. After the wedding festivities, Jenny prepares herself for bed and the expected knock on the door. Sure enough the knock comes, the door opens and there is Roger, her 85-year-old groom, ready for action. They unite as one and all goes well. Roger takes leave of his bride, and she prepares to go to sleep. After a few minutes however, Jenny hears another knock on her bedroom door, and it's Roger, Again he is ready for more 'action'. Somewhat surprised, Jenny consents for more coupling. When the newly weds are done, Roger kisses his bride, bids her a fond good night and leaves. She is set to go to sleep again, but, yup, you guessed it, Roger is back again, rapping on the door, and is as fresh as a 25-year-old, ready for more 'action'. Once more they enjoy each other. But as Roger gets set to leave again, his young bride says to him, 'I am thoroughly impressed that at your age you can perform so well and so often. I have been with guys less than a third of your age that were only good once. You are truly a great lover, Roger.' Roger, somewhat embarrassed, turns to Jenny and says: 'You mean I was here already?' The moral of the story: Don't be afraid of getting old, Alzheimer's has its advantages!



Hazel Johnson wins Two Titles

In only her first year in Rallying Hazel Johnson won her class in the SD34MSG Stage Rally Championship and also in the ANWCC championship as well after competing on Clitheroe & DMCs Hall Trophy Rally held at Blyton



Having lost out years ago for the SD34 title by such a small margin it was always a plan of mine to win it one day..It wasn't easy in fact hard work in the end ,and ALL down to friends and family . First off I must thank my wife for helping me fund it ,im skint now for a while ..My mum and dad for the loan of the trailer and the additional funds, John and Paula at RALLYTECH ,without Johns input with the setting up of the car in the first place it wouldn't be such a riot to drive. After our SLIGHT off at blyton ,my one and only EVER dnf due to a accident ,one huge thanks to Shaun Tomlinson , @ radcliffe motorbodies, who fixed the car for me in no time and went the extra mile which ment I just had to screw back together. Giles Phillips at GPM ,for keeping the oily bits it top knick. And without the lads in the fun seat , James Whittaker, Kev Parkinson and Bradly Johnston, the latter I think has won the codrivers award ,I wouldn't have made it round the stages without any issue what so ever , all 3 have helped win it for me. And last but not least everyone that's been and helped service for me, antony and lewis brindle, andy benson, danny, sorry I don't give you much to do some rallies but it seems its something you've got used to over the years If theres anyone ive missed out I thank you so much As for my plans for next year I think the car needs some much needed TLC but the draw of the manx lanes may see me over there more than rallying around our parts AGAIN MANY THANKS TO YOU ALL

John "Ric" Wood Garstang & Preston MC

Simon Robinson



BLACKBURN teenager Simon Robinson has been crowned the inaugural ANWCC Junior Production Car Autotest championship winner for 2011.

The 15-year-old St Wilfrids Academy pupil won his class at the Accrington Motorsport Club Autosolo event at the weekend to cap a fine first year. Robinson, driving his Peugeot 106GTi 1600cc car, has dominated throughout the 11-meeting series to win the title of the Association of North Western Car Clubs overall championship. Accrington Motorsport club team-mate Daniel Barker, 17, also from Blackburn, also performed well over the weekend to confirm his second place in the overall championship and the class A title. Autotesting involves a series of tests to measure precision driving skills, and the events often include stopping and starting with the front and rear wheels straddling a line, with sections of each test usually completed in reverse.

Steve Johnson, Go Motorsport Regional Development Officer, hailed Robinson's achievement and praised the contribution the championship has made to youngsters in motorsport. He said: "We have seen Simon increase in both his skills and confidence over the last 18 months and his driving is now in excess of people aged 18 or 19. "His skill levels and competency and car control are so much greater than probably 80 per cent of motorists on the road. "He is used to driving a car and he has come across all issues he might experience. You don't want people racing around the streets and having crashes. "What we are doing in the North West is the only area of the country that is doing this work. Because motorsport is trying to evolve. "People think it costs a lot of money but it cost £20 to enter on Saturday." Thirty drivers from across the north west took part in the weekend's autotest event, competing across four different championships.

Robert Kennedy, of F1000 club, was the overall winner at the production car autotest event, while **Hazel Johnson**, of CSMA, AMSC and u17MC, again performed well in her Nissan Micra by coming second in class..

Mark Andrews, of BLMCC, won the Clubmans event in his Ford Ka 1300cc, while Knutsford DMC's **Richard Duddell**, in a Mini Cooper S, won the national B event.

William Jarman, of Wigton motorclub, won the autosolo national B event driving a Peugeot 205ti 1900cc.



Hazel Johnson

TRAINING

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.

11th Feb Swallow Hotel, Preston

The Attendance is being invited from all disciplines, and each Club may nominate up to 5 Officials from as wide a profile as considered appropriate, with newcomers especially welcomed. Clubs with national or regional centres are invited to nominate selected officials as appropriate to each venue. Full Day seminars assemble at 09:30 for a 10am prompt start, being expected to finish before 4:30pm. IT IS IMPORTANT that attendees DO NOT turn up on the day without prior notification.

The Montana Department of Employment, Division of Labor Standards claimed a small rancher was not paying proper wages to his help and sent an agent out to investigate him.

GOV'T AGENT: "I need a list of your employees and how much you pay them."

RANCHER: "Well, there's my hired hand who's been with me for 3 years. I pay him \$200 a week plus free room and board.

Then there's the mentally challenged guy. He works about 18 hours every day and does about 90% of all the work around here. He makes about \$10 per week, pays his own room and board, and I buy him a bottle of bourbon every Saturday night so he can cope with life. He also sleeps with my wife occasionally."

GOV'T AGENT: "That's the guy I want to talk to - the mentally challenged one."

RANCHER: "That would be me."

I was on a train chewing some gum, with an old lady sat in the seat opposite me.

After a couple of minutes she says, "It's no use talking to me son, I'm deaf as a post".

Where does Extra Extra Virgin Olive Oil come from ?
Really ugly olives !!!!

Do Eskimo's have house warming parties?



MINI WRC wins Rally Car of the Year Award

The MINI John Cooper Works World Rally Car has been named Rally Car of the Year at the Autosport awards in London, the most prestigious event in the motorsport industry calendar.

The award follows an exceptional debut year for the new car, which has seen it exceed all expectations, taking podium positions in the World Rally Championship as well as numerous successes in international rallies around the globe.

"This award caps what has been a truly memorable debut year for MINI in the World Rally Championship," said Prodrive chairman, David Richards. "we never anticipated that we would be fighting for podiums so soon, let alone leading WRC events, as we did in France. This award is a testament to the dedication of the whole team behind the project in Banbury and the commitment of BMW and MINI who have fully supported the programme."

Prodrive started development of a new World Rally Car in early 2009, but it wasn't until 18 months later that the MINI John Cooper Works WRC ran for the first time at Prodrive's proving ground in Warwickshire on September 1 2010.

In addition to the two Works Team cars, Prodrive has supported as many as four further customer cars in several World Rally Championship events this year. By the end of 2011, 15 MINIs will have been delivered to customers and in 2012 it's anticipated that there will be as many as 80 car starts for customer MINIs in the World Rally Championship.

Dr. Kay Segler, head of MINI, who collected the Autosport award with David Richards, said: "Wherever MINI has competed this year, it has seemed like all the fans have been cheering us on. It is therefore fitting that it is the fans and readers of Autosport that have voted the MINI WRC as the Rally Car of the Year."



Dan Hurst - DRH Photography.org.uk where all photos are available to view and purchase in a variety of formats, photo mugs, T-Shirts, Mousemats, Jigsaws...

HALL TROPHY REVISITED

The Hall Trophy Rally run by Clitheroe & District Motor Club I originally did it as a Road Rally nearly 30 years ago in 1982. I remember marshalling on the 1981 event up around Pen y Ghent in Yorkshire on a freezing cold night must have been about minus 4 degrees with black ice on the road and Geoff Birkett and Nigel Hunter who won the 1981 event came through first car on the road in the Opel Ascona 400 pressing on over the very icy roads followed by the remainder or remains of the 90 car entry. We had to stay till the Course Closing Car came through by which time we were frozen stiff. Then off to the Red Pump Inn at Bashall Eaves for a welcome breakfast and defrost.

I don't know how the event got its name but can only assume the Trophy was donated by or in memory of someone called Hall who had a connection with Clitheroe Motor Club. Maybe someone who has been around longer than me like Roy Honeywell could let us know. I don't think it is anything to do with Derek Hall longtime Clitheroe member but I could be wrong! In 1982 the event ran the week after the RAC at the end of November and was a round of the ANCC & SD34 Road Rally Championships the route was given out as simple six figure map references, Selective starts and finishes, Passage Controls, Vias, give ways and black spots, 1 hour Pre – Plot Format Simples! Just need a good navvy to get the route down accurately then guide you round the route at speed without making any mistakes. Not so Simples! The event attracted the cream of North West Road Rallying at the time. Saturday Night Fever at its best. Clerk of the Course was Bill Honeywell who put on a cracking route using all the classic roads of the time to test the drivers and navigators. Starting from Edisford Bridge Car Park in Clitheroe the route took in Gisburn Forest, Lythe Fell, Buttertubs, Askrigg Common, Ingleton Switchback, Long Preston White, Malham, Pen YGhent, Grindleton Fell etc some classic roads on Maps 98 & 103. I still have the old entry list which the top 10 reads like a whos who of North West Road Rallying at the time. Names some of you will well remember and are still competing. Car 1 Ian Joel / Paul Bosdet in the Burnley Building Society Escort who rolled on a downhill dip/ kink over a bridge on the first selective over Gisburn. When we went past the car it was back on its wheels but going no further. I remember thinking I hope that doesn't happen to us! Car 2 John Sharples / Phil Catterall Escort RS2000, Car 3 Dennis Quinn / Stuart Lawrenson in the Tatham Tyre Services Sunbeam, Car 4 Mark Harrison / John Meadows in the Sunbeam, Car 5 Dave Calvert / Martin Oglesby Escort Mk 1 BDA, Car 6 Dave Thompson / Chapman, Car 7 Bob Brookes / Coulthard, Car 8 Ken Skidmore / Dave Orrick Simpsons of Colne Sunbeam, Car 9 Neville Crossley / Gary Frankland Escort, Car 10 Jez Haworth/ Whittle Escort.

After 180 miles of fast arduous fell roads on a very very icy night The rally was won by Car 17 Tim Snaylam / John Millington who has just won the Roger Albert Clark Rally with Gwyndaf Evans. 2nd Car 14 Carl Taylor / Taylor, 3rd Dave Calvert / Martin Oglesby , 4th Car 15 Richard Preston / R Bolton of Prestons of Colne, 5th Car 12 Davey / Heliwell, 6th Car 8 Ken Skidmore / Dave Orrick, 7th Car 3 Dennis Quinn / Stuart Lawrenson, 8th Peter Bland / Andy Milner who was a multiple ANCC champion with Bernie Griffin in the Rally Equipe Mini in the late 70s. 9th Car 4 Mark Harrison / John Meadows who later went on to Co Drive for Kenjiro Shinozuka in a works Mitsubishi and won the Ivory Coast Rally in the World Rally Championship. And 10th Car 9 Neville Crossley / Gary Frankland.

Fast Forward to 2011 the event still going but with some gap years in between, the Hall Trophy took place at Blyton Park Driving Centre in Lincolnshire as a single venue multi use stage rally run and co promoted by Clitheroe & DMC and Border Motor Club (Lincs) on 26th November a round of the SD34, ANCC, ANWCC stage rally championships over 8 stages and a round of the Kick Energy Pirelli Junior 1000 Championship run as separate Junior event to the main rally with the Juniors taking in 12 stages to keep the stage mileage up due to the rule over the number of stage laps allowed for the Juniors. Clerk of the Course Steve Lewis and his team laid on a mix of challenging stages very slippery in places with several loops on and off the main Blyton Park Circuit covered in small loose stones.

Continued on Pg 20



HALL TROPHY REVISITED (continued from pg 19)

Leading the main field of 28 starters at Car 1 Dave Hornbrook / Caroline Howells from Guisborough in their Mitsubishi EVO4 looking to add to their tally of recent Top 10 finishes and eventually to finish the day in 5th place and 1st in Class 5. At Car 2 Gary Hirst / Dave Everard in a Subaru Impreza who were to end up 7th and 2nd in Class 5. At Car 3 Adrian Atkinson / Dave Riley from Blackpool in their new EVO 6 had a good day finishing 3rd Overall. Car 4 the bright red EVO 6 of Adrian Smekks / Chris Neale from Cannock who briefly led the event after stage 2 but ended the day 2nd Overall 1 min 5 secs behind Car 5 the TEG Sport run Murtaya SRS Subaru based sports car of Steve Simpson / Mike Lawson who led after the 1st stage then pulled away after the third stage to take a comfortable victory at the end. Car 6 the venerable Ron Aiken/ Brian Neale in the immaculate Duratec engined Mark 1 Escort who were to take 4th Overall and 1st in Class 4. Car 7 Ross Miller / Bradley Johnson in their recently acquired Subaru Impreza ended the day 12th and 3rd in class 5. Car 8 Myself and Andy Komosa in my Impreza after a quick on spin on stage 1 retired after the transmission decided it didn't want to play anymore and we lost all drive mid way through our 4th stage. Car 9 Stuart Ranby / Ian Bass in the Escort Mark 2 eventually to end up 11th. Other Class winners were Class 1 up to 1400 John Hislop / Peter Leary in the Corsa, Class 2 1401 to 1600 Lee Burgess / Alyss Hearnshaw in the 205Gti, Class 3 and 6th Overall Michael Pickles/ Kari Bosworth Ford Escort. Other local SD34 area competitors at Car 14 Ian Curwen / Ben Anderson in the Proton Satria retired, Car 20 Chris and Heidi Woodcock in the Proton retired with engine troubles and Car 31 Hazel Johnson / Steven Butler in the trusty little Micra 1000 finished 21st Overall and 3rd in class.

In the F1000 Juniors 13 starters 13 finishers reliability comes as standard with the Formula 1000 cars. The event was led from the 1st stage by Charlie Stephens / Paul Stephens in the Micra who won by 35 seconds from George Lepley / Howard Pridmore in another Micra followed by Cameron Davies / Alistair Dodd in the XS Racing run Chevrolet Spark. In 4th Meirion Evans / Grant Rees all the way from Wales in the Micra. Niall Moroney / Jim McLean , Micra came home 5th followed in 6th by Aaron Newby / Julian Wilkinson in the TEG Sport Micra. The end of another year of motorsport roll on 2012 for more exciting times

John Gorton Clitheroe & DMC



MSA British Rally Championship Rallye Sunseeker offers Festival places

The opening round of the 2012 MSA British Rally Championship season, Rallye Sunseeker International, has teamed up with the Goodwood Festival of Speed to offer some excellent incentives on next season's event.

Organisers of the Dorset & Hampshire based rally, new to the BRC in 2011, are offering invitations to the world renowned motoring celebration for class winners on Rallye Sunseeker.

The BRC kicked off with Rallye Sunseeker International for the first time in 2011

The fantastic opportunities don't stop there though, as the overall winners of the British Rally Championship's support series, the BRC Challenge, and the new Production BRC will also have the chance to attend the Goodwood event, which runs from 29 June – 1 July.

Rallye Sunseeker Manager Rick Smith and his Southern Car Club team have organised and run the rally stage at Goodwood for several years, previously offering a place to the highest placed junior or group N driver in recent years.

"After several ad-hoc BRC crews attended the Festival in 2011, we decided to organise something more structured for next year." explains Smith. "Following discussions with the Goodwood organisers we have been able to secure these invitations and a specific British Rally Championship presence within the rally stage area."

BRC Manager Mark Taylor added, "This is a brilliant opportunity for the winners to showcase their talents in front of a massive audience. It will not only help to promote the individual crews, but it will further enhance the BRC's worldwide status." He concluded, "With the average age of BRC drivers just 24 years in 2011 and more prominence given to the junior crews next year, Goodwood's 2012 theme of 'Young Guns – Born to win' is also a perfect fit with Britain's premier rally championship."

Rallye Sunseeker International kicks off the 2012 MSA British Rally Championship on Poole Quay on Friday 24th February.

MSA
BRITISH
RALLY
CHAMPIONSHIP



The cost of living hasn't affected its popularity.

I used to be indecisive. Now I'm not sure.

What was the greatest thing before sliced bread?

All I ask is a chance to prove that money can't make me happy.

I'd give my right arm to be ambidextrous.

Fifth Gear TV rallies to the Go Motorsport cause

Fifth Gear motoring programme on Channel 5 television (9 December) put the spotlight on one of the UK's most affordable and enjoyable forms of motor sport. Earlier this month one of the show's well-known presenters, Vicki Butler-Henderson, teamed up with Škoda UK Motorsport's newly crowned Intercontinental Rally Challenge champion Andreas Mikkelsen to contest a 12-car navigational rally.

More than 300 of these events are organised throughout the dark winter

months by MSA-registered motor clubs located right across the country. No special equipment or licences are required beyond a road-legal car and an ability to read a map. Competitors are given a set of clues, which they must crack on the way while averaging 30mph between a series of checkpoints. As in stage rallying, crews set off individually at one-minute intervals and incur penalties for not sticking to the route or prescribed schedule. The event selected for Fifth Gear coverage was the Zebulon Pike Memorial 12-Car Rally organised by the Loughborough Car Club in rural Leicestershire. As one of the world's most promising young rally stars, Mikkelsen was charged with driving a standard 180bhp Škoda Fabia vRS – the showroom version of the 22-year-old Norwegian's Fabia S2000 competition car – while Butler-Henderson took on the all-important navigational duties. "I didn't really know what to expect and map reading isn't my specialist subject as I can get lost in a car park!" admitted Vicki. "As total novices, however, we were given extra time to plot the route and, although we made several errors, we didn't finish last and we had a real giggle. It was a terrific way to spend an evening. You exercise your brain, enjoy plenty of good banter and participate in a great sport with some healthy competition... all for a £15 entry fee and the cost of a few litres of fuel." Butler-Henderson is one of many high-profile ambassadors supporting Go Motorsport – the Motor Sports Association's award-winning campaign to help more people into all areas of motor sport – and is keen to promote the availability of such activities. "I'm passionate about grass roots motor sport and, in particular, things that are cheap to enter," she confirmed. "12-car navigational rallies certainly fit that bill – you can do them in your own road car without a special competition licence or any bespoke equipment beyond a 2B pencil and torch." It was also a totally new, and no less enjoyable, experience for Mikkelsen – a man who's far more used to competing right at the other end of the spectrum, namely the fore-front of international rallying. "It was very different to anything I have done before," he admitted. "It was great fun, though, and clearly a fantastic way to start in motor sport. It's important for a young driver to gain experience any way he or she can and, more importantly, it's the perfect place for a budding co-driver to start off. I can now see why Britain has produced so many top world championship co-drivers over the years."

Mikkelsen was also impressed with minimal costs of competing at this level and clearly has been bitten by the competitive bug. "These events are really cheap to do, as you can do them in a road car," he enthused. "We did our event in a Škoda Fabia vRS, which was the first time I'd driven one. The country lanes were quite bumpy and narrow, but the car was really impressive and performance-wise it was more than you need to have a great time. Now that I know what we're supposed to do, it would be really nice to do a navigational rally again – and see if we can improve on our finishing position!" Navigational rallies are just one of the many UK grassroots motor sport activities promoted by the MSA's governing body's Go Motorsport campaign.

"Whether it's 12-cars, production car trials or autotests, there is a wealth of possibilities available to those looking to enjoy club level motor sport for a very modest outlay," said Colin Hilton, Chief Executive of the Motor Sports Association. "Inevitably most of the media is focused on this country's leading role at the pinnacle of Formula One, so we are all the more grateful to Vicki and Andreas for highlighting just how inexpensive and fun grassroots motor sport can be via this coverage on Fifth Gear television. Most local motor clubs are organising similar events throughout the year, demonstrating that motor sport is much more accessible than many people imagine."

After having their 11th child, a couple from Burnley decided that enough was enough. The husband went to the Doctor and told him that he and his wife did not want any more children. The Doctor told him there was a procedure called a vasectomy that would fix the problem but it was expensive. A less costly alternative was to go home, get a firework, light it, put it in a beer can, then hold it up to his ear and count to ten. The man said to the Doctor, I may not be the smartest guy in the world, but I don't see how putting a firework in a beer can next to my ear is going to help me. Trust me. It will do the job, said the Doctor.

So the man went home, lit the banger and put it into a beer can. He then held it up to his ear and began to count, 1, 2, 3, 4, 5, at that point he paused, and placed the beer can between his legs so that he could continue counting on his other hand.



A MERRY MOTORING CHRISTMAS AND A HAPPY HARD DRIVING NEW YEAR TO PETROL HEADS EVERYWHERE. LONG MAY YOUR EXHAUST PIPES SMOKE AND THE CONDIMENTS OF THE SEASONING TO ONE AND ALL.



My Christmas story rivals a Dickensian tale of suffering, deprivation and the final triumph over evil and despair. I went, along with my mate Jeff Almond and my son Andrew to marshal on the Red Rose tests of Le Jog.

Luckily, the sun shines on the righteous and we were blessed with a nice dry afternoon.

After a couple of enjoyable hours there, we decided that it was too early to go home so we went up to Tan Hill Inn time control and this remote, windswept building is where the tale began. As we sat around happily quaffing ale and sampling the delights of local home cooked produce, two bedraggled, red eyed, weary travellers came in. Please Sir may we have a cup of tea, they pleaded. The landlord, being a jolly soul and obviously feeling the spirit of goodwill allowed them, in exchange for some of their meagre means, two large mugs of the steaming nectar. As they defrosted I realised that these two waifs were old friends from my home town of Barrow-in-Furness. Robert and Susan McLean. "How are you faring" I enquired. "Hang on a minute and I'll tell you the tale" said Bob. Setting off from Barrow in 'Bernard' (that's the pet name for their, much campaigned, Rover they got all the way to Taunton when the clutch started slipping. On examination Bob found that the rear engine oil seal had gone and effectively stopped them competing.

Bob said they would have to nurse the car home and miss this years event. Sue said "What about going home for the Anglia" Bob told her that the gearbox for it was in Preston awaiting a rebuild. "Well give him a ring and see if it's ready yet" she cried. Bob duly rang the guy and he said that the parts for it had all arrived. A little gentle pressure from Bob had the guy agreeing to rebuild the box that very afternoon as they travelled up from Taunton.

(bear in mind that this was at 2pm) They got to Preston at 7pm and collected said box. Ringing friends Pete Leary and Steve Johnson to elicit some help they got back to Barrow and the gearbox was fitted by 2am but alas they were short of some essential gaskets. Bob knows a guy in Chorley who carries stocks of Ford gaskets so Sue was dispatched at 8am to drive to Chorley and obtain the gaskets, in the meantime Bob was trying to ring ahead but got no reply. When Sue arrived in Chorley the garage was closed so she went to enquire at a nearby Post Office if they knew whether the garage would be open. The lady there told her that the guy usually opened about 10am. So the gaskets were obtained, driven back to Barrow and fitted. Then driven back dahn sarf to rush through scrutineering and then Lands End to John'O'Groats where they achieved second in class 19th o/a. Now if that doesn't inspire you I don't know what would. True grit and determination. Just to give you a rough breakdown I did a couple of approximate calculations through Routeplanner. Barrow to Taunton 300 miles Taunton to Barrow via Preston 320 miles Barrow to Chorley and return 160 miles back to Land End 450 miles LE to JOG 840 miles then 460 miles home. A total of about 2530 miles. 1230 on the way to the start. Just a quick mention of our trip to Newcastleton to marshal on the Roger Albert. It was a great day. It was very cold and the sound of those cars was better than any orchestra playing. To me the Escort will always be my favourite sound in the forest but I must make special mention of the Perez beast, awesome, and Gwyndaf Evans was equal to a superb ballet dancer with his supreme handling of the car. Just like watching Roger in the old days. Ah, memories. Talk to you all again in 2012.

Paul Brereton

A woman and her ten-year-old son were riding in a taxi in Sydney. It was raining and all the prostitutes were standing under the awnings.

"Mum," said the boy "what are all those women doing?"

"They're waiting for their husbands to get off work" she replied.

The taxi driver turns around and says "Geez lady, why don't you tell him the truth? They're hookers, boy!

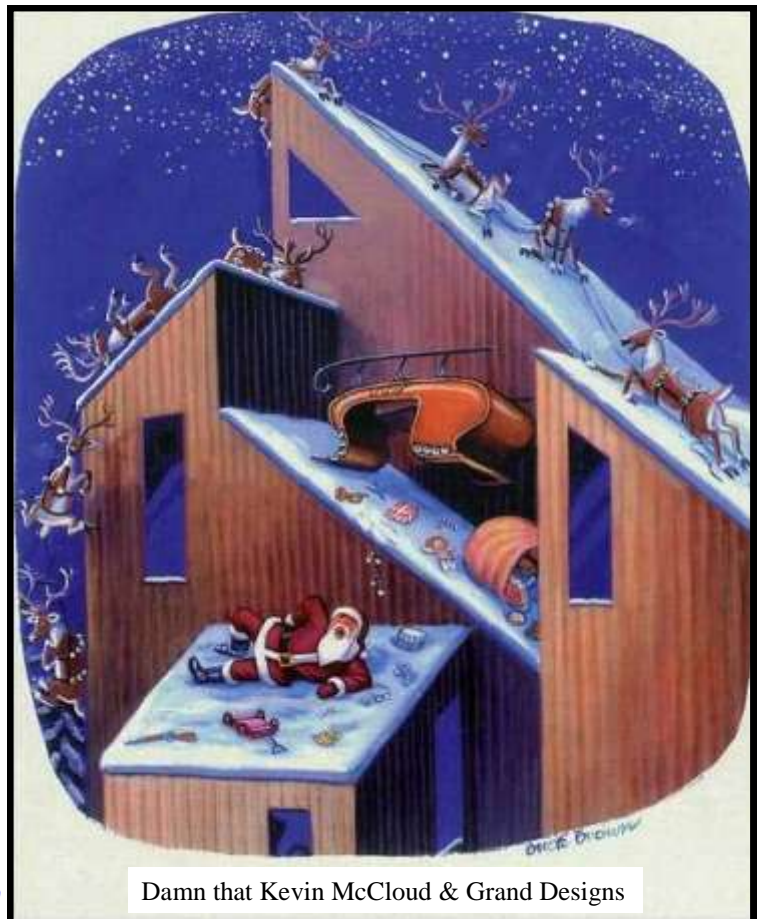
They have sex with men for money."

The little boy's eyes get wide and he says "Is that true Mum?"

His mother, glaring hard at the driver, answers in the affirmative.

After a few minutes, the kid asks "Mum, what happens to the babies those women have?"

"Most of them become taxi drivers" she said.



Damn that Kevin McCloud & Grand Designs

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



Did you read Paul Brereton's article last month. I did. Paul wanted people to join him in a discussion Well here goes. I think Paul and me are singing from the same hymn book, although Paul was going on more about rally organisation than club organisation, but the message was still the same. If you want clubs to grow and flourish then you need to attract more youngsters into the sport. When you have persuaded them to get involved and take part then if you confuse them and get them lost on their first event the chances are that few of them will come back for more. Its the same story at a club night – if they dont enjoy it, if they are not made to feel welcome then they wont be coming back. One of his comments was "Give people what they want not what you think is good for them" I couldn't agree more but with one or two alterations. You do need to give people what is good for them but that can be the same as what they want. You cant give people just what you think is good for them if it is not good for them – that is when they wont come back for more and it is only your opinion that 'it is good for them'. Plot and bash need not be onerous – the John Robson Rally P&B was not onerous. It was simple and effective, however, it could just as easily have been pre-plot. I doubt that had it been pre-plot there would have been much difference in the result. The only difference was in the type of permit applied for – Navigation Rally rather than Road Rally.

The argument goes that pre-plot events are faster affairs than P&B events. From my experience nothing could be further from the truth. P&B events have to be driven at a far faster speed to make up for the navigation mistakes that occur just because they are P&B. Then there are the PR issues that are caused by wrong slots and mistakes in general that are caused just be being P&B. P&B event organisers do not PR roads that are not on the correct route. Organisers then come up with instructions that can easily lead to the wrong route being taken. Do organisers of P&B events think through the consequences of competitors taking the wrong route along roads that have not been PR'd? Do they place 'NO' boards on all the roads that are off route? No they dont because that would be too onerous for the organisers but then they wonder why residents of houses not on the route suddenly get anti-rally the next time an event wants to go past their house.

Simple really – they (the residents off route) were unaware that there was going to be a rally passing their doorstep. These residents were not made aware of the event (PR) and the organisers did not ensure that they were undisturbed by the event by taking simple steps to prevent competitors taking the wrong route and to make matters worse the organisers of P&B events have gone out of their way by giving competitors tricky instruction to guide them round the intended route and make mistakes.

Surely Rally organisers have a 'Duty of Care' to ensure as far as is reasonably practicable residents 'off route' who have not been made aware of the event get an undisturbed night.

If we continue to deny that a rally ever passed these folk then we deserve to lose these roads.

How many clubs have been castigated about their poor PR efforts. It could be that the last club to use a road was not the culprit but some P&B event where competitors were going back and forth on the wrong roads and the wrong club got the flack!! (residents are never too sure when it was - just that it was the last rally past here! Because they were not PRd they dont know which event it was nor which club)

To organise a 'Navigation Rally' takes a lot longer in the setting of the route instructions than a simple map reference event so that cant be the reason that organisers still insist on doing it. The reason for running an event with more complex navigation and making it P&B is that it is easier to get a result. It is easier to get a result because competitors (under pressure) make mistakes and take the wrong road leading to dropped time. There for the very intention of a 'Navigation Event' is to put competitors on the wrong road. To then make a 'Navigation' event P&B only adds to the problem.

If you want more competitors to do your event then I am confident that pre plot is the way forward

For all the above reasons I am not a fan of P&B Navigation events. I think they will bring about the death of Road Rallying. I think that P&B Navigation Rallies as they are currently run are far worse for the sport than TARGA timing ever was.

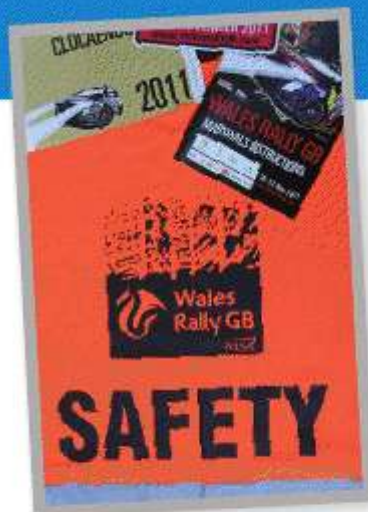
You might have a different point of view. If you do then why not tell us all why P&B is the best way to run a rally Some navigators do like P&B Navigation events. I used to be one of them, but that was many moons ago and I was far more nimble in the mind back then and seemed to be able to do the mental gymnastics with ease. As I have been out of the sport for more than 30yrs either a lack of practice or a set on of senility has blunted both my appetite and capabilities in this department. Back then nearly every event was pre-plot and I can only remember one event that was run by Lancashire Automobile club that employed tricky navigation with P&B. This event was run during the day and used some very devious navigation techniques including circular herringbones without the start or direction being given and to complicate things further it had different speed schedules between controls (average 22.5mph between point A and Point B etc) not an event for the faint hearted. On my first attempt at this event I got totally lost and can remember standing at the top of Jeffery Hill looking forlornly at the panoramic view below hoping to catch sight of another rally car so that I could head in that general direction, find a control and get my next set of route instructions. I was lucky and tagged onto another competitor until the next control and finished 8th O/A.

As far as training for Navigation Rallies – well why not have a crack at the Table Top rally being held at Clitheroe & DMC on the 17th of January. You will need Map 97, a pencil, romer and maybe a rubber. Maybe easier than LACs event but slightly more complex than the Clitheronian but it is only a theoretical exercise against the clock but in the cosiness of CDMCs clubhouse at Waddington. Sharpen your skills. See you all there.

Mozzer



Marshalling Moments...



Safety Marshals play a vital role in all forms of motor sport and the vast majority of them do a sterling job, often in the face of adversity. Unfortunately, as in many things in life, it's the actions of a minority that attract unwanted criticism, and it's sad to note that there have been plenty negatives in the aftermath of Wales Rally GB 2011...



The internet rally forums have been awash with unsavory tales of marshals' mis-deeds that grossly overshadow the good work done by the majority of those who volunteered for duty.

In the case of Wales Rally GB, more than 2,000 were recruited. Without them, there simply wouldn't have been a rally, but much of their good work is forgotten as it's the minorities' misdemeanors that grab the headlines.

Many of the problems aren't new, they've existed for years, but we're now in an age where most people carry a mobile phone with previously unheard of photographic capabilities.

The internet is awash with film, much of it good quality footage and sound, but unfortunately for some it doesn't just focus on the cars as it exposes an undesirable side of rally marshaling.

Only those listed on the MSA's National Marshals Register were allowed to become part of Wales Rally GB's vast army of marshals and each was supplied with a booklet containing 12 pages of instructions/advice.

The publication covered a range of subjects including a Code of Conduct, sections on Spectator and Media Safety, Incident Management and even a special section for those marshalling on Sunday's MOD based Sennybridge

Training Area stages. All good stuff as the saying goes but the behavior of some leaves one asking the question, 'Did they read it?'

Reports of marshals exposing themselves as competitors' sped by, and raucous laughter as drivers inflict £1000s worth of damage to their cars have dominated the aforementioned forums, whilst others were seen drinking cans of

the event since 1998 and this year, accompanied by a small band of like-minded enthusiasts, he spent four days in the forests doing 'his bit' to ensure the rally ran smoothly. "We had a cracking time," Fox told Pacenotes. "We met loads of friendly marshals, spectators

"We met loads of friendly marshals, spectators and media, and when we asked anyone to move from a daft position, which wasn't often, they did so without any problems."

lager and smoking dope. None of it good for the image of the sport, so let's try to redress the balance.

By far, the vast majority of Marshals are true enthusiasts who, at considerable personal expense, trek the length and breadth of the country for the pure love of the sport.

Darren Fox, a member of Fylde Motor Sport Club, typifies them. Introduced to the world rally scene as a six-year old by his father who was an Area Coordinator/Stage Commander of the Lombard RAC Rally during the mid-70s, it could be said that Fox has rallying in his blood.

He's been a Sector Marshal on

and media, and when we asked anyone to move from a daft position, which wasn't often, they did so without any problems."

Others in the Fylde Motorsport Club group were equally positive.

"It's all been good fun" said Barrie Currie. "We're out in the fresh air and you're a part of it because it's part of you."

Dave Grady made the step from spectating to marshaling 20 years ago and these days mans a radio car whilst Sandie Taylor got hooked on the sport after seeing Michelle Mouton power the mighty Quattro through Grizedale in the early 80s. Taylor was so smitten that she marshaled the

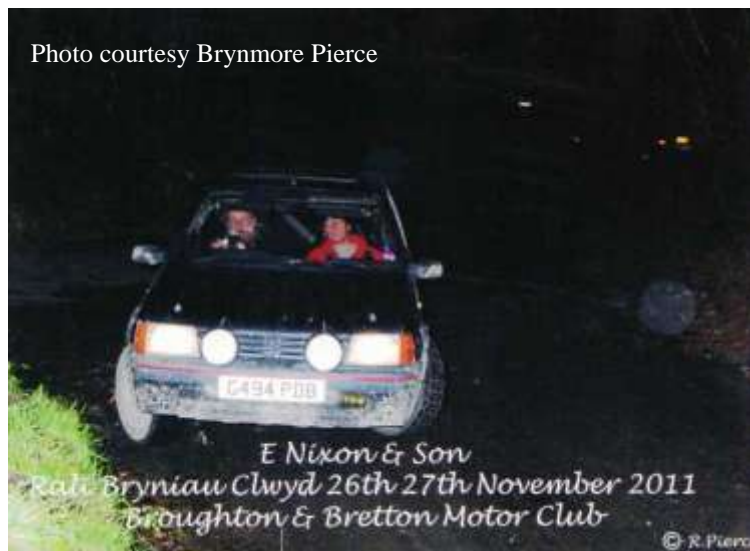
1987 Lombard RAC Rally whilst eight months pregnant!

It's dedication like this that makes this event and more importantly our sport what it is. Remember, there wouldn't be any rallying without safety marshals but the sport could well do without those who bring it into disrepute.

Hopefully, organisers and motor clubs can work together to eradicate the unwanted elements and help bring more good publicity in 2012.



Photo courtesy Brynmore Pierce



BRIEF OUTLINE of 2012

2012 will be the 59th year of the **BTRDA Rally championships**. The provisional calendar will be:-

Wydean Rally	11th February
Malcolm Wilson Rally	3rd March
Somerset Stages	21st April
Plains Rally	19th May
Dukeries Rally	9th June
Nicky Grist Quinton Stages	14th July
Woodpecker Stages	1st September

Rally Bryniau Clwyd

Back in September Dick Jones and I did the Rally Mon on Anglesey and after the event we decided to have a go at the Rally Bryniau Clwyd on 26/27th November as it was a replacement for the Farrington and on the same roads. It was run by Brynmor Piece so it would be a proper road event with only 2 miles? of whites (welsh miles) - yes right!!!! It was a very windy night at the theater Clwyd in Mold but the start venue was the usual underground car park. My nav was struggling with the route instructions - it was very complex but we got there in the end. We decided to run semi's as the regs gave a 5 year cut off for results. So seeded at 37 we set off looking for a result. It was fast in fact very fast but I was glad I had fitted the kummos as lanes were muddy and the farm at llysfasi was very slippery and there were quite a few offs before we got to halfway halt at Mold. As we left we were given a quick amendment. And then back to it. The car never missed a beat all night as did the navigator Dick Jones he was on it as ever only one missed slot as it looked like a white but was a yellow but a quick uphill H/B had the car up on 2 wheels and a few grins inside. The weather was getting a bit rough and wet for the marshals as we got to the last few controls and on the last timed section we arrived at a 3mtr control locked up and slid past it reversed and entered the control only to get a wd. Gutted after over 120 miles to get a fail only 2 miles from the end and losing 11th o/a but a great rally and we will be back next year

Bill Chadwick Dick Jones car 37

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Ford extends World Rally Championship participation with new two-year agreement with M-Sport

Ford of Europe announced it is extending its participation in the FIA World Rally Championship into 2012 and 2013.

Long-term partner M-Sport, the British-based preparation company, which has successfully operated Ford's WRC activities since 1997, will continue to operate the programme from its state-of-the-art facilities at Dovenby Hall in north-west England.

The Fiesta RS World Rally Car will continue as Ford's WRC flagship in 2012 and 2013. The car, based on the successful Fiesta road car, claimed a clean sweep of the podium in both the first and final rounds of its debut season this year.

Finland's Jari-Matti Latvala and co-driver Miikka Anttila, who topped the world rankings for special stage victories in 2011 and won the final round of the championship in Britain last month, are confirmed as team leaders for 2012.

They will be partnered by former world champion **Petter Solberg and Chris Patterson**, who have signed a one-year agreement to drive the team's second Fiesta RS WRC in all 13 rounds. The experienced Solberg won the world title in 2003 and the 37-year-old Norwegian has 13 world rally wins to his name. It will be his second stint with Ford, having launched his world rally career with the team in 1999.

The squad will be named Ford World Rally Team and will retain support from long-term partner Castrol for both 2012 and 2013.

Ford has a long and successful heritage in rallying. It is second in the all-time wins list with 79 world rally victories and its run of 145 consecutive points finishes, dating back to the opening round of the 2002 championship, is the longest in the sport's history.

Ford of Europe chairman and CEO Stephen Odell highlighted the strong will of all parties to continue in the WRC.

"Ford has a rich history in world rallying and we're excited to continue fighting for titles on the world stage with our great partners at M-Sport," said Odell. "WRC is a great fit with the Ford brand DNA of precise handling, fun-to-drive cars with leading technology and we'll continue to leverage rallying to inspire innovation in future vehicles and reach new audiences."

Gerard Quinn, Ford of Europe's senior manager for motorsport, emphasised what WRC competition means to Ford. "The WRC is motorsport's toughest competition for production-based cars," he said. Through WRC, we can convey the attributes of our road vehicles and send a clear message to our customers and fans about Ford's passion and expertise.

"We feel that the timing for our announcement is right. We had to be confident about the stability of the championship and to ensure it continues to provide great value and increased exposure globally. We discussed it with our stakeholders and after receiving such assurances we look forward to focusing on competition once again," said Quinn.

"We have a great team with M-Sport and its leader, Malcolm Wilson, and in Jari-Matti Latvala we have one of motorsport's rising stars. Already regarded by many as the fastest driver in WRC, this year he showed consistency and expertise on all surfaces.

We believe he will flourish in his new role as Ford's team leader, and look forward to seeing his pace light up the special stages around the world.

"The addition of Petter Solberg to the team brings one of the sport's most experienced and flamboyant drivers back to the team where he started his top-level career. A drivers' world title and 13 world rally victories are testament to his abilities and his vast experience will be a great asset to our line-up," added Quinn.

Wilson, M-Sport managing director and team director, said the new deal was a vote of confidence in his company. "The performance of the Fiesta RS WRC in 2011 was strong on all surfaces and I'm genuinely excited about what we can achieve in the future," he said. "We want to challenge for world titles and I have no doubts that our car and driver combination, allied to the infrastructure and expertise of our staff at Dovenby Hall, will allow us to do that."

M-Sport recently completed its ladder of opportunity, adding a first rung to complete a structured path to take young and talented rally drivers from the grass-roots to the top level in Ford Fiestas. From the entry-level MS1 car, drivers can progress via the increasingly more powerful R2, S2000 and Regional Rally Car models to the top-billing World Rally Car.

"Ford has five different Fiesta models in which drivers with potential can graduate from entry level to the WRC. This ladder is the breeding ground of Ford's future stars, and in the next seasons we will see drivers with ability climb it and begin to emerge at the top," he added





Dunlop/WONAGO MSA British Historic Rally Championship

BHRC review on Christmas Day on Motors TV

The review programme of the 2011 Dunlop/WONAGO MSA British Historic Rally Championship will make perfect festive viewing when it is screened for the first time on Motors TV at 9pm on Christmas Day.

The spectacle of Ford Escorts, Porsche 911s, Saabs, Vauxhall Chevettes and Hillman Imps tackling classic forest and asphalt stages is surely the perfect antidote to the regular Christmas Day TV programmes. The two-hour review covers all the action as crews competed from the forests of Wales to the closed public roads of Ulster and Flanders. The programme will include stunning in-car footage as well as interviews with some of the characters involved in historic rallying.

As well as the initial prime-time slot on Motors TV, the programme will have several repeats in the week after the initial transmission.



LeJog 2011

Seventy crews from across Europe and America raced (?) through the region as they battled it out on a 1,400-mile course between John O'Groats and Lands End. The 17th annual running of Le Jog saw classic, vintage and veteran cars competing, as the wild weather made conditions even tougher. The infamous Welsh night section had more than 30 time controls – 75 per cent of which were four minute sections and the longest section was 3.5 miles – but the route was designed with loops to allow controls to be cut for those running late. Wales also saw some tough, late-evening regularities where crews' driving, navigating and timekeeping was thoroughly tested. In addition this year's Le Jog had up to 30 tests at 26 venues – more than double the number of some recent Le Jogs and more than the last Rally of the Tests. The Lancashire venues were at the Tickled Trout Samlesbury, at the Red Rose Hub, Bluebell Way, Fulwood, and Time Control at the Aspinall Arms, Mitton, Whalley. Richard Jeffcoate and James May, in their Riley Special Sports car, were the overall winners after four days of competition. **Photos Courtesy - John Gorton**

Rally Matcher

In case I forget in the next few days in the run up to the festive period I thought I would wish you all a Merry Christmas and a Happy New year. I hope you got all you wanted out of 2011 and have plans for 2012 and those plans include some rallying.

My rallying year is most definitely over as I won't be able to attend my year closer, the Longmoor Loco, as it's on a working day this year but my year will start with a visit to the Autosport Show on the Thursday the 12th and hopefully a visit to HRCR Open Day at Gaydon on the Saturday. If you at either event and want to say Hi drop me a line.

My competitive year will hopefully commence with the Wydean and another crack at the Silverstar and hopefully Boyd and I can improve on this year. What are your plans and do you want to stay on the list? If you DON'T want to receive emails please drop me and line and if you are a driver looking for a partner please let me know and I'll get emailing for you.

Once again have a great Christmas and hopefully see you on the stages in 2012.

Regards **Bryan Hull**

Website www.rallymatcher.com

Email rallymatcher@gmail.com

Twitter @RallyMatcher Mob 07770 237 686

I love the snow. My mess of a garden now looks just as good as the neighbours.

You know its cold outside when you see a Burnley girl wearing knickers.

Maurice Ellison was given a parrot as an early Christmas gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of the bird's mouth was rude, obnoxious and laced with profanity. Maurice tried and tried to change the bird's attitude by constantly saying only polite words, playing soft music and anything else he could think of to 'clean up' the bird's vocabulary. Finally, Maurice was fed up and he yelled at the parrot. The parrot yelled back. Maurice shook the parrot and the parrot got angrier and even more rude. Maurice, in desperation, threw up his hand, grabbed the parrot and put him in the freezer. For a few minutes the parrot squawked and kicked and screamed. Then suddenly there was total silence. Not a peep was heard for over a minute. Fearing that he had hurt the parrot, Maurice quickly opened the door of the freezer. The parrot calmly stepped out into Maurice's outstretched arms and said, ***"I believe I may have offended you with my rude language and actions. I am sincerely remorseful for my inappropriate transgressions and I fully intend to do everything I can to correct my rude and unforgivable behaviour."*** Maurice was stunned at the sudden change in the bird's attitude. As he was just about to ask the parrot what had made such a dramatic change in its behaviour, the bird spoke up, very softly and it said, ***"May I ask what the Turkey did?"***



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Rally Village

If you want to be a part of Legend Fires North West Stages Rally then put a date in your Diary for 3rd - 4th February 2012*

JOIN THE ACTION - February 2012


The Rally Village is based in the superb indoor Norcalympla Exhibition Centre, that forms part of Blackpool's landmark Norbreck Hotel. The hotel and exhibition centre complex is headquarters to the Legend Fires North West Stages Rally.

At the hub of the event is the Rally Village, home to all motor sport exhibitors, which also hosts pre-event Scrutineering (Friday afternoon), Parc Fermé (Friday night) and Saturday's Spectacular Champagne Finish Ceremony.

The Rally Village is a major part of the weekend event which attracts thousands of motor sport spectators from all parts of the UK. We aim to provide them with not only a fantastic stage rally but the biggest and best motor sport show north of Birmingham and invite you to be part of it.

Be a part of the Action in 2012!

www.nwstages.co.uk



* Subject to confirmation

TRADE STAND AND EXHIBITOR ENQUIRIES:

Contact: **Darren Fox** via email: trade@nwstages.co.uk

Top this for a speeding ticket...

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorists on the A1 Great North Road.

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."



Dovey Valley MC are planning on running a 100 mile event on the **11th/12th February 2012**. The route will be pre plot no nonsense format, running 99.5% smooth tarmac, with many roads that have not been used in over 20 years. The event will be start and finish in Tywyn, Mid Wales. The regs should be published towards the end of December

Teifi Valley Motor Club are pleased to announce the 10th Anniversary **Bro Preseli Novice Road Rally**. The event will be running on the **11th and 12th of February 2012**, and will be based in Crymych, Pembrokeshire. We would like to take this opportunity to thank the sponsors Robins Taxis and Arjay Factors of Cardigan for sponsoring the event. This year's event is the 10th anniversary of this event running, which as a club we feel is a very special achievement. This a charity event and we as organisers are proud that this rally has raised around £20,000 for local charities. The event will compromise of a 100 miles of metalled and unmetalled roads, the latest edition maps 145 and 157 will be required. Regs will be available from the TVMC web site from Christmas day. To celebrate a novice road rally running for a 10th time there will be a few tweaks to this

Epynt Motor Club are pleased to announce that the **D G Jones Agri Ltd. Powys Lanes Rally** will be held on **4/5th February 2012**.

Based in Rhayader

Approximately 120 miles of classic Welsh lanes, pre-plot on OS Maps 147 and 148

National B, Competition Licence required

Expert, Semi-Expert, Novice and Beginner classes

£95 entry fee including breakfast

The opening round of the Welsh Border Car Club Road Rally Championship

Regulations and Entry form available to download NOW from <http://www.epyntmc.co.uk>

Contact details are also available on the website.

Thank you to everyone who supported the 2011 Powys Lanes Rally, helping us to raise funds for local causes. We were able to donate £500 to Wales Air Ambulance and £500 to the Bracken Trust, a cancer centre in Llandrindod Wells.



Date Change For 2011 Specsavers Christmas Stages Rally

Due to circumstances beyond their control, Northallerton Automobile Club Ltd has had to alter the date of the Specsavers Christmas Stages Rally which will now take place six days later than planned on bank holiday Monday January 2nd 2012.

The organisers were informed by Croft Circuit that the original date of December 27th 2011 was no longer available due to their 40 noisy day allocation now being used up for 2011 but following a meeting last night, the NAC committee agreed to the revised date offered by Croft rather than cancel the event. The club is now undertaking the various and considerable tasks involved with the rescheduling of the event and it is hoped that many of the competitors who had entered for the original date will be able to still contest the popular event which will still run to the original format. Clerk of the Course, Ian Jackson commented: "This is not the first time we have had to reschedule our event because of the recent restrictions imposed on Croft and whilst it's very disappointing, we are still committed to putting on a popular and successful event. We realise the revised date will not be suitable for everyone but we hope we get the support we need as an awful lot of time and effort has gone into organising this so far. The easy option would have been to cancel the event but we didn't want to do that as despite the worst that the weather has thrown at us over the years, we have never been defeated yet!" Once again sponsored by the Middlesbrough branch of Specsavers, the event will start at 09.15 and comprise 40 miles over seven stages around the race track and perimeter roads. Incorporating rounds of the AS Performance North of England Tarmac Championship 2012 and the Just Ferries Yorkshire Winter Rally Challenge 2012 a limited number of entries are still available and information can be found at www.northallerton-ac.co.uk.

The cost of the entry is £195 and final closing date for entries is Friday 16th December 2011 with final instructions available from 18th December 2011. Media accreditation will be handled by Croft Circuit directly whereby all applications or enquiries need to be addressed to Tracey Morley, Circuit Manager, Croft Circuit, Dalton On Tees, DL2 2PN, via email (tracey@croftcircuit.co.uk) or telephone 01325 721815. Having originally had a capacity 90 car entry for the festive event, a number of crews have unfortunately had to withdraw, including last year's winner Dale Robertson, meaning 70 crews will now contest the 40 stage miles over seven stages in just two weeks time.

Former double winner Kevin Procter from Scruton and Little Langton co-driver Dave Bellerby are seeded at number one in the Subaru WRC which took them to victory in 2008 and 2009 and providing he confirms his entry, Teesside businessman Peter Stephenson will be next away in his Subaru WRC.

Rapid Leeds brothers Phil and Mick Gallagher are seeded at three in their Ford Escort with the spectacular and unique Subaru Forester of Yorkshireman Alex Taylor at four meaning the anticipated large crowd will get their money's worth of entertainment.



2011 BRC 2WD Champions Marty McCormack & David Moynihan

MSA British Rally Championship 2012 BRC regulations now available

MSA British Rally Championship organisers are pleased to announce that regulations and entry forms for 2012 are now available and can be downloaded from www.rallybrc.co.uk

The publication of these regulations heralds the dawn of a new era for the British Rally Championship, as next year sees the introduction of the much-anticipated two-wheel-drive only formula.

Now seen by many as a move that will bring sustainability, affordability and closer competition to the sport at top UK level, BRC organisers are pleased to report that, over the past few months, the championship has increasingly attracted the attentions of competitors – both new and existing - from home and abroad.

In comparison with those of 2011, the 2012 British Rally Championship regulations include the following significant changes:

- Two-wheel-drive cars only
- Three prestigious British titles for Drivers, Manufacturers and Juniors
- The British Manufacturers' Championship is open to registered car Importers, with point-scoring based on the two highest placed competitors in the relevant make of car
- The British Junior Championship is limited to under 23 year olds driving Class 10 (Rally 1) cars only
- The BRC Teams' Cup is open to professional motorsport teams entering two cars
- Pirelli Star Driver Competition nominees must enter a minimum of four events

Added to this, the revised and forward-thinking format specifically for R1, R2 and R3 cars has been met with considerable interest by manufacturers, the media and the public as Championship Manager Mark Taylor explains:

"This is not only a significant time for us as Championship organisers, but also for the sport as a whole. Following the announcement of our intentions in the summer of 2010, we have had more and more people from all walks of the sport – both in the UK and overseas – support the format we have put in place for 2012. Initial reactions amongst competitors has been extremely positive, so we therefore look forward to receiving entries for what promises to be one of the most exciting and most talked-about seasons ever."

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



Kenya Airways East African Safari Classic Rally November 19th to November 28th, 2011

Fine Fifth for Perez after Toughest Safari in Years

After nine tortuous days of action, Kick Energy driver Steve Perez has completed the 2011 East African Classic Safari Rally in a very creditable fifth position which is particularly impressive given this year's world famous marathon has been considered as one of the toughest in recent years.

After torrential rains besieged the route of the entire event and at the wheel of the 1975 Datsun 260Z, Steve, from Chesterfield who was expertly co-driven by Swede Stafan Parmander, recovered from mechanical dramas which cost him over an hour, whilst posting a pair of fastest overall stage times along the way.

After breaking a prop shaft in the second section of the rally and losing an hour repairing the car, Steve then lost more time in a mud hole later in the same day. His recovery from the lower reaches of the top thirty to a final position of fifth was one of the highlights of the rally.

The final day today was a short 156km run back from Tsavo National Park to Mombasa. The only dramas today were a close encounter with a particularly large monkey in the second stage and then being caught in the dust of fellow Kick Energy driver Geoff Bell for over ten kilometres in the final stage of the entire rally.

The rally was won by 1979 World Rally champion Bjorn Waldegard and is the first time that a Porsche has ever won the Safari Rally. Bjorn was chased hard over the final few days by Kick Energy driver Geoff Bell in a Datsun 260Z but Geoff's charge faded when he was left stranded in a mud hole for over twenty minutes on the penultimate day.

Roger Albert Clark Rally

2nd - 5th December 2011

www.rogeralbertclarkrally.org



Best Ever RAC Rally Finish For Perez

Kick Energy rally driver Steve Perez claimed a career best eighth place on the event following the conclusion of the 2011 Roger Albert Clark Rally in Carlisle.

Along with Welsh co driver Paul Spooner, the Chesterfield ace completed the final stage in their BTR-prepared Lancia Stratos, setting third fastest time in the process, as heavy snow caused havoc on the final day of the four-day marathon and caused the final stage of the event to be cancelled.

Tenth overnight and following problems in the fog and darkness of the final evening, the 2003 British Historic, 2004 National ANCRO and 2010 BTRDA champion was confident of a good showing on the final two tests in Kershope and with conditions prevailing which were similar to last year, Perez upped the pace on the snow-bound tracks to climb into eighth place on the leaderboard and claim a class victory in the process.

However, any hopes of further progression were halted as organisers had to cancel the second run through Kershope due to delays and in order to keep on schedule for the ceremonial finish in Carlisle this afternoon but despite this Perez had done enough to claim a class victory.

The result sees Steve, a staunch supporter of the event, record his best ever RAC Rally finish having contested every event since its inauguration by De Lacy Motor Club in 2004. On the very first event in a Porsche 911, Steve retired in Kielder forest late on when in contention for fifth place. 2005 saw him make his debut in the Lancia but retired after SS10 but claimed an 18th place finish in the iconic Italian car in 2006.

Another retirement, this time after only four stages heralded the end of his 2007 campaign but a tenth place was achieved in 2008 followed by 20th in 2009 and 17th in last year's ice and snow.

The finish ramp in Carlisle concluded a mammoth two weeks of rallying for Steve who returned home after the gruelling Kenya Airways East African Classic Safari Rally, whereby he finished fifth in the Kick Rally Team Datsun, to contest the RAC Rally within 48 hours.

Welsh legend Gwyndaf Evans and co driver John Millington won the event in their Ford Escort whereby Evans became the first driver to win the event twice.



Kololi Beach Club MSA British Historic Rally Championship New title for 2012 BHRC

The MSA British Historic Rally Championship will have a new title for 2012 thanks to on-going backing from former competitor Martin Freestone though his Kololi Beach Club operation.

To be titled the Kololi Beach Club MSA British Historic Rally Championship, the series will take in eight events starting with the Mid-Wales Stages on Sunday 4 March.

Dunlop continues as tyre supplier for 2012, and major backer of the championship, despite not now appearing in the title.

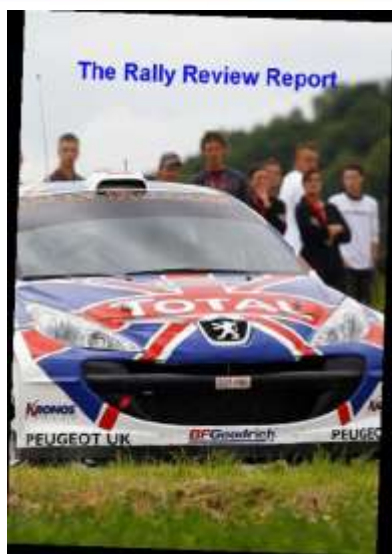
Stage Rally Review report published

The MSA-commissioned Review of Stage Rallying has been published following its presentation to the Motor Sports Council.

Undertaken over the past 12 months and chaired by Steve Stringwell JP, Chairman of the Motor Sports Council Judicial Advisory Panel, the Review aimed to understand the challenges facing this discipline of the sport and propose recommendations to address them where possible.

The 21-page report provides details of the Review Panel's recommendations, analysis of licence and event statistics, and feedback from MSA Officials Seminars. It can be found on the MSA website or by clicking here: <http://www.msauk.org/uploadedfiles/RallyReviewReport.pdf>

"I don't think that anyone expected the Review to come up with a quick overnight fix, but we have made a number of recommendations for action and we have drawn conclusions for others to consider," said Stringwell. "Some of the issues within the report are already being addressed, such as a review of component lifing, the trial of FIA Appendix K regulations on three major rallies which will extend to the MSA British Historic Rally Championship next year, and the approval of FIA R/GT regulations for implementation in January '12



Revamped Wales Rally GB concludes WRC season

Last month's Wales Rally GB once again enjoyed the privilege not only of hosting the FIA World Rally Championship season finale but also the title decider, with Sébastien Loeb claiming a record eighth consecutive world title. This year's expanded pan-Wales route re-introduced classic stages such as the Great Orme and Clocaenog, allowing the event's economic benefits to be spread further across Wales.

MSA Chief Executive Colin Hilton and Andrew Coe, Chief Executive of event organiser International Motor Sports, paid tribute to "the cooperation and efforts of the volunteer officials, motor clubs, councils, landowners and emergency services involved." They also extended their thanks to "all those who worked so hard to put on a first-class sporting event" and to "the many thousands of British fans who filled every car park and lined special stages across Wales throughout the rally."



MSA company report online now

The latest MSA company report is now available on the MSA website. The publication provides an overview of the MSA's role, a review of its activities in 2011, comprehensive event and licence statistics and a summary of the audited financial statement from the previous financial year.

To view the report online, click here: http://www.msauk.org/uploadedfiles/msa_forms/annual_reports/MSA_2011.pdf

A limited number of hard copies are available to MSA licence holders on request; please email: media@msauk.org



Andrew Holley is Marshal of the Year

Andrew Holley has won the 2011 JLT MSA Marshal of the Year award, which is designed to reward excellence among the 12,000-strong team of MSA-registered volunteer marshals without whom motor sport could not take place. A highlight of Holley's marshalling career has been taking responsibility for – and transforming radically – the British Motor Racing Marshals Club North Region's training programme, in his capacity as its Regional Training Manager. He has used his experience as a helicopter pilot instructor to create and manage an operational matrix for the training programmes that is both complex and yet simple to follow, which has enabled hundreds of people to pass smoothly through the training sessions. "I was completely gobsmacked when I was told I'd won, as I didn't even know about the award, let alone that I'd

been nominated!" said Holley. "I do what I do simply because I love the sport, so I was taken aback to be recognised in this way." Holley will receive a trophy at the MSA's Night of Champions ceremony at the Royal Automobile Club in London on 20 January 2012.

Autotest Committee creates guidelines for taster events

The Autotest Committee has created a set of guidelines for running grassroots taster events, which have proved to be an effective way of bringing new people into the sport.



Brian Snape appointed Officield'Honneur

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



1. Be prepared to think about running events in mid-week evenings, Saturday or Sunday, whichever may prove more popular.
2. Keep the regulations short and simple. Use the chart in Section M, page 204, to choose which permit(s) you need for the sort of event YOU want to organise.
3. Make it as easy to enter as possible, be prepared to accept paper and e-mail entries, and make the closing date as late as possible, or close in two stages with appropriate fees.
4. Take advantage of inviting as many clubs as possible/ allowed, where the regulations permit. Consider contacting your local Regional Development Officer, colleges and road safety officers to encourage newcomers to motorsport.
5. Encourage as many different types of cars to enter as possible, put the emphasis on the standard road-going shopping car, but allow the more or specially modified cars, and frame the classes to suit.
6. Consider organising a multi-permit event, to include some or all of the options, taster events, autotests, production car autotests, and autoSOLOs to maximise the attraction to parents and their children to compete, and hence the number of entries for the day.
7. Design and lay out the tests to allow the different types of event to use the same marker positions wherever possible, wherever the regulations permit. Don't make them too long, it's not an endurance event.
8. Design and lay out the tests to be user-friendly to the least experienced drivers and the most ungainly vehicle entered, the others will all make their own mistakes.
9. Have someone there to guide and advise the newcomers that you've encouraged (press-ganged) into competing.
10. Don't make the evening/day too long, let the pace be leisurely, announce the results promptly, and send them home happy, they'll come again.

Omagh MC is Club of the Year...

Omagh Motor Club has been named the 2011 JLT MSA Club of the Year, following its nomination by the Association of Northern Ireland Car Clubs. Omagh MC has approximately 250 members and ran Autotests, Navigational and Stage Rallies as well as a Hill Climb in 2011,

its 75th Anniversary year. The club organised a championship Autotest event in support of National Motorsport Week, and has a range of development programmes and initiatives to train and mentor younger event officials. It also engages successfully with a cross section of local charities and was ranked 'Club of the Year' at the Ulster Herald's Sports Personality Awards.

"We are delighted to receive this award," said Omagh MC's Gary Milligan. "We strive to run competitor-friendly events and to encourage young people into the sport. The award is a reflection of the hard work put in by all our volunteers and is particularly welcome as we have just celebrated our 75th anniversary." A representative of Omagh MC will be presented with £1000 and a JLT Rose Bowl Trophy at the MSA Night of Champions ceremony at the Royal Automobile Club in London on 20 January 2012.



Scottish aces join West of Scotland's 50th

Five of Scotland's most successful drivers were guests of honour at West of Scotland Kart Club's 50th Anniversary Dinner Dance and Prize giving earlier this month.

F1 driver Paul di Resta, four-time IndyCar Series champion Dario Franchitti, and sportscar aces Allan McNish, Marino Franchitti and Ryan Dalziel fielded questions from – and presented awards to – the club's latest champions. McNish said: "All of us started at West of Scotland and we learned so much in its friendly and competitive environment. It is really great to see that the next generation of superstars are on their way through!"

Wozencroft takes up role as National Rally Coach

Former British Super 1600 Rally Champion and Junior World Rally Championship works driver James Wozencroft has been appointed the new MSA National Rally Coach. A former member of original MSA Rally Elite, Wozencroft has been working on the MSA Academy as an MSA Coach for the last two years and also works as a coach on the FIA Institute Young Driver Excellence Academy. "I'm delighted that the MSA has put its faith in me, and I look forward to working one-on one with the country's most promising young rally drivers on the Team UK programme, both in and out of the car," said 27-year-old Wozencroft. Reid added: "Firstly, I'd like to thanks Mark Higgins for his invaluable contribution as National Rally Coach over the last couple of years. He leaves big shoes to fill, but I'm sure that James will settle quickly into his new role and prove to be an excellent mentor for the programme's rally drivers."



LARA reaches quarter-century

The Land Access and Recreation Association, of which the MSA is a founding and funding member, is celebrating 25 years of safeguarding off-road motor sport. LARA was formed in 1986 as a direct response to increasing pressures on stage rallying in Mid Wales, but since then the organisation has developed a strong reputation among national and local government as a well-informed point of contact for issues concerning off-road car and motorcycle sport and recreation.

"LARA was born 25 years ago because there were situations that needed to be addressed, as there are now, particularly for rallying with the possible sale of the Forestry Estate," said new Chairman, John Richardson. "LARA will continue to monitor proposals by both national and local government, as well as those from other bodies such as National Parks which could be detrimental to the continuation of our sports and leisure activities as we know them. We will respond accordingly to defend our aims and objectives and to protect what we currently have."

Alongside the MSA, LARA's members are: Amateur Motor Cycle Association; Association of Land Rover Clubs; British Motorcyclists' Federation; Green Lane Association; and Trail Riders Fellowship.

For more information, visit www.laragb.org



Carfax Stages held at RAF Benson for first time

This year's Oxford Motor Club Carfax Stages Rally took place at RAF Benson for the first time last month. Club Chairman Kevin Belcher said: "This was the first time a rally has taken place at this venue and we are extremely grateful to the Station Commander and Squadron Leader for their support. The event was a huge success, the competitors all reported fantastic feedback and we raised almost £5000 for the Royal Air Force Association and Thames Valley Air Ambulance."

Among the competitors was MSA Board member Ben Cussons, who added: "I was participating in my first rally as a co-driver, and it was fantastic to see a new venue available to the rallying community. Credit to Oxford MC for producing this and what was a really enjoyable day's motor sport with fast and exciting stages."

ALRC to support Race2Recovery with auction at 2012 National Rally

The 56th Association of Land Rover Clubs National Rally will feature a charity auction in support of Race2Recovery, a team of wounded soldiers that competes in motor sport in support of Service Charities.

Race2Recovery will compete on the Monday of the event, which takes place from 1-5 June 2012 at Belvoir Castle near Grantham. Money raised by the team will be donated to the Royal British Legion, Help for Heroes and Combat Stress.

The ALRC is currently seeking auction items; among those donated so far is a three-week off-road trip in Morocco.

For more information or to donate an item, contact ALRC Events Manager Simon Kirk on simonkirk123000@yahoo.co.uk

Technical/Regulations

Race and Rallies regulations for consultation Regulation changes proposed by the Race and Rallies Committees are now available for consultation at www.msauk.org/regulations

Suspension bushes in Speed events

The 2012 Competitors' and Officials' Yearbook contains new regulations regarding suspension in the Road-going category of Sprint and Hill Climb events. (S)11.7.6. states that "for Road-going Series Production Cars bushes may be changed for similar polymer materials but not to spherical or similar metal joints."

(S)11.7.2. states that "shock absorbers may be of any make and may be uprated from standard."

The MSA Technical Department wishes to clarify that if an uprated shock absorber had a metal top bush as part of the shock absorber assembly, it would be permitted because this bush would be considered part of the shock absorber assembly, which may be uprated.

Rotax MiniMax inlet throttle restrictor

Competitors are reminded that from 1 January 2012 a new inlet throttle restrictor will be mandatory for the Rotax MiniMax class. 2012 MSA Kart Race Yearbook regulation (D) 4.4.1.1. states that an "inlet throttle restrictor must be in place at all times. Restrictor plates must be as supplied by J.A.G. and comply with the official fiche, no modifications allowed." The amendment to the Rotax fiche will be issued in time for 2012. A copy of the new Rotax engine fiche, applicable to all Rotax classes, can be downloaded from the Kart Technical Documents section of the MSA website:

Rotax MiniMax and Junior Blue amended minimum driver weights

The 2012 MSA Kart Race Yearbook details a change to the effective minimum driver weight for the MiniMax class, which will increase to 37kg from next year. This is achieved by mandating a minimum class weight of 135kg and a maximum kart weight (without driver) of 98kg.

Similarly, the Junior Blue class is also subject to an increased minimum driver weight of 37kg from 2012. This is in the lowest class weight/restrictor band.



MSA Registered Marshals Grading Scheme (Race, Kart and Speed disciplines)

The marshals grading scheme, which has remained unchanged for the past five years across all disciplines, is kept under constant review. As a result of views submitted, the Marshals Working Group – with support from the Volunteer Officials Advisory Panel – has introduced some changes to further improve and develop parts of the scheme. From 1 January 2012 these changes will be applied to all Race, Kart and Speed marshals seeking upgrades. However, for those only needing a training day signature for their upgrade, the existing scheme will continue until 31 March 2012.

Personal Record Cards The 2012 MSA Personal Record Card (PRC) has been amended to reflect these changes; the cards are now colour coded to be discipline specific, and are intended to follow a marshal through their career. Further PRC changes have been made to cover attendance, training and upgrade signatures. Once completed, marshals should forward the card to their club, which will then verify that the requirements have been met. The club will then forward the card to the MSA for consideration and processing, after which it will be returned to the marshal so that any further signatures may be obtained and recorded. For full details of the changes – which do not affect Rally Marshals, for whom a separate review is expected to be completed during 2012

www.msauk.org/uploadedfiles/MWVG2012Changes.pdf



RDOs gather for season review at Silverstone

The Go Motorsport campaign's nine Regional Development Officers gathered at Silverstone last month to review their activities from the past year and discuss plans for 2012. The RDOs, who are tasked with promoting motor sport in their areas, working with clubs and delivering the campaign message into schools, were joined by MSA Chief Executive Colin Hilton and MSA Director of Development Ben Taylor. "It was an excellent day," said Taylor. "It's important to share experiences and learn from each other and we took the opportunity to outline the direction of the programme for 2012 when we will be focusing much more on helping clubs to grow their membership."

The day also featured an Autotest set up by East Midlands RDO Richard Egger, to demonstrate how easily such an event can be an effective way of getting people behind the wheel for the first time. Northern Ireland RDO Jonathan MacDonald was delighted to set the quickest time aboard a Peugeot 106 kindly provided for the day by MSA Board member and Autotest Committee Chairman Mike Sones.

Motor Sports Council decisions affecting 2012 regulations

During its final meeting of the year in November the regulatory body of UK motor sport, the Motor Sports Council, approved a number of regulatory decisions with effect from 1 January 2012.

Taster events

Motor Sports Council approved new regulations that permit MSA-registered clubs to organise taster events to encourage first-time participation in motor sport. This was considered to be of great importance to the growth of the sport's grassroots, in line with the MSA's Go Motorsport campaign to encourage involvement at all levels. The new regulations in full can be accessed on the MSA website.

Race Licences

An approved regulation change clarifies the criteria for exemption from taking an ARDS course. The action sheet detailing this regulation change can be accessed on the MSA website.

Competition numbers

New Circuit Racing regulations were approved that allow competition numbers to be moved to vehicles' rear side windows, subject to approval by the MSA. The new regulations in full can be accessed on the MSA website.

Rallies regulation changes

The following Rallies regulation changes were approved:

R48.7.2. Cars must be fitted with a self seal connector of a type complying with J5.13. Except as provided for in **J5.13.7** cars issued with a current CCLB prior to 1st January 2009 are not required to have a self seal connector. Reason: Relaxation. It was not Rallies Committee's intention to require the fitting of Dry Break Couplings to older rally cars competing at club level. This relaxation applies solely to fuel injected cars with a CCLB issued before 2009 competing in championships that are neither British nor MSA Titled.

Date of implementation: 1st January 2012

R48.2.8. Historic Rally Cars that are fully compliant with 49 are permitted without a restriction on engine capacity in Stage Rallies.

Reason: Relaxation and clarification. A consequence of the major changes to Stage Rally vehicle eligibility that came into effect in 2009 was the imposition of capacity limits on Historic Rally Cars issued with a CCLB after 1st January 2009 when competing in Stage Rallies other than Historic Stage Rallies.

Date of implementation: 1st January 2012

Penalty points in Kart events

A new trial of the suspension of penalty points in Kart events was authorised. This trial:

Suspends MSA General Regulation (C)2.1.5.(i) Driving and (C)2.1.5.(ii) Failure to comply with flag or light signals

Requires penalties to be applied in line with the Penalty Summary Sheet, as provided to the Clerk of the Course, or a written explanation as to why not

Asks that MSA Stewards observe and report on the trial implementation and effect from each Kart meeting they attend

New Kart classes

It was agreed that it would be inappropriate for new Kart classes to be introduced during the period to 2013, when replacement regulations and a new homologation procedure will be introduced. The current suspension of MSA General Regulation (U)1.2. is therefore extended until 31 December 2012.

Release MSA11-066: 16 December 2011

This communication is for general release and is authorised to hold regulatory value.



I see Lidl have started selling reindeer meat which begs the question.....do I have a Donner kebab? Or a Blitzen burger?



Multi talented Hazel Johnson

Hazel Johnson doing a Go Motorsport delivery into St Wilfrids School Blackburn.

Between Hazel & Steve they are happy to arrange Go Motorsport inputs in schools in the Northwest.

Motor Clubs and schools just need to contact Steve or better still visit the Go Motorsport Website

Mull Rally

Brian Macphail/ Steve Coombes

Car 107 – Toyota Corolla AE86

I have to start by thanking all those people that put in a massive effort to get us to the start line never mind around the event. The Preston Crew - Dave, Andy, Phil and Kevin, who did a fantastic job in getting the car running and keeping it running. The Mull Crew – Brian, Joanne, Kyle, Jimmy and Chris, who looked after me, fed me, worked throughout Friday night to get the car ready for Saturday and chauffeured me round on the recce. The crew from car 105 who we shared service with and had some good banter. The rally fan in the estate car who towed us back from Scrutineering. Thanks for all your help.

The Mull rally started on Tuesday with a 350 mile trip to the island. I arrived to see that the car was not ready and not running well. After some tinkering, without success the decision was made for Brian to catch the 7 o'clock ferry on Wednesday to take the car to Preston to get it running. He would have been the only person to take a rally car off the island. Even though we didn't know if the car would run I prepared as planned and Chris took me to recce. Up one stage, Down another. Calling and amending notes. After 130 miles of none stop calling and altering (apart from the pub lunch) we called it a day and I spent the night re-writing them. There was some good news though as the car was running and on its way back. With Brian due back mid-afternoon we continued to recce. We stopped at Callum Duffy's to collect some rims and look at his car. What a motor. Callum was using a new paddle shift on his car so I suggested that might give us an advantage over the first few stages to build a lead whilst he got used to it. He chuckled. Stages checked and more alterations to do that night, along with looking at the car to see exactly what needed doing. Friday was going to be a long day. And it was. Firstly we set the fire extinguisher off, replacement found and fitted. Bolt check done, lying in the extinguisher foam. Lamp pod fitted, fuel purchased, chase car sorted, tools in the rally car, fit the spare, refit seat belts and with noise at 13:30 I finished fitting my seat about 13:00. I could finally sit in the car. Noise passed. Then our next problem. The car wouldn't start. After 5 or so minutes of trying eventually it fired and we were off. We made it to scrutineering, had to buy a spill kit as we didn't have one and were then pushed out to the car park as the car wouldn't start again. The Preston crew were there so we left them to it whilst we signed on. Talking to Hugh Hunter in the signing on queue, he told me about his new right hand drive Focus WRC and how he was still getting used to it. "Well that's 2 people we'll pass on the first few stages" I told him. "You whilst you get used to right hand drive and Callum whilst he gets used to his paddle shift." I think he then realised he was under pressure..... Not. The Preston crew were unable to get the car started so it was kindly towed back to Brian's for some urgent attention. Some frantic effort saw the car starting better, but it was still not right. After a quick chat we decided to attempt the Friday night stages. 7 O'clock came and we went to watch the top 10 start the first stage and check on the weather. Top 10 seen and back to Brian's to watch telly. How many rallies are there when 10 minutes before the start you're watching telly at home? Start ramp done and off to the first stage. I found it amazing to go past the road closed sign knowing why it was closed. Arrival control done and the car stalled. I was then put into action by helping to hold the handbrake on whilst switching the fuel pump on and off until the car started. Up to the line and off we went. We made it through the first stage, no dramas, but due to our lack of preparation time the spot lights were lighting up a 3ft patch directly in front of the car. The notes went well and I'd done my first stage on Mull. SS2 was 14 miles over the hill road and down towards Salen. I do enjoy long stages. The car continued to run badly, but we made it to service where Jimmy and Kyle checked the car over and did what they could. One thing I had noticed was that there were cars off all over on the first 2 stages and that continued over the next 4. We almost went off on the tight hairpin right on SS3 as it came up a lot quicker than when we had recce'd it. Typically it was right in front of the species and the Preston Crew who were watching. SS4, 5 & 6 were ok as we continued to limp along. On the way to SS7 the car spluttered to a halt. We checked it all over with help from Jimmy and the Preston crew. We noticed that the bolts had come out of the starter motor. The top bolt was tightened as best as could be done but the bottom bolt was missing. With OTL time approaching we set off to and into SS7 as 3rd last car on the road. Approx ¾ of the way through the car spluttered to a halt again and despite our best efforts it would not run and our chance at finishing was gone. We awoke Saturday to find that Jimmy and Kyle had spent the rest of Friday night fixing it so that we could run in the trophy rally. Some phone calls on Saturday morning also helped the Preston crew to get it running better. Amazing what cleaning the fuel filter does! As the weather closed in we had the usual discussion on tyres and with time starting to run out before scrutineering we decided to cut the slicks. A mad rush and then a long wait until our new start time. SS10 went ok. We went off on SS11. The car was well stuck. As I tried to get out, to push, a group of spectators pushed me back in the car and in some atrocious conditions they pushed us on our way. Not something that seems to happen too often anymore. Thanks. SS12 went perfectly but SS13 was stopped due to a bad accident. The crew, after some hospital treatment appear to be ok, but we were too far behind the main rally to continue so we prepared for the night stages. On our way to start the night stages we used some rags to lift the spots up. It was better but they were still low. SS16 went well as Brian could see a bit better. SS17 was a nightmare for me as I completely messed the notes up, got lost straight from the off and was glad to get to the end. Well done to Brian for driving it. SS18 was good and we headed back to service. Determined to get the spots right for the last 2 stages I put some pipe lagging under the front and hey presto. We could see. SS19 was 22 miles and something I had been looking forward to all week. There was a delay at the start and we risked turning the car off. No worries though as it purred back into life and we set off. What a stage. The notes went well. We went off and nearly got stuck just before we came down the steps. The spots were perfect. The car ran the best it had all week and I can't believe that 30 minutes could go so fast. If we had started the event with the car we finished the event then we would have made it all the way through. My one disappointment is that I didn't do this event 10 years ago, but I'll be there again next year either competing or spectating. I hope my ramblings show how much of an effort went into the event for us and that you enjoy reading it as much as I enjoyed the event. Many thanks to all those that have helped me to make this years rallying so enjoyable.

Have a great Christmas and a Happy New Year.....

Steve.

G&PMC

Mark Webber beats Sebastian Vettel to win season-ending Brazilian GP

Red Bull's Mark Webber won the Brazilian Grand Prix to take his first victory of the season in the final race after Sebastian Vettel hit trouble. Vettel led from the start but ran into gearbox problems. He let Webber past and concentrated on ensuring he got to the finish in second place. McLaren's Jenson Button and Ferrari's Fernando Alonso battled for third, with Button getting past with 10 laps left. Button's team-mate Lewis Hamilton retired with a gearbox failure. Button's third place sealed second spot in the championship, while Webber moved ahead of Alonso into third by just one point. Webber's victory will be a relief for the Australian, who had faced the prospect of finishing without a win in a season which Vettel has dominated throughout, taking 11 wins and a record 15 pole positions from 19 grands prix. Vettel appeared comfortable in the lead until his engineer Guillaume Rocquelin issued the first of several warnings to his driver that he had a "serious gearbox problem" and that he needed to "short-shift" to ensure he finished the race. Webber closed in and Vettel eventually waved him past at the start of lap 30. Despite the problem, and at least three further warnings from Rocquelin, Vettel continued to lap close to Webber's pace, appearing to not be quite ready to accept he had to lose out to Webber. Vettel went on the radio to say he felt like Ayrton Senna in 1991, when the Brazilian legend took one of his greatest wins here, battling a damaged gearbox, and stuck in sixth gear for the final laps.



Alonso soon had to forget any hopes of catching the Red Bull and focus on trying to fend off Button. The Spaniard qualified in his typical fifth place, but he passed Hamilton around the outside of the second corner on the first lap and set about trying to take third place from Button. Hamilton pleased to end 'interesting' 2011 season. After tracking the McLaren closely for 10 laps, he passed Button around the outside of the 135mph Turn Five on lap 11. Button said he had backed out of his defence because of debris on the track. Alonso appeared secure in third place, but Ferrari's season-long problems with the harder Pirelli tyres returned to haunt them, and after their final stops Alonso found himself short of grip and helpless in holding off Button. The Englishman passed him into Turn Four on lap 62, after forcing Alonso to compromise his approach to the back straight by making him go defensive into Turn One. McLaren asked Button to have a go at trying to take second from Vettel, telling him that the German was nursing his gearbox, but the Red Bull had more than enough pace to stay ahead. Button and Hamilton had been closely matched throughout the race until Hamilton became stuck behind Ferrari's Felipe Massa after his second pit stop. Before he could try to get past the Brazilian, Hamilton was warned he had a gearbox problem, and the unit failed on lap 46. Massa took fifth place, with Force India's Adrian Sutil, Mercedes driver Nico Rosberg, Force India's Paul di Resta, Sauber's Kamui Kobayashi and Renault's Vitaly Petrov taking the remaining points positions.

Former world champion **Kimi Raikkonen** will return to Formula 1 with Lotus Renault next season, the Enstone outfit announced, after signing a two-year deal with the team. The 32-year-old Finn has spent the last two seasons in the World Rally Championship after his Ferrari contract was terminated a year early at the end of 2009 so the Maranello outfit could sign Fernando Alonso. Strong recent speculation had linked Raikkonen to an F1 return with Williams, but in the wake of the announcement that previous lead driver Robert Kubica wouldn't be fit to return to the sport for the start of next year, rumours suggested that Renault had turned their attention to the 18-time grand prix winner.

Speaking in a team press release confirming the news, 2007 champion Raikkonen admitted his desire to make an F1 comeback had "recently become overwhelming" and believes with his new team – which will become known as purely Lotus in 2012 – can move back up towards the sharp end of the grid. Team owner Gerard Lopez said the high-profile signing of Raikkonen was one of several steps the squad are taking to return to the front of F1, adding that he is delighted to have captured the services of a world champion.

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Lewis Hamilton has said he is confident he will sign a new contract to keep him at McLaren beyond 2012.

The 2008 world champion has been with McLaren since he was 13 but his current deal expires at the end of next year.

Hamilton was heavily linked with a move to Red Bull earlier in the season after he met team boss Christian Horner in the paddock at the Canadian Grand Prix.

With Mark Webber and Felipe Massa out of contract at the end of 2012, seats are expected to be available at Red Bull and Ferrari respectively.

There is a deep affection between him and the team and I'm sure that love affair will carry on for many years to come

Martin Whitmarsh McLaren team principal

But the British driver revealed he has begun talks over a new contract with McLaren team principal Martin Whitmarsh.

Whitmarsh also believes Hamilton will continue his lengthy association with the team.

Hamilton's team-mate **Jenson Button** signed a 'multi-year' deal with McLaren in October.

The future of the Formula One Teams' Association has been dealt a hammer blow after Ferrari and world champions Red Bull announced they were quitting the umbrella organisation. With discussions aimed at finding a consensus on the way forward for Formula 1's cost-control Resource Restriction Agreement having failed to bear fruit in recent months, two of the sport's big three teams issued separate statements on Friday afternoon confirming their respective resignations from FOTA – although both squads vowed to continue working with their fellow teams on a solution to the cost disagreements.

OUT & ABOUT With Gemini

GEMINI RADIO OPERATORS CHAMPIONSHIP 2011 FINAL RESULTS

I'm pleased to announce the final results for the 2011 Championship. Following somewhat a slow start to the year the events towards the end were coming in thick and fast. May I be the first to congratulate Stuart Dickenson for a well earned win with 19 events / points to his credit from the 29 events in the championship. This win being Stuart's third time he has taken the Magnificent Golden Microphone Trophy along with the £100 cheque, he could have a more difficult run for next year as hot on his heels and coming equal second place, both on 14 points with Chris Woodcock, is newcomer to the team Tony Jones. Tony whose first time out with the team was only on the 04 September with the Manchester 100 Bike Ride made a fine run to come in on second place. Coming in very close behind, all in equal fourth place with 11 points are Dave Crosby, with last years winners Graham Bray and Eve Fisher, and Ian Davies all on 11 points. [see all results below] I would just like to thank everyone who has competed and helped our Gemini Team during the year in making motorsport safer which is our first goal. For those who have recently viewed our web page they will have seen we already have lots of events lined up for next year, including a brand new multi stage tarmac event being planned in May.

RAC - NEWCASLETON STAGE

Thanks to all who made it to the Newcasleton Stage. We were all welcomed to see some fine driving with the bonus of some seasonal snow in the forest followed by some very interesting icy roads to travel home on. I hope you all got home safely.

PRESENTATION DAY

However before we say goodbye to 2011 we have planned to have team Christmas get-together with our presentation, drinks and meal, something we haven't run for the last two years, back to where we have met before at the Dressers Arms with it's great food and vast array of cask beers, being planned to meet at 3pm on the **Tuesday the 27th Dec.** all welcome but let me know your coming especially if you want food as this needs to be ordered. I hope to see as many as possible but if you can't make this date then we will catch you again next year. Finally I'm sure you will all be pleased to know as many of you keep asking over him, I got a call from Peter Langtree this Saturday who is finally home from Hospital after being rushed in from the Great Orme Stage on the Cambrian, he had undergone several weeks of recuperation following a triple bypass. I know Peter will be writing a few lines on his time and problems he had experienced. All our Best Seasonal Wishes to all from both Debbie and myself.

Sincerely Yours
Bill Wilmer

Gemini

Communications Team

MOTORSPORT MANAGEMENT SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicommunications.org.uk

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

w.wilmer@btinternet.com

A lot of you have asked me how Myra was doing, see her own words below, kindly sent on to us by Dave Brodie. We all wish her a full and speedy recovery.

Bill;

Hi Folks,

Firstly, a dictation from Myra:

'Well, what to say, what to do! Six weeks into my various illnesses. Just had 5 daily shots of radiotherapy at Preston, a daily commute from where I now am in Lancaster. I seem ok so far, maybe early days (hope the machine was switched on! - Chris). I asked Dave to email you all to thank you most sincerely for your lovely cards, flowers and good wishes, they have given me so much strength, Chris also. There's a long, hard battle ahead but we are up for it. Many thanks and love,
Myra

For those we've not seen or spoken to, Myra was moved back to Lancaster nearly three weeks ago, where the diagnosis was confirmed as primary breast cancer which had spread to the spine, with shadows showing in one kidney and on the lymph nodes. As she says, she had radiotherapy mon - fri last week with no apparent side effects. She is hopefully moving back to Westmorland General Hospital in Kendal tomorrow (Wed) or Thursday to the rehabilitation centre, where she will undergo extensive and intensive physiotherapy to build her back up - she still has problems with her left hand and walking is also an issue, not helped by having been bedbound for the last 7 weeks. Some good news though - the operation on her neck looks to have been a success and the wound has fully healed. She still has to wear a surgical collar during the day to help with support, but is finally allowed to take it off at night. All in all she is mentally in very good condition, the usual Myra is there inside, very upbeat and determined.

Regards

Dave

**DOES YOUR EVENT REQUIRE
RADIO SAFETY CREWS**

Contact

Gemini Communications

Bill Wilmer 07973-830705

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Specialising in the Art of Communications

You may remember reading that Peter (Gemini 48) has at long last made it home following the Cambrian Rally which was run in early October. Peter has now found time to write his rally report on the event and the following happenings I'm sure he doesn't ever want to repeat.

I'm sure you will all join me in sending him a very large welcome back. He has now warned me he is going to give you all a good run for the money with the 2012 Gemini Radio Championship, I hope he wins. I did estimate that Peter this year would have come in third or even in second place if his health problems had not taken this bad turn, Well done Peter it was a very good attempt, have a good restful Christmas and we will look forward to seeing you again in the Spring.

Bill;

The Cambrian Rally 2011 a personal view

Learned that the Gt. Orme stages were to be run as a trial for the WRGB later in the year and having persuaded Bill to let me help on both events. I was looking with anticipation to both events.

The narrative that follows outlines why for me the Cambrian lasted two months.

I arrived early for the stages – the Gt. Orme- for two reasons the first I had heard of the Marine Drive but had never been on it, in spite of staying most of my teenage years at Llandulas just along the coast and I wanted to “play” amateur radio. The latter was a failure partly because of the weather. For those who were not there- a strong wind driving rain squalls and poor visibility most of the time.

Having met the marshals at my post we found that there was no communication with start and finish only control which was across the bay on the Little Orme. This meant a change in location and the movement of masts as well as a WD drive to the Café site {post 3} this was uphill and closer to the sea. Having set up and passed the message for the operator there to move to where I had come from , I settled down to watch the rally- only one incident. At the end of rally my car battery had lost enough power so as not to be able to start the car, I was left by the marshals on Marine drive, to await recovery. A van passed towing a car so I started to PANIC thinking that was recovery. I forgot the rule for marshals DON'T PANIC and attempted to us the down slope to restart my car. Failure!! Now I felt more isolated and was please when a Good Samaritan came down the Marine Drive. For background there are no lights on Marine Drive and very little or no light reaches it from the adjacent towns – would make an interesting night stage!!

I must have looked poorly because with another member of the public they called an “Ambulance” this turned out to be Stoke Rescue and the recovery unit that were still on stage. Peter the paramedic must have been concerned enough at my appearance for him to insist on an examination at the local hospital. I along with Peter was taken to Llandudno Hospital in the Good Samaritans car- his sons being transferred to another. My car [Radio station] followed along in the hands of the recovery team.

At Llandudno I was transferred to a county Ambulance and taken to Glen Clwyd Hospital –car still in attendance. I thought overnight was the limit of my stay – more like three weeks before transfer to Wythenshawe for a QUAD BYPASS operation. Then a further three weeks before I was allowed home.

My car – well it arrived home inside a fortnight thanks to friends and still has a flat battery- Problem for sorting before March.

Many thanks to all who were involved for saving my life for that is what it was according to the medics at both Glen Clwyd and Wythenshawe, apologies to anyone who was inconvenienced by having to change their plans because of my absence from the following event this year.

Finally thanks to all for your support.

Peter Langtree Gemini 48

Independent Panel on Forestry

Panel launch their progress report

Back in May the Panel launched its “call for views”. Huge numbers of individuals, clubs, charities, organisations and businesses putting pen to paper, keyboard to computer, or in one case paintbrush to card, to express their opinion.

Bishop James said: “We have been struck by the heartfelt connections between the forests and woods of England and the people who live, work and relax in them.

“More than 42,000 people responded to the Panel’s call for views. They overwhelmingly expressed their passion for the public forest estate, and woods, more generally, as places of recreation, a way connect with nature and as a vital source of resources.”

The call for views was featured widely online and picked up by numerous organisations including the Woodland Trust and the campaign group 38 Degrees.

In total the Panel received 42,159 responses to the call for views. There were 223 letters, 7063 emails and 34,873 responses received via 38 Degrees.

Of the emails received directly, 3841 responses came from individuals via the facility on the Woodland Trust website, and over 262 were based on a template response issue by the Motor Sports Association.

From the very first response received to the last it was clear that each and every response represented a person’s, or number of peoples, time, effort, interest and passion.

The Panel will continue to use the information everyone has provided as they work towards their final report due in Spring 2012.

A detailed analysis of the responses to the call for views can be found in Annex 2 of the progress report.

A full copy of the progress report can be found on the website: <http://www.defra.gov.uk/forestrypanel/reports/>.

Roger Albert Clark Rally

2nd - 5th December 2011

www.rogeralbertclarkrally.org



Yet again the event has arrived, happened and gone and once more it has been a resounding success.

True, the numbers were down slightly but that has been reflected across all rallies this year, however the quality of the competitors was high.

The challenges on stage along with input from the weather virtually guaranteed another memorable year. Whilst Duncombe was a gentle introduction on Friday evening Dalby provided the wake up call and a portent of things to come. Langdale and Gale Rigg continued the theme with Duncombe once again providing a breather before the double dash around Croft before diving into the depths of Hamsterley and Shephersfield in the pitch black. Sunday's surprise was the snow in Ae, missing in 2010, making the section from post 18 through to 19 something that Torvil & Dean would have excelled on. Heathhall needed no additional help with the water splash and Twiglees was its usual slippery self. De ja vue hit at Kershope on Monday with 3D full on flash backs to 2010. The challenge of the day was to find the road salt piles buried under the snow. Luckily I remembered where they were from last year and Joy and I set about helping with clearing the Kershope hairpins.

The delays incurred on Monday due to the snow and coupled with the event deadlines that had to be met, forced Colin to make the decision to run Kershope once only. With the late afternoon approaching and the temperature falling this was a wise decision as it allowed the stage marshals to leave the forest and the ice and snow behind before the darkness and freezing temperatures arrived.

As always there are many facets which make a event a success, not least the pre-event planning, however no amount of planning is any good without the dedication and committment of those who action the plans made during the pre-event organisation process.

This includes the 'public face' of the rally which is you the marshals. For the past seven years I have written this thankyou and each year I have expressed my thanks with sincerity. This eight year is in no way different.

Despite the economic restrictions we have all felt on our 'purses', the number of marshals in the forests not only re-affirmed the events popularity but also your dedication to what we like to consider is the best event of it's kind in the country

The personification of dedication was demonstrated by the a group of marshals in Kershope whose car caught fire whilst entering the stage. They were unhurt and the car was towed to post 2. This stalwart group then continued to carry out their duties and marshalled on the stage before returning to their car to sort out how to get home - dedication 'above and beyond' in my book - well done and THANK YOU.

I am sure there are many more 'unsung' heroes out there but a special thanks to everyone who braved the snow to get to your stations, especially those in Kershope on Monday.

The Radio Controllers from each day of the event have asked me to express their sincere thanks for the radio marshals and marshals being where they should be when they should have been and working as a team making the task of tracking competitors and rendering assistance, where neccessary, that much more easier and efficient - Team Spirit - MAGIC.

For our part, we did try (for those in the night stages) to literally brighten your day with our fairy lit pickup but I am not sure how many read the 'Happy Christmas' lights in the rear window. The challenge is now, what to do for next year.

Thank you for your hardwork and committment to this excellent event and I hope Joy and I will receive your registration form in plenty of time for the 2012 event which takes place in it's normal position in the year the 23rd - 26th November 2012.

Kind regards

Chrys Worboys - Chief Marshal & Communications Officer

Joy Hewson - Deputy Chief Marshal & Communications Officer

Schumacher 'cheated first world title'

Michael Schumacher's 1994 team-mate Jos Verstappen has accused the German of winning his first world championship with the help of illegal electronic aids.

Dutchman Verstappen claims that while the Benetton he raced almost two decades ago conformed to the rules, the sister car driven to the title by Schumacher was fitted with secret systems which illegally assisted his driving.

"I know what happened when we were together at Benetton," Verstappen is quoted as saying by Nusport.

"People think I'm looking for excuses, but I know that his car was different from mine.

"I always thought it was impossible. I braked at the limit and took the corners as hard as possible, so how could Schumacher do it? There was something wrong.

"There were electronic driver aids. It was never mentioned, but I'm convinced about it and, when I later asked Flavio Briatore, he replied 'Let's not talk about it'. So I know enough now.

"Like everyone else, Michael is also dependent on his car," he added. "For most people he was a god, but he is no superman - in a go-kart he never beat me."

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	Stockport 061 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.

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>

Mini Cooper Register Northumberland Borders Rally

Saturday 10th March.

100 miles on OS maps 81 & 88.

<http://www.northumberlandbordersrally.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.

CIRCUIT OF IRELAND RALLY SECURES SLOT ON 2012 IRC SERIES

The wait is over for motorsport fans the length and breadth of Ireland as it was confirmed that the famous Donnelly Group Circuit of Ireland Rally will take its place on Intercontinental Rally Challenge (IRC) series in 2012.

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!!)

JACK FROST STAGES RALLY REGS AVAILABLE
Darlington and District Motor Club have teamed up with fuel conversion specialists Autogas 2000 as well as specialist motorsport PR company, Cartersport for the Jack Frost Stages Rally which will take place at Croft Circuit on Sunday 22nd January 2012.

The event will again comprise up to eight stages totalling around 40 stage miles on the tarmac of the North East's only permanent race track and will be a qualifying round of the AS Performance North of England Tarmacadam Championship 2012, Fuchs Titan ANCC Stage Championship 2012 and the SG Petch ANECCC Stage Rally Championship 2012. With a fast, flowing stage layout that will hopefully level the playing field this year, the event usually attracts a capacity ninety-car entry, including some of the top drivers in the UK. Penrith Superbike boss Paul Bird has won the event for the past three years and jointly holds the record of three victories with Scotch Corner preparation expert Tony Bardy. Bird has vowed to return to try and claim a record breaking fourth win although he is undecided whether to bring his 2007-specification Ford Focus WRC or to debut his recently-built Ford Escort Mk2. Bardy meanwhile, who was victorious from 2004 to 2006, is one of the most experienced competitors around Croft and despite its ageing years, his Nissan Sunny GTi-R is still a major force to be reckoned with. Autogas 2000 boss Chris Wise took the honours in his MG Metro 6R4 in 2007 and 2008, and after undergoing a major rebuild, is hoping to be back in action to challenge for honours again. Scrutineering and documentation take place the same day as the event from 06:00 with the first car starting at 09.15. There are classes for cars up to 1400cc, up to 1600cc, up to 2000cc, over 2000cc and all four wheel-drive cars as well as pre-1981 classic rally cars. The entry fee has been pegged at £195 and the final closing date is 12th January 2012, although competitors are advised to enter early to avoid disappointment. In a bid to help competitors financially, once again no cheques will be banked before 3rd January 2012 or can be post-dated for that date instead. For further information, please contact Terry Wright on 01325 359895 (before 21.00), or via email at chair@darlington-motor-club.org.uk. Regulations and entry forms are now available at www.darlington-motor-club.org.uk.



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2300Club Ltd

The Mullard Trophy Road/Historic Rally
29th Sept 2012

Epynt Motor Club are pleased to announce that the D G Jones Agri Ltd. Powys Lanes Rally will be held on 4/5th February 2012.

The event will once again be based in Rhayader and will include over 100 miles of classic Welsh lanes.

It will be a National B rally so an MSA Competition Licence is required. There will be classes for Experts, Semi-Experts, Novices and Beginners.

Regs are available to download from <http://www.epyntmc.co.uk>

Tregaron & District Motor Club are glad to announce that the **Teifi Marques and Ceredigion CCTV Cambrian** Road Rally will be running again this year on the **14/15th of January** with a challenging route of approximately 120 miles on metalled and unmetalled roads using maps 135 and 146. Entry will remain the same as last year at £100 which includes 2 breakfasts and 2 tregaron & district motorclub memberships. Regulations and entry forms now available from the club website <http://www.tregaronmotorclub.co.uk/>

2012 HRCR MOTOSCOPE Northern Historic Rally Championship

Regulations for the 2012 HRCR MOTOSCOPE Northern Historic Rally Championship are now available. Please send an email to the Championship Co-Ordinator-Mark Casey at coordinator.nhrc@yahoo.com and a set will be forwarded to you. The regs will be in PDF format.

The full HRCR MOTOSCOPE Northern Historic Rally Championship calendar is:

Round 1: Sun 19th February, Riponian Stages Rally

Round 2: Sat 3rd March, Malcolm Wilson Rally

Round 3: Sat 28th April, PIRELLI Historic Rally

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

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

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

Round 7: Sun 8th July, Greystoke Stages Rally

Round 8: Sat 29th September, TRACKROD Historic Cup

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

Round 10: Fri 23rd/Sat 24th November, Kall Kwik Bradford Rally,

Best 6 rounds to count from 10 rounds.

Registration for the championship costs £35 for a crew and £20 individual. Each member also receives a embroidered polo shirt with the championship logo on. This can be ordered through the co-ordinator. Range of sizes available.

All registered competitors **must** also be fully paid up members of the HRCR. Visit <http://www.hrcr.co.uk> Regulations will also be published in hard copy form in January 2012.

Issued by Mark Casey-

Championship Co-ordinator (07949 899 619)

Email: coordinator.nhrc@yahoo.com



Jason Evans

Motor Sport Photography
j.evansphotography@hotmail.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 from different clubs)

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

Terry Martin,

Joe Cruttenden,

Dan Hurst

Andrew Komosa,

Bill Chadwick,

Stuart Watson,

John Ric Wood

Matthew & Bryan Gibson

Ben Greenfield,

Julie from RSM,

Walter Ainsworth,

Arron + Stuart + Lynn Newby of TEGSport,

Martin Pallow of Pirelli,

Keith Lamb (Gemini 9),

Peter Langtree (Gemini 48),

Alex Laffey,

Ed Graham

Allen Durham of Pro-Tec

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,

Pacenotes Magazine

Steve Coombes

Paul Brereton,

*and last but not least chairman/secretary
Les Fragle*