

# spotlight



Motor Sport Group

## June 2012

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SD34MSG



[www.UGOimages.com](http://www.UGOimages.com)

# Chairmans Chat

.Call me old fashioned but I love to watch the 'historic' class of rally car these days. I was radio controlling on the Plains Rally last weekend and it was good to see that a number of the classic cars were included in the 2wd over 1400cc category, this being by far the largest of the three categories on the day, the others being the 2wd up to 1400cc and 4wd. There were numerous Mk2 Escorts, still a joy to watch their sideways antics, plus the odd Mk1 Escort, Opel Ascona 200/Manta 400's, Chevette HSR and a Hillman Avenger. Even in the 4wd category amongst the usual groups of Focus', Evo's and Impreza's there was an original Audi Quattro and Metro 6R4. This reminds me that there is to be a two day event featuring Group B cars over the August Bank Holiday and that be a must to all lovers of rallying as it was in the good old days.

In a couple of weeks there will be an event at Myerscough College, see elsewhere ([pages 6 & 48](#)) in 'spotlight' for more details, and this gives all our local clubs the opportunity to engage with the general public to introduce motorsport to them and give them a chance to join in. As I mentioned in a previous issue we need to encourage the youngsters to take up motorsport so they get to learn car control in a safe environment rather than experimenting on the public road, so an event like this is the best chance to achieve that. So any clubs that want to get involved and hopefully build up their membership should get along to **Myerscough on the 10<sup>th</sup> June.**

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



## CONFIDENCE

Sideways with two wheels off the ground? I think it's time for a wave.

auto-fall.com



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



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



## Comprising the following Clubs



**Blackpool South Shore Motor Club**  
www.bssmc.com



**Chester Motor Club**  
www.chestermotorclub.co.uk



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



**High Moor Motor Club**  
www.hmmc.co.uk



**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](http://www.nwstages.co.uk)**  
Mark Wilkinson - secretary@nwstages.co.uk

## ADVERTISING in the 'SPOTLIGHT'

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

Sent to all **20 member clubs** and then **for-  
warded to club members + another 4000+** on the  
distribution list (20 X 100 + 4000 = 7000+ readers)  
All advertising revenue helps to fund SD34MSG  
Contact either Les Fragle, Maurice Ellison or Steve  
Johnson for more details

### Steve Johnson

07718 051 882    steve.johnson@csmclub.org

### Les Fragle

01995-672230    les.fragle@gmail.com

### Maurice Ellison

07788-723721    sd34news@gmail.com

## WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

[sd34news@gmail.com](mailto:sd34news@gmail.com) 07788-723721



# Garstang & Preston MC

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



## Forthcoming Club Nights

### June

- 5th Committee Night
- 12th Post 'Memorial Rally' Wash up
- 19th DVD (Bring your DVDs for all to Enjoy)

### G&PMC TEN PIN BOWLING May 22nd



### The Club Meets at 8pm onwards

Every Second Thursday @ High Lane Conservative Club, 23 Buxton Rd., High Lane, Stockport SK68DR  
The 4th Thurs of the month is an 'Away' event

Date	Event	Organiser	Venue
14/06/12	Radio Cars	Alan Ogden	HLCC
28/06/12	On the Road Event	John Coulson	
26/07/12	Wheel Change Competition		
12/07/12	X Box Challenge		HLCC
09/08/12	DVD		HLCC
23/08/12	Members' Cars		
13/09/12	Table Top		HLCC
27/09/12	Karting		Swains, Buxton
11/10/12	Quiz		HLCC
25/10/12	On the Road Event		
08/11/12	Guest Speaker		HLCC
22/11/12	On the Road Event		
13/12/12	Game		HLCC



## Inter-Club Table Top Rally Series

P	Competitor	Club	Rd 1	Rd 2	Rd 3	Rd 4	Tot
1	Mark Shepherd	G&PMC	12	9			21
1	Terry May	G&PMC	12	9			21
1	Steve Butler	CDMC	9	12			21
4	Terry Martin	CDMC	8	12			20
5	James	CDMC	6	7			13
5	Matt	CDMC	6	7			13
7	Dion	CDMC	5	6			11
8	Kris Coombes	G&PMC	10	0			10
8	Dave Nolan	G&PMC	10	0			10
8	Jason	G&PMC	10	0			10
8	Jem Dale	G&PMC		10			10
8	Myles Dale	G&PMC		10			10
13	Paul Buckel	CDMC	9				9
14	Heidi Woodcock	CDMC	8				8
14	Mark Byrne	G&PMC		8			8
14	Tom Byrne	G&PMC		8			8
14	Alan Barnes	G&PMC	8				8
14	Ian Farnworth	G&PMC	8				8
14	Maurice Ellison	LMC	0	8			8
20	Steve Lewis	CDMC	7				7
21	Chris Day	CDMC		6			6
21	Martin	CDMC	6				6
23	Nigel Worswick	CDMC		5			5
23	Phil Scholes	CDMC		5			5
23	James	CDMC	5				5

### NEXT ROUND (Round 3)

**Tuesday August the 15th**

Waddington (Again)

Clerk of Course Steve Butler

More Details in the Months to come

We would like to see more teams from clubs within the SD34MSG organisation at future events

**Can you beat Terry, Mark or Steve ?**



**2300 Club have got  
a NEW Website  
www.2300club.org  
Pretty good !!!**

## CLITHEROE & DMC

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

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



## Fylde MSC

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

## ACCRINGTON MOTOR SPORT CLUB

Are in the process of building a new website  
Still only in the early days, but - watch this space  
<http://accrington-msc.org/>

## WARRINGTON & DMC

July 8th - Enville Stages Rally  
July 14th/15th - Please get in touch if you are interested.  
**CLASSIC CAR SHOW WITH LIVE TRACK ACTION**  
**At OULTON PARK RACE Circuit**



### **ANWCC Meeting :** **Monday the 14th of May.** **Colin Hilton (MSA CEO)**

answered questions from the floor along with updating those present on the current work of the MSA. All clubs had the opportunity to put direct questions to Colin. Why were so few at the

meeting! The clubs that were not there must be very happy with how the MSA are running things !!!!!!!!!!!!!

### **CSMA Club NW ,**

will organise a  
**National B and Clubmans**  
**Autotest / PCA / Autosolo**  
**on Sunday 24 June 2012**

at **Poplar 2000 Motorway Services, Lymm,**  
**M6 J20/ M56 J9**



**Myerscough College**  
Providing opportunities for all

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

**Therefore, we would like to invite other SD34MSG clubs to join us with their members and cars to display at the show. A simple way to recruit new members to your club. (and a good day out too)**  
**Interested ? Contact Maurice : [sd34news@gmail.com](mailto:sd34news@gmail.com)**

## Lancashire & Cheshire Car Club

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

**12 June**

Treasute Hunt And Club Supper

**14/15 July**

**Club Display & Promotion Aviation and Transport Show**  
**At OULTON PARK RACE Circuit**  
**CLASSIC CAR SHOW WITH LIVE TRACK ACTION**



## WALLASEY MC

**The Club Meets at 9-00pm Every Monday 9ish**  
**Port Sunlight Village Social Club**  
Bridge St, Port Sunlight CH62 4UP

**Wallasey MC** have registered our interest to help out on the **Nicky Grist Stages Rally on the 14th July** which is a round of the BTRDA championship. To date I have had several people interested in attending. The event is based in Builth Wells with all the stages being run on the Epynt Ranges and the surrounding forests, Halfway and Crychan. It is likely to be an early start on the Saturday so have found a BB in Builth Wells (The Hollies [www.theholliesbuilthwells.co.uk/](http://www.theholliesbuilthwells.co.uk/) £35 per night BB) which will allow us to have a few beers and a curry after the rally and not have to drive all the way back the same day. If anyone is interested could you please let me know (Gary.Marriott@btconnect.com 0779 962 4926 ) as I need to advise numbers to the organisers (please book your own BB direct).



**Promenade Stages Rally**  
Friday 7th &  
Saturday 8th September 2012



## Bolton-le-Moors MC

**The Club Meets at 9-00pm very Thursday @ Horwich**  
**RMI Club, Chorley New Rd, Horwich. M/R109/639 111**



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

## SUNDAY 10th JUNE

### Lancaster MC

will promote a  
**Clubsport Autotest/PCA**  
To be held at  
**Myerscough College**  
**Open Day & Country Fair**  
Regs Available from  
Comps. Sec. John Byram  
**07772-926246 or**  
**[lancastermotorclub.com](http://lancastermotorclub.com)**



**Lancaster MC** meet at the Scale Hall Hotel  
on the 1st & 3rd Thursday of the Month at 8pm

# SPOTLIGHT ON - Heidi Woodcock

**Name :** Heidi Woodcock was Winstanley

**D.O.B. :** Just turned 40 eek!

**Where :** Blackburn

**Live :** Blackburn, Lancs

**Status :** Married

**Earn a Crust :** Area Sales Manager

**Club/s :** Clitheroe and District MC

**How did you become involved in Motor sport :**

Started out doing Landrover trials

**1st Car :** Triumph Toledo called Felix

**1st Competition Car :** I first competed in a Capri, road rallying, navigating.  
Now that was an experience!

**Favourite car** Audi Quattro

**Other Cars :** Anything as long as gives me an Adrenaline rush

**1st Event :** Hall Trophy Road Rally

**and how did you do :** Got lost and cut to finish

**Most frightening Moment :** Had a really big moment going up the steps on Calgary Tour of Mull, ditch sky ditch sky..... Phew got away with that

**Biggest Accident :** Just recently in the IOM on the ,Switchback in the Proton, Wall, bank tree, bank, tree ditch

**Best Event :** Tour of Mull

**Rally Hero** Richard Burns

**Why :** A lot of people have forgotten his talent and only ever talk about Colin McCrae

**Funniest Moment** /s : Had loads over the years, but doing the Mull Rally in 2011 with Dave Calvert in the MK 2, we laughed when he offered me an extra strong mint.....

**Biggest Influence :** My friends in the Motor Sport world every where

**Biggest regret :** Should have started rallying younger

**Most Help from :** Hubby Chris, believing in me.

**If you were starting all over again** – what would you do different :

I should have got into motorsport earlier so maybe could have got to championship level..... or maybe not

**Ambitions for the future:** Live on the Isle of Mull and Rally when I can

**Championships :** SD34

**Advice to newcomers to the sport**

Try and start doing Road rallies as the foundations are set for the future





# 2012 Championship Tables

## Stage Rally Championship

Following Cetus Stages - 3 Sisters

Last updated 16th May 2012

O/A	Driver	pts	Class	Club
1	Steve Quigley	81	C	CDMC
2	Garry Jakeman	79	B	HMMC
3	Ian Savage	53	D	HMMC
4	Steve Johnson	52	A	CSMA
= 5	Michael Judson	27	C	CDMC
= 5	Steve Lewis	27	D	CDMC
= 6	Graham Chesters	26	B	GPMC
= 6	Ross Miller	26	C	CDMC
= 6	Peter Jackson	26	D	GPMC
9	Keith Dowthwaite	0	C	Wall MC

O/A	Co-Driver	pts	Class	Club
1	Terry Martin	81	C	CDMC
2	Garry Heslop	79	D	HMMC
= 3	Paula Swinscoe	52	D	CDMC
= 3	Steve Butler	52	A	CSMA
= 3	Matthew Jakeman	52	B	HMMC
= 3	Niel Bye	52		BLMCC
= 7	Heidi Woodcock	27	D	CDMC
= 7	Paul Blanchard	27	C	CDMC
= 9	Ian Raynor	26	B	CDMC
= 9	Bradley Johnson	26	D	CDMC
11	Tony King	0	C	Wall MC

## Non Race/Rally Championship

Last updated 3rd May 2012

O/A	DRIVER	pts	Events	Club
1	Steve Mather	50.91	(5)	BLMCC
2	Steve Johnson	50.64	(5)	CSMA
3	Steve Kennell	49.17	(5)	CDMC
4	Steve Lewis	37.92	(4)	CDMC
5	Stephen Price	37.25	(4)	BLMCC
6	Hazel Johnson	29.36	(3)	CDMC
7	Charles Andrews	18.20	(2)	Lanc MC
8	David Goodlad	9.63	(1)	BLMCC

**DOES YOUR EVENT REQUIRE  
RADIO SAFETY CREWS**

Contact

**Gemini Communications**

**Bill Wilmer 07973-830705**

**w.wilmer@btinternet.com**

## Road Rally Championship

Following Altratech061 Rally

Last updated 14th May 2012

O/A	Driver	pts	Club
1	Pete Jagger	28	BLMCC
2	Simon Boardman	19	CDMC
= 3	Steve Hudson	15	GPMC
= 3	Andy Ritchie	15	Lanc MC
5	Pete (James) Tyson	11	Lanc MC
6	Robert McClean	9	GPMC
7	Paul Redford	7	CDMC
8	Paul Brereton	4	Lanc MC
9	Charles Andrews	3	Lanc MC
10	Alan Douglas	0	CDMC
11	Dion Wild	0	CDMC

O/A	Navigator	pts	Club
1	Maurice Ellison	25	Lanc MC
2	Alan Barnes	15	GPMC
3	Tom Byrne	10	GPMC
4	Susan McClean	9	GPMC
5	Steve Butler	8	CDMC
6	Ian Rayner	0	CDMC
7	Mathew Worden	0	CDMC

### Next Rounds

9/10 June	Memorial Rally	G&PMC
21/22 July	Morecambe Rally	Morecambe CC

### NB - Change of Date

The **Countdown Rally** is now running (1 week later)  
on the **8th/9th September**

## Individual Championship

Following SMC Stages Rally Weeton

Last updated 21st May 2012

O/A	Competitor	pts	Club
1.	Steve Johnson	55	CSMA
2.	Stephen Mather	43	CDMC
3.	Gary Heslop	28	HMMC
4.	Steve Butler	26	CDMC
5.	Steve Price	25	CDMC
6.	Gary Jakeman	22	HMMC
7.	Maurice Ellison	15	Lanc MC

**SP AUTOS**

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



# SD34MSG

## MARSHALS CHAMPIONSHIP

Last updated 15th May 2012

### Accrington MSC

David Barratt 40

### Bolton-le-Moors MC

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

### Bury AC

### Clitheroe & DMC

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

### CSMA (NW)

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

### Fylde MSC

### Garstang & Preston MC

Les Fragle	30	Margaret Duckworth	20
Karen Whittam	20	Peter Shuttleworth	10
Ric Wood	10	Steve Kenyon	10
Terry May	10	Andy Dewhurst	10
Graham Chester	10	Andy Benson	10
Jason Bleakley	10	Tony Young	10
Dave Nolan	10	Kris Coombes	10
Mark Shepherd	10	Pete Jackson	10
Phil Aspinall	10	Steve Coombes	10
Alex Jackson	10	Steve Hudson	10

### High Moor MC

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

### Lancaster MC

Maurice Ellison 10

### Lancs & Cheshire MC

### Lightning MC

### Manx AC

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

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

### Stockport 061

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

### Wallasey MC

### Warrington & DMC

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

### Wigan MC

2300



**Gazzard Accounts Ltd**

## Gazzard Accounts

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# SD 34 MSG

## Inter Club League

Following Cetus Stages Rally - Last updated 21st May 2012

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	321	1	1
Stockport061	302	2	2
Bolton-le-Moors CC	272	3	3
Warrington & DMC	250	4	5
Accrington MSC	117	5	7
Garstang & Preston MC	82	6	10
Division B		Position	
Club	Points	Div	O/A
CSMA (NW)	182	1	5
High Moor MC	125	2	6
Lancs & Cheshire CC	114	3	8
Wallasey MC	83	4	9
Manx AS	52	5	13
Pendle & DMC	51	6	14
Division C		Position	
Club	Points	Div	O/A
Wigan MC	62	1	11
Lancaster M.C.	61	2	12
Mull CC	31	=3	=15
Bury AC	31	=3	=15
Lightning MSC	0	=5	=17
2300	0	=5	=17
Fylde MSC	0	=5	=17
Motorsport NW Ltd	0	=5	=17



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# SD34MSG

## Championship Rounds at a Glance

### SD34MSG None Race/None Rally

Date	Event	Club
<b>June</b>		
24th	Autosolo	CSMA(NW)
24th	Auto Test	CSMA(NW)
<b>July</b>		
8th	Autotest	Knutsford & DMC
<b>August</b>		
19th	Hillclimb	Pendle & DMC
26th	Autosolo	CSMA(NW)
26th	Auto Test	CSMA(NW)
<b>September</b>		
1st	Sprint	Lancs & Chesh CC
2nd	Sprint	Lancs & Chesh CC
16th	Autosolo	BLMCC
23rd	Auto Test	Lancs & Chesh CC
<b>October</b>		
14th	Autosolo	BLMCC
<b>December</b>		
2nd	Autosolo	Accrington MSC
2nd	Auto Test	CSMA(NW)

### SD34MSG Road Rally Championship

Date	Event	Club
<b>June</b>		
09/10	Memorial Rally	G&PMC
<b>July</b>		
21/22	Morecambe Rally	Morecambe CC
<b>September</b>		
08/09	Countdown Rally	Spadeadam MC
22/23	Clitheronian Rally	Clitheroe & DMC
<b>October</b>		
20/21	Illuminations Rally	Morecambe CC
<b>November</b>		
10/11	John Robson	Hexham MC
17/18	Black Sheep Rally	Lancaster MC

### SD34MSG Stage Rally Championship

Date	Event	Club
<b>July</b>		
8	Enville Stages	Warrington & DMC
20/21	Poker Stars Stages	Manx AS
<b>September</b>		
7/8	Promenade Stages	Wallasey MC
9	Stockport061 Stages	Stockport061
30	Heroes Stages	G&PMC
<b>October</b>		
12/14	Mull	MullCC
14	Adgespeed Stages	Wigan & DMC
<b>November</b>		
11	Neil Howard	BLMCC
24	Hall Trophy	Clitheroe & DMC



# 2012 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

Please register me for the SD34 Championships listed below;

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

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

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

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

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

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

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

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

E= Sports cars.

F = Specials.

G = Special Stage rally cars.

**MSA British Rally Championship  
Round Three Report  
Pirelli International Rally  
27th/28th April 2012  
Keith Cronin claims closely  
fought Pirelli Rally victory**

Following a fierce battle throughout the event's 12 stages in Kielder Forest, twice British Rally Champion Keith Cronin and his co-driver Marshall Clarke claimed victory on

Keith Cronin & Marshall Clarke



this weekend's Pirelli International Rally. They crossed the finish line 17.2-seconds ahead of Jarkko Nikara/Petri Nikara, after swapping the lead with their Autosport Technology Citroën DS3 R3 team-mates on three separate occasions.

Cronin and Clarke's victory means that this year's three MSA British Rally Championship rounds have seen three different winners. And, with never more than eight seconds between them and their Finnish counterparts until the final stage, the outcome of the rally has once again underlined the closeness of competition generated by the BRC's two-wheel-drive only formula, which has been introduced this year.

After gathering confidence throughout the rally following their big off in round two, round-one winners Mark Donnelly/Dai Roberts were delighted to claim third place in their Renault Clio R3. Following them home in fourth were Elfyn Evans/Phil Pugh, the Welsh pair posting times equal to that of the R3 category runners in their R2 Ford Fiesta, with their reward for such an impressive performance seeing them come away from the event as championship leaders. After the autograph session and ceremonial start in Carlisle City Centre on Friday evening - where hundreds of spectators lined the streets to get a glimpse of the cars and crews - competitors set off to tackle two 6.36-mile runs in Kielder Forest. Although both stages used the same stretch of road, the runs were punctuated by a re-group in nearby Newcastleton village, which meant SS1 was held in daylight and SS2 in darkness.

Nikara/Nikara were quickest on both stages and returned to Carlisle Racecourse for the overnight halt 2.2 seconds ahead of Elfyn Evans and his new co-driver for this event Phil Pugh - an impressive performance bearing in mind that the Welshmen were in a less powerful R2 car! Cronin/Clarke were a slender 0.8-seconds further back in third and getting used to their brand new DS3, which was only completed the day before.

At this point, fourth place was held by another Fiesta crew: Alastair Fisher/Daniel Barritt, who were a further 8.3-seconds down, with round-one winners Donnelly/Roberts 6.3-seconds behind in their Clio, which had been rebuilt following their big off on last month's Bulldog Rally of North Wales.

However, winners on that occasion Tom Cave/Craig Parry did not have the best of evenings. A suspected set-up problem that led Cave to lose confidence saw them lose over a minute to the leaders and drop them to ninth place, whilst another front-running Citroën crew and their Davies Motorsport Services team-mates Osian Pryce/Iestyn Williams, dropped time when they spun on SS1 and then had a turbo pipe come loose on SS2.

Two other Citroën crews also had issues: Jonny Greer/Gordon Noble succumbed to a puncture on stage one, whilst Desi Henry/Niall Burns had a gearbox mounting break in the first stage. This caused a gear linkage problem during the second, forcing them to drive the rest of the stage stuck in third gear. As it turned out, both crews never really recovered from these incidents.

Once again Kielder Forest lived up to its reputation of punishing those who dared make the slightest of mistakes. Going off the road and then helped back on again by spectators were: Chris Ingram/Joe Cruttenden (Renault Twingo R2), James Grint/Phil Clarke (Citroën DS3) and Matthew Cathcart/James Morgan (Ford Fiesta).

The result of Cathcart/Morgan's excursion meant they did not leave the service area on Saturday morning, their car's steering deemed too badly damaged. But for Cronin/Clarke, things were going well and they emerged from the first of the day's ten stages in the lead - albeit only 0.7-seconds ahead of Nikara/Nikara. Evans and Pugh were now third and expecting to drop time to the R3 runners, as the day's stages featured longer straights and therefore favoured cars with more power.

For USA-based Nick Allen and his British co-driver Andy Bull, their event came to an end on SS3, when their Renault Twingo stopped with an engine problem. Next to retire were Pryce/Williams when their temporary loss of power on Friday evening became terminal on stage four. They were followed onto the sidelines by Alex Parpottas/Chris Davies, when the Fiesta crew's good run stopped on SS5 when they got sucked into one of the infamous Kielder ditches whilst avoiding a rock in the road.

Back at the front, Cronin/Clarke extended their advantage to 4.1-seconds on SS4, but Nikara/Nikara went back into the lead by 3.3-seconds on SS5. The tables then turned again on SS6 when Cronin/Clarke emerged a slender 0.3 ahead, before going on to extend their lead to 1.5-seconds when they booked into the lunch time service halt at Carlisle Racecourse by 1.5-seconds.

Taking advantage of the faster roads were Donnelly/Roberts, who moved from fifth and up to third on stage six, relegating the charging Evans/Pugh into fourth. Even so, the Fiesta crew were now comfortably leading the battle of the R2 category cars, especially as Alastair Fisher/Daniel Barritt had been slowed when stones became caught up in their Fiesta's rear brakes.

*Continued Page 13*





*Continued from Page 12*

The afternoon comprised a further five stages over Kielder's demanding gravel roads and the battle between the leading pair continued, with Nikara/Nikara getting within 0.3-seconds from Cronin/Clarke by the end of SS9. Donnelly/Roberts were now consolidating their third place, even though they had to cope with leaking front-damper for a large part of the event.



**Arron Newby / Seb Marshall**  
**14th O/A - 6th Class 6**  
**Photo - Andrew Shepherd**

Evans/Pugh were still entertaining the spectators with their committed driving style, up until SS11, when Evans found he was struggling to change gear. Getting the car to the end of the stage, he managed to effect running repairs and, although dropping time, was relieved to make it to the finish without losing position.

Other than a slight worry with an engine mounting on Friday evening, Peter Taylor/Andrew Roughead had an excellent run and posted a series of more than respectable times to claim fifth place in their Renault Clio R3. Behind them, Jukka Korhonen/Mikael Korhonen in the Pirelli Star Driver Škoda Fabia R2 were making up ground after opting for an unsuitable set-up early on and Jussi Kumpumäki/Marko Salminen were also gathering pace in their Ford Fiesta – so much so, Kumpumäki was later awarded the Pirelli Star Driver nomination and yellow jersey. Fisher/Barritt were next across the line in eighth, with Cave/Parry ninth and Greer/Noble tenth, all three crews suffering delays and therefore not achieving the results they had hoped for. But for Ruary Macleod/Paul Beaton, their outcome was less fortunate, when a problem with their Fiesta's clutch meant they went no further than stage ten. With just 8.2-seconds between them, the Cronin/Clarke, Nikara/Nikara battle went down to the 12th and final stage. And, following a nail-biting conclusion, it was Cronin/Clarke that came out on top by 17.2-seconds after the Nikaras momentarily struggled for gears during the 11.5-mile Pundershaw stage.

"It's been a fantastic battle and a win always feels so much better when you have to fight for it", said Cronin at the finish. "Once we had settled into the new car and tweaked a few things, we had no problems at all, so it's been a very enjoyable rally and great to win a round of the British Championship again. Thanks must go to Autosport Technology for getting the car ready, Marshall my co-driver and everyone who has helped me achieve this." The fourth round of the MSA British Rally Championship sees a switch from a gravel to an asphalt surface for the Jim Clark International Rally, which takes place on 1st & 2nd June.

### **MSA BRITISH MANUFACTURERS' RALLY CHAMPIONSHIP**

This year's MSA British Manufacturers' title is a three-way battle between the brands: Citroën, Renault and Ford. Scores towards the title are calculated from the two leading cars from each of the manufacturers.

With the Citroën DS3s of Keith Cronin and Jarkko Nikara first and second, Citroën UK has extended its lead in the standings. Mark Donnelly's third and Peter Taylor's fifth places gave Renault UK the points to consolidate its second-place, whilst Elfyn Evans in fourth and Jussi Kumpumäki in seventh were the two scorers for the Ford Motor Company.

### **MSA BRITISH JUNIOR RALLY CHAMPIONSHIP**

Underpinning the BRC's commitment to reward its rising stars, a new-look Junior Championship has been introduced for this season. Open to drivers of 23 and under in Class 10 (R1) cars, this initiative sees the winner recognised with the prestigious title of MSA British Junior Champion.

Once again, it was 19-year old Norwegian Steve Røklund in a Ford Fiesta R1 and 20-year old R1 Renault Twingo driver Garry Pearson – the winner of the last two rounds - who battled for supremacy in this category. Whilst Røklund and his co-driver Kim Hjalmarson overcame the issue of a damaged exhaust system for most of Saturday to win the category for the first time this year, Pearson and his co-driver Craig Wallace scored another finish, even after a brief off road excursion on Friday evening.

### **PIRELLI STAR DRIVER**

This year's Pirelli Star Driver competition again selects a winner from each round. Each of the six winners will then go forward to an end-of-season shootout where they can win a Pirelli funded prize designed to boost their progression in the sport.

With the two rally winners Mark Donnelly and Tom Cave awarded the yellow jersey and a nomination towards the end-of-season finale so far, the Pirelli Rally saw a change to the pattern, when a surprised **Jussi Kumpumäki** was announced as the winner at Carlisle Racecourse on Saturday evening, in respect of his impressive stage times during the event.



**Tom Cave / Craig Parry**  
**9th O/A - 5th Class 5**  
**Photo - Keith Lamb (Gemini 9)**



*Continued from Page 13*

## BRC TEAMS CUP

The new-format BRC Teams Cup is aimed at professional motorsport teams running two cars. Six teams are currently registered. Drivers are pre-nominated, but can change from event-to-event. All six rounds count towards the final championship classification, with the first of the team's two cars scoring points.

In fourth-place overall, Elfyn Evans was the top-scorer once again this weekend and therefore keeps M-Sport Ford at the top of the tables, whilst his team mate Alastair Fisher again suffered a series of small time-delaying problems that meant he crossed the line in eighth. Jukka Korhonen's sixth place meant that he picked up points for second place in the BRC Teams Cup. His Pirelli TEG Sport team-mate Arron Newby had his best BRC rally outing so far, with the 17-year old putting in a faultless performance to bring his Škoda Fabia home in 14th place. Ford Junior Team Finland were third on this occasion with Jussi Kum-

pumäki the scorer once again with a seventh place overall, four places ahead of fellow Fiesta driver Niko-Pekka Nieminen.

Although a disappointing ninth overall, Tom Cave bagged the points for Davies Motorsport Services and was the only finisher for the team after Oisian Pryce retired on Saturday morning.

AVS Motorsport and its two Class 8 Fiesta STs were again driven by Gethin Jones and Matt Cotton. The pair of them battled with each other throughout the event, with Jones finally holding the advantage by 8.1 seconds at the finish.

## RAVENOL OILS BRC PRIVATEERS CUP

For competitors who compete outside of one of the six official teams, the Ravenol Oils BRC Privateers Cup allows 18 out of the 27 registered drivers to score points towards this recently introduced category.

The top-three finishers in the event were also the top-three finishers in the Ravenol Privateers Cup this time around, which means Keith Cronin moves into third place, whilst Jarkko Nikara and Mark Donnelly are joint fifth. Even though he had a difficult rally and crossed the line in 16th place, Desi Henry still tops the tables by just one point ahead of Peter Taylor, who's strong fifth overall sees him maintain second place in the Ravenol Oils BRC Privateers Cup standings, whilst Garry Pearson's consistent scoring has enabled him to move into fourth.

## BRC ONE-MAKES SERIES

The MSA British Rally Championship also features three one-make series: The Citroën Racing Trophy UK, Ford Fiesta Sport Trophy and the Twingo Renaultsport R1 & R2 Trophies UK. The third round of the Citroën series was won by overall rally winner Keith Cronin. Elfyn Evans was by far the quickest of the Fiestas.

## Twingo Renaultsport Trophy UK- Pirelli International Rally

Chris Ingram & Joe Cruttenden emerged as winners in the Twingo Renaultsport R2 Trophy UK on the Pirelli International Rally, the MSA British Rally Championship event also adding maximum points to Garry Pearson and Craig Wallace's R1 Trophy campaign.

The 95 stage mile rally started in Carlisle City Centre on Friday evening, using two runs in Kershope Forest to get the crews in the mood for action. Split by a 45 minute break to ensure that everyone drove the second test in the dark, it was American R2 Twingo pilot who set the pace first time through the six mile stage.

Ingram was not slow, far from it. Sadly the slippery conditions had caught out the seventeen year-old mid stage and he spent around a minute in one of the event's infamous ditches. Spectators managed to get him going again, but it seemed that the fight was over before it had really started.

Allan and English co-driver Andy Bull had their own problems on the second run. Suspecting a failing driveshaft joint, they dropped half a minute in the second six mile stage, but managed to return to Carlisle for the overnight halt, with the reassurance of a 45 minute service halt on Saturday morning.

Meanwhile the Twingo R1 Trophy crew of Garry Pearson and Craig Wallace had their own battle for MSA British Junior Rally Championship points to consider. Their opening stage time was just five seconds adrift of Steve Røkland, having beaten the Norwegian a month earlier in Wales. But the curse of the ditches caught Pearson unaware in the dark, swallowing the Twingo for nearly forty seconds and covering his spotlights in mud.

By the end of the Saturday morning service two things had become clear, Pearson had a mountain to climb and Allen's problem was not with his driveshaft. With advice from Renault Sport Technologies' engineer, the fault had been traced to inside the gearbox, but the crew decided to soldier on. They would not emerge from the day's opening stage though, the Twingo reportedly parked at one of the artificial chicanes – game over.

By stage four it seemed inevitable that Pearson's ditch excursion, coupled with a desire to make the finish line, would leave him second in the Junior battle. But an exhaust problem for Røkland gave the Scot a glimmer of hope, managing to take back a quarter of the time deficit in the next three stages.

Sadly a puncture put paid to any thoughts of a second-half fight-back, the crew making a sensible decision to stop and change the flat front tyre. With over four minutes gone and no more spares in the car, they opted to preserve the car and cruise to the finish, still with maximum Twingo R1 Trophy points, but second in the BRC Juniors.

The remainder of Ingram's event was a learning experience too, having some high speed instability issues that were put down to fine-tuning of the car's setup. But despite a final stage scare with an accelerator flat spot, he and Cruttenden joined Pearson on the Twingo Renaultsport Trophy podium to spray some well earned champagne at the Carlisle racecourse finish. Both crews took £750 in prize vouchers towards parts and services from MSE, the Twingo Trophy's technical supplier; with Ingram moving into the lead of the R2 Trophy



**Chris Ingram & Joe Cruttenden**





## Great Day For TEG Sport Drivers On Pirelli Rally

Building on his top seven placing on last month's Bulldog Rally of North Wales, **Pirelli TEG Sport** driver Jukka Korhonen went one better with a superb sixth place on the Pirelli International Rally which comprised round three of the 2012 MSA British Rally Championship.

Driving the Pirelli-backed Skoda Fabia R2, the 27-year-old Finn, who won last year's Pirelli UK Star Driver award, was competing on the Carnforth-based team's local event which traditionally hasn't brought them the best of luck in the past but there was to be no repeat of former disappointments on the Carlisle-based event. Friday night's run through the South Western fringes of Kielder Forest saw Korhonen from Siikajarvi, and co driven by his namesake Mikael as usual, hold a safe seventh place overnight before pushing on through today's remaining ten stages to claim sixth overall and second place in class at the finish this evening.

Also in action and hoping to forget the disappointment of a retirement last time out was 17-year-old Arron Newby in the Pirelli TEG Sport Team's Robert Wiseman Dairies-sponsored Skoda Fabia R2. Along with co driver Seb Marshall after regular co driver Jules Wilkinson broke his foot last week rendering him unable to compete, the Carnforth driver drove a mature and capable rally, gradually climbing the leaderboard to record a 14th place finish and sixth in class to add to his 13th on the opening event on Rallye Sunseeker.

The results see Korhonen move up to 9th in the main standings with Newby elevating himself to 14th after three events but just as importantly, the duo have climbed to 2nd and 7th respectively in the R2 class to add vital points going into the Jim Clark Rally in a month's time, which will see the crews on asphalt for the first time this season.

Jukka Korhonen: "For me, this rally was good as I did it last year so knew a little bit about the stages and I am happy with my result. We took a gamble on the set up last night and maybe it did not work so well but today has been without any problems at all and I have stayed consistent. The more time I have in the car makes me faster so I want to say a big thank you to the team once again."

Arron Newby: "We needed a result and that's exactly what we got today so I'm chuffed to bits. I lost a lot of time behind a car which had gone off last night so had a bit of work to do but as the day progressed, we got quicker and was setting some good times in the end. I have to say a big thank you to Seb for his help; he has done a great job and thanks to the team also for giving me a great car."

Stuart Newby, Team Principal: "What a mega weekend, it feels like we have won the championship! We went with a wrong set up on Jukka's car on Friday night and then Arron got caught in someone's dust but that's rallying. But both Jukka and Arron have done a fantastic job to get two brilliant results which has shot them both up the standings and it's been a proper team effort this weekend. We also supplied one of the course cars and that came home without any problems so it's been a good day all round."

Lynn Newby, Team Director: "For once, the Pirelli Rally has been kind to us and we are simply ecstatic! Jukka has done a great job and got his best result of the season and to see Arron getting faster as the day went on was also very pleasing. We are lucky have two very capable drivers who are getting better as the season progresses and are learning all the time. But for now, I'm delighted to be leaving Carlisle with a massive smile on my face as that has not always been the case in the past!"

Arron Newby will be contesting the Manx National Rally in preparation for the next round of the BRC which comprises the Jim Clark International Rally which is based in Kelso and uses the closed public roads of the Borders region over the weekend of June 1st to 3rd.

Jukka Korhonen/Mikael Korhonen



Pictures courtesy of Jakob Ebrey

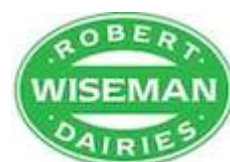


Arron Newby/Seb Marshall

## Results

1,	Keith Cronin/Marshall Clarke,	Citroen DS3 R3T,	1:29:51.3
2,	Jarkko Nikara/Petri Nikara,	Citroen DS3 R3T,	1:30:08.5
3,	Mark Donnelly/Dai Roberts,	Renault Clio R3,	1:31:42.2
4,	Elfyn Evans/Phil Pugh,	Ford Fiesta R2,	1:32:32.6
5,	Peter Taylor/Andrew Roughead,	Renault Clio R3,	1:32:38.7
6,	Jukka Korhonen/Mikael Korhonen,	Skoda Fabia R2,	1:32:40.5
14,	Arron Newby/Seb Marshall,	Skoda Fabia R2,	1:40:59.1

# TEG SPORT





**BARROWFORD'S Daniel Barritt** helped Alastair Fisher to eighth place in the Pirelli International Rally – with **Clitheroe's Russ Thompson** finishing second in the Challenge Rally. Barritt co-drives for promising young Northern Irish driver Fisher on the World Rally Championship's Academy Tour and the duo got their year off to a superb start with victory in the Rally de Portugal at the end of March.

The pair teamed up again for the Pirelli International Rally in Carlisle, which started in the city centre on Friday before two challenging stages in the Kershope Forest. Finnish stars Jarkko and Petri Nikara were fastest out of the blocks and by the end of the first day they led the rally, with Fisher and Barritt in fourth position in their Ford Fiesta R2.

But the duo slipped back to eighth on the second day – three and a half minutes behind winners Keith Cronin and Marshall Clarke, who pipped Nikaras to victory.

In the Pirelli Challenge Rally, the main support event, **Thompson and co-driver Andy Murphy** were third early on in their Renault Clio behind Simon Moore and Emma Morrison, as well as Richard Sykes and Simon Taylor. Withnell co-driver **Paula Swinscoe** was forced out of the event early on with driver Damien Smith because of mechanical problems with their Honda Civic. The duo had previously finished third in the Bulldog Challenge Rally, also part of the NGK Spark Plus BRC Challenge series.

**Sykes and Taylor** also had to retire in Cumbria following electrical issues and Thompson finished the rally in second, 45 seconds behind Moore and Morrison.

The Pirelli Historic Rally proved a big hit with the vast majority of the competing crews thanks to the fast and flowing Kielder stages.

**Whalley brothers Mark and Ed Bentley**, who embarked on the trip of a lifetime to take part in the East African Safari Classic Rally at the end of last year, took 10th place in category three in their Ford Escort Mk2.

**Oswaldtwistle's Phil Peak** was co-driving for **James Slaughter**, also in a Ford Escort Mk2, and the pair finished in 14th position in category three.

Co-driver **Lee Carter** had to retire along with **Ian Rix** after the fourth stage in a Ford Escort RS1600, in a rally that was won by **Nick Elliott and Dave Price**.

*Chris Flanagan Lancashire Telegraph*

## Twingo Renaultsport Trophy UK Jim Clark International Rally 1/3 June 2012 Tarmac twists and turns for Twingo Trophy

The Twingo Renaultsport Trophy UK follows the MSA British Rally Championship onto tarmac for the first time this season, as crews leave the forests and move to the lanes of the Jim Clark International Rally.

With the Twingo R2 Trophy having started on the second round of the BRC, Chris Ingram and Nick Allen have had just two opportunities to score points towards the end of season prize-drive on the final round of the French Rally Championship.

First blood went to Allen, the Californian driver ably assisted by Solihull's own Andy Bull. But in a fit of chivalry, the crew made a decision that could ultimately decide the championship, helping **young Ingram** to the final service area after he and co-driver **Joe Cruttenden** had fuel problems. Despite not being strictly in the rule book, Allen's kind gesture and Ingram's resulting points may be annulled at the end of the season, when each crews' worst score is discounted.

The second round of the series for the R2 runners was the Pirelli International Rally where Ingram was certainly quick. But whatever speed he attained in the infamous Kielder Forest complex would have bested Allen, as the affable Yank retired with transmission troubles on Saturday's first stage.

So it is **Chris Ingram and Joe Cruttenden** who lead the **R2 Trophy** ahead of the move to asphalt, a surface with which they are very familiar. With a Junior 1000 Championship title, an excellent result on the IRC Circuit of Ireland under his belt and the vastly experienced Ieuan Thomas alongside, it would be folly to bet against the 17 year-old on the Jim Clark Rally. But rallying is a sport where experience in both seats counts and if it success on an event has ant bearing, then bring on Nick Allen's co-driver Andy Bull. He and Thomas locked horns as co-drivers on the event in 2008, Bull taking the second podium spot alongside Stuart Jones, one place higher than Thomas with former BRC Champ David Higgins. The fight for the Twingo R1 Trophy may well be all but done after its three rounds so far, Garry Pearson needing just to start his home Jim Clark International Rally to take the title. But the young Scot and his co-driver Craig Wallace will have competition on the tar once more, despite a clash for his British Junior Rally Championship sparring partner Steve Røklund.

The Jim Clark International Rally is based in Kelso with a ceremonial start and spectator stage on Friday night in Jim Clark's home town of Duns. The stages loop around the two towns, returning to Kelso several times for essential maintenance at Kelso Racecourse. Duns hosts a ceremonial start and two town centre special stages on Friday evening, cars arriving for the pre-start autograph session from around 18:00hrs. The bulk of the action takes place on Saturday from 08:00hrs, finishing back in race & rally legend Jim Clark's hometown of Duns after 145 competitive miles at 14:30hrs on Sunday.







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### Photos From the Cetus Stages Rally Courtesy of Phil James



A diverse range of rally cars if ever there was one. Never let it be said Rallying is all Escorts, EVOs and Subarus, not at Three Sisters its not.

I decided to take my old Sierra Sapphire Cosworth 2WD out for a blast and enlisted my 20 year old son Sean as Co Driver for the day on only his second event. Sean is still at Uni doing a degree in Mechanical Engineering. He is currently on a work placement with Bosch Thermotechnology and learning fast since getting into this co driving lark. Our Rally proved to be short lived sat on the start of Stage 1 lights go green and were off up the hill pulling good up through the gears over the brow at the top and she starts losing power, misfire, backfire out of exhaust, pop pop and bang we are down to 30mph with no power, my first thought fuel starvation. I thought she was going to stop completely mid stage very surprised nobody caught us as we were going so slow. Anyway limped round to Stage finish were Marshal says do you think you can fix it? Er Dunno don't know whats wrong with it? I replied. Its never done that before. Lost loads of time but have a bit of service time to try to find the fault. No fuel pressure tester or spare pump or regulator in the van so very limited what we can do in time available.

Into service bonnet up looking round see pipe is broken on Amal Valve luckily on return side to vent in air box, don't think that will be the problem but never know. Blanked off broken outlet in service engine starts and revs normally no problem so no way of telling if problem solved as problem only present when engine under load and wanting power.

Start Stage 2 engine revving normally on Start line. Green Light drop clutch burr burr no power up hill Car 35 EVO in front of us is off on right hand side pull past him but struggling to keep her going worse than on Stage 1, I thought we will be lucky to make Stage Finish but try to keep moving, this time other cars catching us quickly just trying to keep out the way and let them past as we crawl round losing about another 1 and half minutes or so. Eventually get to stage finish and that's as far as we go. End of Rally as we cant find whats wrong with it and to continue would be pointless and possibly damaging the engine and cause hazards for other crews. So retire and go watching.

Bruce Edwards & Tracey Louise Muir all the way from bonnie Scotland very impressive in the Darrian led the Rally from Start to Finish and end up worthy victors by 29 seconds. Second Steve Quigley and Terry Martin in the pink Clio (must be only a matter of time before a win eh Terry) Third by one second only after a day long battle for second Ron Aiken & Brian Neale in the immaculate blue Escort Mark 1. Fourth Tim Whiting & N McDonald in the Escort, Fifth Ian Savage & Gary Heslop in the Roundabout Tyres EVO 6. Sixth Adrian Atkinson & Dave Riley in the EVO6, Seventh Nick Stamper & Heather Stamper in the Subaru, Eighth Derek Blyth & Dave Blyth in the Subaru, Ninth Overall and Winner in Class B Alistair Oram & Charlotte Hammerton in the Nova and Tenth John Darlington & Ian Bothwell in an Escort. Winners in Class A Daniel Dunbabin & Martin Young in the Micra & Class C Matthew Roberts & Ieuan Owen in the Saxo.

Another good event put on by Wigan enjoyed by so many people. Thanks and well done to the organisers, marshals, sponsors and everybody connected with the event. Not a great day for us but as Arnie Schwarzenegger used to say "I'll be back"

**John Gorton**



**Photos From the Cetus Stages Rally**  
 Courtesy of Phil James

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**1**



**Scott and Jack Gardner**



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## CETUS STAGES

### THREE SISTERS RACE CIRCUIT

**IAN SAVAGE/GARY HESLOP**

**MITSUBISHI EVO 6 Car No.3**

Our second event of 2012 saw us heading for a very familiar venue. Three Sisters Race Circuit @ Ashton In Makerfield. There were several other High Moor MC members also competing : Tim Whiting/Neil McDonald, Matthew and Gary Jakeman, and new members Adam Studholme/Lorna Hopkinson. Since the previous event, Ian had the Evo in the paint shop, and had re-stickered the car with a pleasant surprise of "Gazzard Accounts Ltd" running across the upper front of the windscreen.

I'd only asked for a small logo somewhere on the car !!

Ian had done some work on the suspension since our last event, which had lowered the car somewhat.

Arriving at the circuit, Tim had kindly "saved" us a servicing place next to him. Car unloaded, scrutineering and signing-on passed without any problems.

Had time to circulate the paddock renewing some acquaintances and speaking to some familiar fellow competitors.

Clerk of Course Alan Bibby had told me a few days earlier that the predicted weather was for sunshine all day.

That prediction "went west" @ 9am when we received some droplets from above. However this didn't last too long.

The circuit was initially greasy, but had dried out before the 10am start.

We arrived @ arrival SS1, followed a noise check of 96db.

Usual traffic light countdown and we were away from the scrutineering bay in an anti-clockwise direction.

Approaching Luna bend from the straight, we could already feel the benefit of the lowered suspension.

However the car started "hopping" to the right when Ian turned into the tightest part of the bend, and he had to take evasive action to prevent up going onto the grass on the exit. Vital seconds lost, and suspension problems to look at.

SS2 was a repeat of SS1. The anti-roll bar had been adjusted slightly – slightly lower tyre pressures all round.

SS2 was a few seconds quicker, but Ian still not happy with the suspension or handling of the car. Still "hopping around".

SS3 and SS4 came and went. Still unhappy with the car's handling, as Ian couldn't get it "to turn in" to the corners.

We were losing approx 3 to 4 seconds per stage to the lead Darrian – not good !

Before SS5, Ian decided to raise the front of the car a little, which seemed to have the desired effect of making the car more confident to predict when turning into the corners on both SS5 and SS6. We were lying 4<sup>th</sup> O/A at the "change round"

SS7 and SS8 saw the event now running in a clockwise direction starting from the "dummy grid shoot".

Both stages felt OK, but the times showed we were still losing vital seconds on each stage.

The only section of the circuit where we seemed to be struggling was coming out of the exit @ Luna bend.

Also there was a meeting of Co-drivers of the lead runners, as the Finish clock was some 9/10 seconds out.

This was mentioned to the organisers, and resolved quickly once they were able to look into time clocks at Flying Finish.

Looking at the PC after SS9 came me a shock !! The organisers had us down for a 8 min MAXIMUM !!

Upon making enquiries, the marshal at the STOP line had written a "22" instead of a "52" for the Seconds.

This was rectified upon the results team receiving the print-out from the Flying Finish after SS10.

The rest of the event saw Ian and the crew doing various tweaks on the car to try to improve this, but we were now losing time each stage to Tim in his Escort. He eventually took over 4<sup>th</sup> O/A to leave us 5<sup>th</sup> O/A (3<sup>rd</sup> in Class) at the end of SS12. A troublesome day all round, but at least we recorded a finish. Much to ponder though after the event.

Next up – JRT Enville Stages @ Anglesey Race Circuit – Sunday 8<sup>th</sup> July.

**IAN SAVAGE/GARY HESLOP CAR No.3 High Moor MC** (a tad more Cetus Stages bottom of page 19)



A dry, bright but chilly evening met us in sunny Buxton as we made our way through the noise test. "Is it running?" came the familiar question from the scrutineer. The Nova's quieter on the outside than it is on the inside. We made our way up to the Flowflex factory



**Paul Buckel / Steve Butler**  
**Photo courtesy of Duncan Littler**

where we had a somewhat surreal journey along the factory floor to get us to the scrutineering bay in the warehouse. Passed. Off to signing-on.

All done, and an inspection of the rally pack greeted me with the usual odds and sods, including a printed map book (4 x A4 sheets) with loads of numbers on it at various points along what may, or may not have been the route. There were a few red herrings. The London Road Book system is not my favourite – too many numbers to confuse my over-worked brain. But once into the swing of it I seemed to manage to keep us on the right roads. Well, most of the time. For the uninitiated, the London Road Book System works by the organisers providing a series of numbered plots in advance, (in this case already plotted for us on the pre-printed maps) which are later joined up using instructions provided along the route. A sort of join the dots affair, with some plot and bash style stuff thrown in for good measure.

After what seemed like hours since signing-on, largely because it had been, we got to MTC1 which denoted the start of the first of 2 special tests around the Flowflex compound. An autosolo in all but name. Paul's not a big fan of driving around cones, but we seemed to set a couple of respectable times before heading off for the first road section. This took us around the top of Errwood reservoir, through the first picnic area NAM taking us South down over Goyt's Moss with another, gratefully arrowed, NAM half way down with more cones to get Paul around. After getting to the end of Goyt, some challenging roads took us through the rest of the first section, towards the end of which was a short run through a white which looked like somebody's driveway and caused us to stop and check that we weren't going to end up in poor soul's front garden. In the process Car 25, containing our erstwhile editor, had caught up to us and after a quick confirmation that we were on the right road, they went past us and were the first to a deceptively deep ford. Thanks for the warning lads (although we did have it cautioned on the maps). Just after the ford, there was a control after which Maurice and Andy pulled over and let us past. They looked okay and we thought they had just drowned out a bit in the ford. It transpired that Andy had not fully tightened his belts and when they went through the bumpy ford, he smacked his head on the roll cage and was seeing three roads and didn't know which one to take!

The route took us down some great roads and the plot and bash style nav was sufficiently challenging to keep me busy and yet still find some time to navigate Paul through some of the twister bits. Couple of wrong slots put us further back in the field, but the road sections all seemed just cleanable so we didn't actually drop any time.

The first section after petrol started with the third of the four special tests for the night. This time was a quick run up a white past Fivewells Farm. At the end of the test we were supposed to stop astride an imaginary line between 2 cones. I don't think either of us saw the cones and we only just managed to stop next to the marshal further down what was a grip-free grassy slope. After a ticking-off from the marshal we went on our way.

Things were going well. We'd somehow managed to drop 24 seconds on one road section, but had cleaned everything else, so we reckoned we were on for a good result – top 10 at least. However, it wasn't to be. About half way through the second half, everything was going smoothly and we'd just left a PC West of Youlgrave when the engine simply cut out, caused by what turned out to be fuel pump failure. Another Derbyshire event we were destined not to finish and, worse still, I was going to miss another breakfast! Home on the back of an RAC truck for the second year running.

One day we'll finish an 061.

**Car No.24 - Paul Buckel / Steve Butler Clitheroe & DMC**

### **WDMC Championship Round 3 - Cetus Stages Rally**

A total of 16 Warrington DMC club members competed on the Cetus Stages at three Sisters Circuit. In addition there were also members out marshalling around the stages. The day was dry despite the threat of rain early on and conditions were near perfect.

Once again inside the top ten with 9th overall and winning their class by a commanding 55 seconds was Alis-tair Oram with novice co-driver Charlotte Hammerton out on her first event in the Vauxhall Nova.

In 15th Place & 8th in class was Bob Tate and a welcome return to Clive Dunbabin co-driving in the Escort Mk.2. Bob is getting to grips with the car now despite problems with shredded tyres and a fellow competitor getting too competitive which ended with minor damage to the rear of the car.

In 19th Place & 9th in class were the pairing of Tony Gillingham & Phil Woods in the Renault 5 GT Turbo. An Ex Cup Race car, this was their 2nd event in the freshly rebuilt car and are improving all the time.

In 22nd overall & 3rd in class were Paul Kay & John Boggs in the "unusual" Toyota MR2. They had a good run through the day despite tyre degradation and a last minute scare when the throttle pedal actually broke. A spanner splint getting them to their well deserved finish. Need to remove that lead from your right foot Paul.

Next up were Phil & George Jennings in the BMW Compact finishing 23rd & 9th in class. The car ran faultless and was driven to and from the track.

Just behind in 24th and winning their class once again was Danny Dunbabin with Martin Young co-driving in a Nissan Micra with a 1m26s lead over 2nd place & 30th overall Phil & Katy Sergeant in their 1.0 litre Micra. 1-2 for WDMC! In 36th overall & 6th in class was Phil Tate in his Micra with Kevin Jones co-driving just in front of John Richardson & Danny Newens in their Micra with 37th & 7th in class.

Once again club members taking class wins. Roll on Round 4.



# A Dead Squirrel, Piston Broke, A Pub Lock-In And A Wedding Anniversary The 061-Altratech Road Rally 2012

**Alan Barnes - G&PMC**

I should have known the omens were not good on a cold and frosty morning when I heard a neighbour shout my name then take me to task over a half-dead grey squirrel which was lying on his lawn, incapable of free movement.

My squirrel hating wheaten terrier, Dastardly, had seen the little varmint in a cherry tree in our garden, watched it leap on to my neighbour's lawn, somehow managed to get underneath our 'dog-proof' fence, caught the bushy-tailed rodent, broke its spinal cord with one deft flick of the head, and left it for dead.

My neighbour decided it was a job for me to dispatch the furry little woodland creature and remove it from his lawn...which I did ... and that was JUST the start of my day on Saturday, May 12th, the day of Stockport 061 Motor Club's Altratech Rally.

Things could only get better, couldn't they? Hmmm, read on!

Now the long-suffering Mrs Barnes was gracious enough to let me go rallying knowing that despite my best intentions, there was no question I would feel cream-crackered all Sunday, our fifth wedding anniversary.

Thanks Sally.

And so my old mucker Steve Hudson turned up with Lucille, his Peugeot 205 Gti on a trailer, at 5pm. After a quick tea we were on our way to collect Ian Farnworth, another Garstang and Preston Motor Club member, ready to head for Flowflex at Buxton.

The car sailed through noise, we queued and got through scrutineering with the minimum of fuss, then signed on and with help from Clerk of the Course Brian Stott I got my head around the timing system - thanks Brian for your endless patience.

At 23:22 we were under way, car 30, second novice crew away, for the two flying laps of a special test within the Floflex complex.

Handout 1 had been given to us a minute before setting off on the test and so on our exit it was a case of applying a bit of common sense and getting through Buxton town centre before taking the A5004 in a north-westerly direction to the first proper sector heading north to south down a road known as The Goyt.

Before we even started the car refused to start up until I got unbelted and pushed to bump-start her. A police 4 x 4 had just gone down the test, blue lights flashing, ahead of us, and we wondered what the night had in store for us.

A mile or so in from the first start control there was a passage check to negotiate and we liked it so much we looped through it twice - as the first time we sailed past the marshals on the passage control! We thought they were spectators as we couldn't see a control board. But looping back round avoided a WD and off we went again.

No problem, game on, or so we thought. However, within a couple of miles, after negotiating NAM2 safely, Steve indicated a major problem - no brakes. Pedal flat to the floor, no pressure. The right rear master brake cylinder had broken and all the hydraulic fluid had been deposited on some of Derbyshire's finest rally roads.

It wasn't looking good and our strategy of getting a finish, come what may, was looking a non-starter because on plot and bash rallies such as this, you can't visit the main time controls unless you have in your possession all the handouts, as these detail the whereabouts of the MTCs. In a nutshell, we were snookered.

To add insult to injury, Lucille decided to stop working on all four cylinders after we went through the River Goyt on a white further along the sector, and Steve decided it was game over, quite rightly too, to prevent further damage. We followed the route successfully as far as control s1B, the end of the first competitive sector, near Hollinsclough, then turned for the finish venue. . . . . .

**Continued on Page 21**



**Steve Hudson & Alan Barnes**



# A Dead Squirrel, Piston Broke, A Pub Lock-In And A Wedding Anniversary The 061-Altratech Road Rally 2012

Alan Barnes - G&PMC



'Baggy Trousers'



Steve Hudson / Alan Barnes Photo courtesy of Duncan Littler

**Continued from Page 20**

**So you may ask, was that the end of the story, not a bit of it!**

**In fact, the night was still young.**

Our buddy Ian Farnworth had taken the trailer to the finish venue, the Waterloo Hotel at Taddington, so we decided to potter along to put the old girl on the trailer.

But on the way we came upon another pub, the **Queens Arms at Taddington** ([www.queensarmstaddington.com](http://www.queensarmstaddington.com)) which had lights blazing out into the night sky, and, of greater importance, the front door was open, at 12:20pm!

Feeling ever so slightly parched, we enquired as to whether we might partake of a pint and being answered in the affirmative, found ourselves involved in a lock-in until 3.30am.

Ian, meanwhile, was manning a passage check 15 miles away in the middle of nowhere, so we appraised him of the situation and he arrived at 2.30am, too late to see me entertaining the locals with my **'Suggs'-style dance to the Madness hit Baggy Trousers!**

Well, what else is a bloke to do at 2am, fuelled by four pints of Guinness and told by the locals that it was a ritual expected of newcomers to perform a little jig for their amusement?



With daylight on the way and the dawn chorus in full song, we headed back to the Waterloo Hotel, had a rally breakfast, waited around to make sure our mate Jeremy Dale, out on the event with James Chaplin, were okay for getting home, and of course to make sure Maurice Ellison and Andy Ritchie were similarly okay for getting back to Lancashire, and finding that they were fine, we hit the road.

Andy and Maurice finished 19th overall, a great effort on a tough event, especially given Mo's dislike for plot and bash events, and Jeremy and James finished 31st, another good effort.

Paul Buckel and Steven Butler retired, sorry, I don't know what caused their early exit, and that is about as much as I know. After a few hours shut-eye, it was back to business as usual and a chance to reflect on the rally that got away from us. Yes, I am sure we all know that these things happen and are sent to test us all, that's rallying, you win some, you lose some. But I know Steve and I will be back again to sample the 061 Altratech Rally, a tough, demanding test of both occupants of the car.

And if anyone wants a warm welcome Derbyshire style, I can recommend a cracking little pub that made Steve and myself more than welcome while we waited for Ian to catch up with us and bring us home. Thanks Ian, much appreciated.

Now where did I put that Madness CD?

**Alan (Baggy Trousers) Barnes - G&PMC**



**Photographs of the Altratech061 Road Rally supplied courtesy of Duncan Littler**

**Duncan can be contacted for Images from this event and many others at**

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**Andy Ritchie / Maurice Ellison**  
 Photo courtesy of Duncan Littler

## **The 061-Altratech Road Rally 2012**

We finished the Lonsdale Belt and whilst having breakfast we got talking about the car. 200, 000 miles ! Same engine, gearbox & suspension with lots of creaks and banging. It might be a good idea to get the suspension rebuilt. So Andy pops down to Road & Stage and orders an all new system from Bilstein through Julie.

Julie places the order with Bilstein and gets confirmation that it will all be here ready to fit before the Altratech 061 Road Rally. Does it arrive in time? No it does not - not Julies fault - its good old Bilstein who still cant tell us when it will arrive (*as this goes to press we are informed that it all should be here in time for the Memorial*). So we do the Altratech with the same banging and subsequent handling problems.

We also thought it might be a good idea to obtain a trailer so that if something does break when we are far from home we can get back. So on the Friday night before the Altratech a 4 wheel trailer is delivered to my house. On the Saturday afternoon I arrive at the Greyhound pub in Halton and in front of a packed crowd we attempt to get the car on the trailer. The car is too wide for the trailer (hoots of derision from the assembled crowd) - so we leave the trailer still attached to my car at the Greyhound and have to drive down to Buxton and hope we dont have an off or break anything.

By now you will all be aware that plot & bash is not my cup of tea. I find it entertaining as clubnight sport as a tabletop but when sat in a moving rally car - I dont have enough light, hands or room to feel confident to get it all down on the map and give directions to my driver at the same time. Plus as I get older the eyesight is not what it once was and neither are my abilities to multi task or cope with the mental gymnastics of P&B on the move.

Scrutineering & noise passed with no problems - good job the noise test is static 'cause the crashes & bashes of that suspension would fail the noise test alone!

So, signing on done and we get our 'Roadbook' - a set of A4 preprinted OS maps with numbers (presumably referring to the positions of controls). It worked well but I struggled at time finding my way from one page to another.

A quick two blasts round the start venue as special tests and off to the Rally proper using the Goyt Valley. Fantastic piece of road. Somewhere on the lanes after the Goyt Valley we had a ford to negotiate. Andys harness must have worked its way loose. We went into the ford and water was up over the bonnet. There was cry of pain from Andy - he had bounced out of his seat and hit his head on the rollcage. We pulled over to one side for a considerable time until he could see only one road ahead rather than 3.

Then after petrol it was Special Test 2 followed by a very long white (High Dale). I may never complain about Oystons white ever again - these two pieces of road were by far the roughest roads I have ever been down (on a rally) and to cap it all we could now hear the CV joint rattling away after this section. Take it steady time and get a finish was the decision. Pete Tyson who was winning the event at halfway but ripped his exhaust off on the second of these whites (and every strap, clamp and bracket went with it) so an early night for Pete & Neil.

I had a lucky night. Every time I called for Andy to back off whilst I sorted through the herringbones or tulips or even swapped maps we were passed by another car who seemed to know where they were going - giving me time to catch up on the plotting. The lucky thing was that as soon as I got myself sorted the car in front would take a wrong slot leaving us to carry on as though I had always known the right route.

Whilst fuelling up at the Petrol Halt I got a text from Steve Hudson saying that they had retired. Saw Steve Butler & Paul Buckel a few times in the night but generally we passed them going in the other direction, when we got to the finish we discovered that they had retired again (more fuel issues). Jem Dale & James Chaplin also made the finish and as far as I am aware we were the only two SD34MSG crews to complete the event.

The results were called Provisional and I was pleased to see that we were 18th O/A and 1st SD34 crew. With 5 minutes to go we decided that as we were not in line for a trophy we would head off home. Got home to find that we had dropped to 19th O/A (but still 1st SD34crew). On the way back we suffered a puncture.

Thank God it was on the M61 rather than during the event.

**Maurice Ellison - Lancaster MC**



**Jem Dale / James Chaplin**  
**Photo courtesy of Duncan Littler**

So in the usual style the car was MOTed just two days before the event. We then did a spanner check on the Friday night and found gear oil all over the sumpguard. Further checking revealed three bolts had come loose on the gearbox cover plate. Strange, as the gearbox has never been split apart - still, better than a cracked casing. Turned up at the start venue and progressed through noise and scrutineering without issue. Several new parts to this rally for me. The first was a 'Special Stage' autotest around the perimeter of the FlowFlex factory. Only 30 seconds long but challenging none the less! This test was repeated twice and we scored a dubiously slow 44 and 42 seconds (target 30 seconds).

The main rally then began. The plotting format was again a new variant to me. There were marked maps with many numbered way-points (London mapping). The plot-n-bash tulips and herringbones then allows the navigator to select the right numbers and hence the right route. This is a good blend of pre-plot and true plot and bash, allowing a challenge for the navigator without it getting impossibly hard for the less experienced!

The route was excellent. Previously, I have only competed on Lancashire and Cumbrian roads, and I was surprised on the different style of the Buxton roads. A blend of tight stone walled roads and long fast sections. The Goyt valley was particularly good.

There was a ford early on. The river was not very wide but was fast flowing and deep. Rather worryingly the water rolled up over the front edge of the bonnet and for just a second, there was that 'the engine is going to seize' feeling.

Several whites were also included. The main test was very rutted and we drove with one set of wheels on the left bank, the other on the centre. The ruts were deep enough that with the poor ground clearance of the Alfa, if we had slid into the ruts the car would have definitely got stranded. This test was run twice and it was more nerve racking the second time having already experienced the risk of getting stranded. The other whites were firmer, but rubble strewn. Every hard hit to the bottom of the car reminded me that the fuel and brake lines must be moved into the car, together with fitting a tank guard. On this occasion, the rocks didn't hit anything important.

At one point, we were informed at a control that the police were just round the corner so take it easy. Spotlamps off, and driving like I'd just passed my test, we crept past the police Range Rover. Typically, he fired up the engine and started to follow us (why is it always me?). So we kept on going, expecting to be pulled over at any moment.

As we rounded a corner, a herd of cyclists came hammering down the road (yes, in the middle of the night), and I pulled over to the left and stopped, indicator flashing. Once passed, we set off again and the police car had stopped the pursuit. Later at the petrol halt, an official knock on the window was the police man from earlier. I started to think of all the things I may have done wrong, but instead, he simply congratulated me on acting so responsibly when confronted with a bunch of unexpected cyclists in the middle of the night. Congratulations from the police are a very rare beast indeed! Shortly after he left, one of the rally organisers came over anxiously to find out what had gone wrong. Not too surprisingly, he was as amazed as me when I recounted the tale.

Scariest moment: Came over a crest into a left hand corner to be confronted with a banking already gouged by a previous car, with several cobble sized rocks in the road. The car felt very light and there was a delicate balance of brakes and steering to avoid a full impact with the bank together with missing all the puncture generating rocks. Somehow it all came right without any damage. James informed me he had held his breath (nice understatement).

So how did we do? Not very well. The plotting was perfect. we had a couple of very minor wrong slots. We missed a NAM passage check amidst a particularly awkward herringbone right at the very end of the rally (which was avoidable and must be worked on by us both!). At this point, I calculated we were between 9 and 15 minutes down. Bit of a surprise when the official time was 47 minutes. Turns out we had booked into several controls early and gathered a whole crop of 2minutes-per-minute penalties. Both of us had been keen to reduce lateness as much as possible (since I had done the event in 2009 as a navigator and remembered always running near maximum OTL for the second half of the rally). We had recovered lateness so effectively, we had ended up before our original start time at each control and thus gained many minutes of booking in early (must try much, much harder!).

The event was very well organised, with no major problems and a fantastic route. Back next year to sort out the early booking issue and hopefully get a time that better reflects James's excellent navigational work!

***J Dale and J Chaplin - Alfa 145 - G&PMC***



*Jem Dale and James Chaplin*

# VK Derbyshire Road Rally 14/15th April



Paul Buckel / Steve Butler



Sadly, you're only going to get half a report on this event, because we only went half way round.

However, what we did of it was a cracker.

The event was over-subscribed and filled up within 2 days of the regs going out, and it was easy to see why. This was a first class, well organised and well marshalled event in keeping with the traditions of the Derbyshire VK Rally.

Things started to go wrong for us before we even set off.

Paul had great difficulty in even getting fuel in the car. With the pump continually cutting out, it took over 10 minutes just to fill up. Things were no better when we tried to top up in Chesterfield, near the start/finish venue. It was then that we first noticed the distinctive aroma of petrol fumes coming from somewhere inside the car that were to plague us for the rest of the night. Unfortunately, the problem went undiagnosed and un-fixed.

For the first time (at least as long as I've been doing this event) the route instructions were fully pre-plot, taking some of the pressure off the navigator. We had plenty of time to plot which helped calm the nerves that usually tend to surface in me as we're lining up for the start.

The rally started, as always, at Robinsons in Chesterfield and the first competitive section took us through the grounds of Chez Perez. What a cracking way to start the event! A massive thank you has to go to Steve Perez for his continued support of this event and for allowing us to tear around his estate. Terrific! After Chez Perez, the route took us south through the tight twisty lanes and many easy to miss slots of map 119, with a few well placed NAMS thrown in for good measure.

It wasn't long before the petrol fumes were beginning to become a bit of a worry, as was the rapidly falling needle on the fuel gauge. All of this and the uncertainty as to what was causing the problem only served to take the edge of Paul's driving, causing us to drop time where I'm certain, on another day, we wouldn't have dropped nearly as much. The smell of petrol didn't go unnoticed by the marshals as everyone we visited commented on the stench that probably took their breath away when I opened the door.

We struggled on, now heading west and as we approached the final section before petrol, Paul asked if there was a short cut we could take to the fuel halt, since the petrol gauge had never been as low as it was showing now! I said the shortest route was the rally route, so off we went. The route took us down about 2 miles of white in the last part of the section, which, for some reason, seem to make Paul drive faster! I'm surprised we didn't have a least one square wheel as we hit a massive pot hole on the final spurt which made me glad the seats in the car are fairly comfy.

The decision was taken at petrol that it was inadvisable, if not unsafe, to carry on competing in what smelt like a four wheeled Molotov cocktail. If we didn't run out of fuel in the second half, we probably would have been overcome by the fumes. For us, a disappointing and untimely end to what was proving to be a cracking event.

Congratulations must go to Sam and his team for putting on a superb VK and, as always, a big thank you to all the marshals. You can be sure we will be back next year. Don't forget, get your entries in early – we will be.

**Steve Butler and Paul Buckel - Clitheroe & DMC – Car 29**

After getting all of Pope Benedict's luggage loaded into the limo, (and he doesn't travel light), the driver notices the Pope is still standing on the curb. 'Excuse me, Your Holiness,' says the driver, 'Would you please take your seat so we can leave?' 'Well, to tell you the truth,' says the Pope, 'they never let me drive at the Vatican when I was a cardinal, and I'd really like to drive today. 'I'm sorry, Your Holiness, but I cannot let you do that. I'd lose my job! What if something should happen' protests the driver, wishing he'd never gone to work that morning. 'Who's going to tell' says the Pope with a smile. Reluctantly, the driver gets in the back as the Pope climbs in behind the wheel. The driver quickly regrets his decision when, after exiting the airport, the Pontiff floors it, accelerating the limo to 205 kph. (Remember, the Pope is German.)

'Please slow down, Your Holiness' pleads the worried driver, but the Pope keeps the pedal to the metal until they hear sirens. 'Oh, dear God, I'm going to lose my license -- and my job!' moans the driver.

The Pope pulls over and rolls down the window as the cop approaches, but the cop takes one look at him, goes back to his motorcycle, and gets on the radio. 'I need to talk to the Chief,' he says to the dispatcher.

The Chief gets on the radio and the cop tells him that he's stopped a limo going 205 kph.

'So bust him,' says the Chief.

'I don't think we want to do that, he's really important,' said the cop.

The Chief exclaimed, 'All the more reason!' 'No, I mean really important,' said the cop with a bit of persistence..

The Chief then asked, 'Who do you have there, the mayor?'

Cop: 'Bigger.

'Chief: 'A Senator?'

Cop: 'Bigger.'

Chief: 'The Prime Minister?'

Cop: 'Bigger.'

'Well,' said the Chief, 'who is it?'

'Cop: 'I think it's God!'

The Chief is even more puzzled and curiously asks, 'What makes you think it's God?'

Cop: 'His chauffeur is the Pope!'





## **SIMON Robinson and Hazel Johnson were the winners of the latest production car auto-test events at Blackburn With Darwen Services.**

Robinson, from Blackburn, won his class at the M65 venue in December to claim the inaugural ANWCC Junior Production Car Autotest Championship.

And the 15-year-old St Wilfrid's Academy pupil took first place in the Under 17 Motor Club (North West) event on Sunday to continue his progress.

Autotest events are held regularly at Blackburn With Darwen Services and see competitors navigate around a series of cones to measure precision driving skill.

Drivers as young as 14 are allowed to participate as part of a road safety campaign, giving experience to teenagers to encourage them to learn how to handle cars away from the public roads before they turn 17.

Robinson, of the Accrington Motor Sport Club, took first place in the production car autotest in his Peugeot 106 ahead of Bolton-le-Moors Car Club's Jack Mather. Jack Foster, of the Under 17 Motor Club, finished third.

A day earlier, Johnson won the first production car autotest event of the weekend. The Accrington Motor Sport Club driver took first place in her Nissan Micra, with Mather second once more and Robinson in third position.

The National B Autosolo was won by Kendal and District Motor Club's Steve Kettle in a Citroen Saxo.

Stephen Mather, of Bolton-le-Moors Car Club, was second overall and won his class.

Chris Kettle took third place and first in his class, with John North fourth and Mark Andrews fifth.

Paul Kelly was sixth ahead of Steven Thompson, seventh, John Wadsworth, eighth, and Jeff Buchanan, ninth.

Alec Tunbridge, of Bolton-le-Moors Car Club, won the Clubmans Autosolo in a Caterham Seven.

**Lancaster Motor Club's Simon Barnes was second overall and first in class**, while Roger Barfield, of the CSMA and Under 17 Motor Club, finished third and first in his class.

Steve Rhodes was fourth with Bolton-le-Moors Car Club's Dave Graves fifth and Simon Blackburn sixth.

The Under 17 Motor Club are now working in conjunction with the CSMA NW and Accrington Motor Sport Club to offer a free entry to the autosolo and production car autotest at Lymm on June 24.

Anyone interested can take part in a prize draw to win the free entry if they do not hold an MSA competition licence and have not competed in a motor club event for two years. Anyone over 18 and holding a RTA driving licence can enter the autosolo driving a competition car provided by Go Motorsport North West, while anyone aged between 14 and 18 with no RTA licence can enter the production car autotest driving a school car – although a parent must be present. The closing date for the draw will be Friday, June 15 and for further details visit [u17mc-northwest.org.uk](http://u17mc-northwest.org.uk).

**SEE BELOW FOR MORE AUTOSOLO**

*Chris Flanagan Lancashire Telegraph*

**After nearly 12 months building a car**, I have finally started competing autosolos in it. And after three events and plenty of pestering from Maurice I have finally got round to doing an article for him. In the 12 months spent on the car, I took an old bodged up rusty 1974 mini 1000, stripped it down, welded it and painted it (with plenty of help from Lune Valley Motors and others) and then slowly started building it back up to road rally spec. I haven't quite got there yet but as soon as all the wheels were pointing in the right direction and it all worked I entered my first autosolo which was BLMCCs event at Camelot earlier this year, and that was it I had the taste, I wanted more.

The Under 17s MC event organised at Blackburn and Darwen Services was my 3<sup>rd</sup> autosolo (including the event at Lymm that was unfortunately rained off halfway through after torrential rain, despite which I still had fun getting lost in the puddles). The weather at Blackburn was great and having now had a bit more time in the car it looked promising for a good day of tests. Unfortunately for the organisers the entry was only small, but that did mean a total of eighteen tests, with a lunch break and still done by 16:00, in all a fantastic day. Over the 18 tests I did manage to gradually improve my times, at the expense of the tread on my tyres I feel. At the end of the day through, luck, small entry, the great handling the mini is known for and mainly due to not hitting as many cones as everyone else I managed a first in class in the clubman's autosolo. Pleased? Definitely! Also second overall behind Alec Tunbridge in his caterham is not bad at all; Alec was brilliant to watch despite his early excursion into the scenery. All in all a great event, from U17MC, **thanks to Hazel Johnson who appeared to be running the event on the day and Steve Johnson who appeared to be getting in her way.**

Top event can't wait for the next one.

**Simon Barnes - Lancaster MC**







# North Humberside Motor Club Ltd



## JOHN OVEREND MEMORIAL STAGES RALLY SUNDAY 20TH MAY



Photo courtesy of Marcus Andrews

### Brilliant Victory On 4WD Debut For Newby

After a superb showing on the recent Manx National Rally which saw him make his debut on tarmac in the British Rally Championship in his Skoda, Arron Newby (Lancaster MC) continued his sensational form with overall victory on the John Overend Memorial Stages rally held at Melbourne airfield near York.

But what made it so special was the fact that the 17-year-old from Carnforth was driving the Robert Wiseman Dairies-sponsored and TEG Sport-prepared Group N Subaru Impreza for the very first time and in doing so, saw off a number of leading drivers in what was a full and over-subscribed entry list.

In the car which was campaigned previously by Mark Higgins in the BRC, Newby and co-driver Martyn Taylor played themselves in sensibly but soon they were challenging the established drivers such as Michael Glendinning as part of over a third of the entry in 4WD cars.

As Newby got more familiar with both the car and surface, he hit the front at half distance and was never headed, setting four fastest stage times, to claim an unprecedented victory much to his and the team's delight.

Arron Newby: *"I can't believe I've won but this is just brilliant. To start with, I was surprised at the power and traction of a 4WD car which is totally different to what I'm used to but once I got into my swing, it all came together. The Pirelli tyres were fantastic and it was like driving a Scalextric car with magnets underneath so thanks to them and the team. Happy days!"*

Stuart Newby, on behalf of the TEG Sport team: *"We are all in shock! We knew after the Manx that he could do it on tarmac but to win outright on his debut is simply sensational. To jump in a car he'd never driven and to mix it with the leading drivers says something about his talent. A lot of credit has to go to the Junior Championship which he contested last year and has stood him in good stead for the future."*



### Nick Dobson & Terry Martin on the John Overend Memorial Stages Rally 7th O/A & 1st 2wheel Drive Photo Courtesy of David Gaunt

7th o/a and first in class, and first 2wd car, on the John Overend rally at Melbourne with Ilkeys Nick Dobson, in his Vauxhall engined Mk2 Es-cort, gives me the championship lead at the halfway mark.

Leading the ANCC co-drivers overall first o/a co-driver ANCC Tarmac challenge first o/a co-driver ANCC multi-use champion-ship

2nd o/a forest championship, and leading the sd34 stage rally, co-drivers championship.

Next time out will be the Rally of the Midlands, with Steve Quigley, in the pink Clio, Terry.



Photo Courtesy John Gorton

I was driving this morning when I saw an RAC van parked up. The driver was sobbing uncontrollably and looked very miserable. I thought to myself, "That guy's heading for a breakdown."

They say having sex is the same as running for eight miles.

My question is - who can beat my world record and run eight miles in thirty seconds?

After I won at poker last night, a mate asked, "How come you're so lucky at cards yet so unlucky at the horses?"

"I don't get to shuffle the horses."



## Newby Impresses On Manx National Rally

Despite his inexperience on asphalt, Lancaster MCs Arron Newby showed his potential with a fantastic 14th place finish overall on his debut on the Manx National Rally. Driving the Robert Wiseman Dairies and Pirelli sponsored Skoda, the 17 year old drew praise all round on his first proper event on tarmac which saw him claim the class R2 victory by over five minutes.

With the aim of perfecting his pacenote technique, Newby and Kendal co driver Martin Taylor did over 450 miles on the recce and it paid off as after Friday evening's eight stages he was inside the top 20 overall. The teenager's good run continued on Saturday with only minor brake and overheating problems to report and at the end of the gruelling two-day event he had climbed to a brilliant 14th overall.

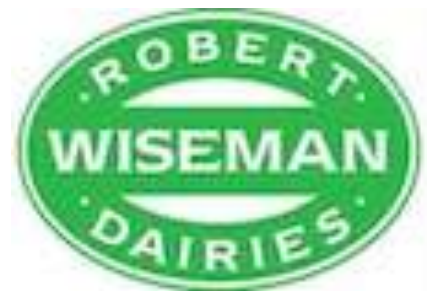
Arron Newby: ***"To set times inside the top 11 and to finish 14th is a dream come true and just goes to show how good the car is. Martin has helped me enormously in getting more experience on pacenotes and I'm very grateful to him as well as the team. The Pirelli tyres have been brilliant and we only used six for the whole of the event."***

***"This has been a great shakedown for the Jim Clark Rally next month and I'm really looking forward to it."***

Stuart Newby (Team Owner): ***"The lad was the star of the Manx in a lot of people's opinion because to do what he did on these tricky Manx lanes was just brilliant. We have won this event a number of times so we knew what a good base setting was but after that it was up to him. He must have driven his balls off to get this result and there's not a scratch on the car, which when you consider it's only his first time here and on this surface, it's simply fantastic."***

### Results

1, Melvyn Evans/Aled Davies,	Subaru Impreza,	1:36:58.3
2, Paul Bird/Kirsty Riddick,	Ford Focus WRC,	1:38:17.1
3, Damian Cole/James Morgan,	Ford Focus WRC,	1:41:47.9
4, John Stone/Rob Fagg,	Skoda Fabia WRC,	1:43:04.2
5, Stephen Simpson/Patrick Walsh,	Subaru Impreza,	1:43:30.3
6, Andrew Leece/Graham Fargher,	Mitsubishi Evo 6,	1:43:53.4
14, Arron Newby/Martin Taylor,	Skoda Fabia R2,	1:51:17.4



## Second Best For Bird On Manx National Rally

Penrith rally driver Paul Bird couldn't manage to make it a hat trick of wins on the Manx National Rally when he had to settle for second place in the latest round of the REIS - Get Connected MSA Asphalt Rally Championship. Driving the Frank Bird Poultry and Fuchs-Silkolene sponsored Ford Focus WRC, Bird and Scottish co driver Kirsty Riddick held second place overnight on Friday just 20 seconds down on Welshman Melvyn Evans despite gearbox problems.

Bird drove as hard as he could through Saturday's remaining stages but couldn't get the better of Evans and had to settle for runner-up spot to add vital points to the championship challenge.

***More Manx National Rally on Page 28)***





# TOUR OF HAMSTERLEY

## 13<sup>TH</sup> MAY 2012

STOCKTON & DISTRICT  
MOTOR CLUB

RALLY

David Wright, from Bentham, put his disappointing start to the 2012 rally season behind him when took victory on the Tour of Hamsterley event on the second weekend in May.

After retirements on both the Wyedean and Malcolm Wilson rallies Wright decided to take some time out from competing to make some modifications to his Kumho Tyres, Drenth, York Brewery, Proflex and Grove Hill Garage-supported Mitsubishi Evo 9. With the modifications finished he entered the Hamsterley forest event as a test ahead of the BTRDA championship Plains rally next weekend.

Wright and co-driver Michael Wilkinson made a fantastic start to the event, setting fastest times on the first three stages to lead by 34 seconds. However, most of that lead was lost on stage four when a puncture meant that Wright was only 7th fastest.

Wright fought back from the puncture to take another fastest time on the fifth and final stage which meant he won the event by 7 seconds.

"We had a brilliant event, the car is absolutely awesome, and the stages were fantastic – really fast and flowing which suited us," said Wright. "It was frustrating to lose the time with the puncture but I am delighted to have been fastest on most of the stages. It's great for Michael to win his local event too."

"We'll do the Plains rally next and I'm feeling very confident that we can get a good result. We've nothing to lose after retiring on the first two BTRDA rounds so we will be pushing hard to battle with the World Rally class cars."



Photo courtesy Steve Pugh

■ Songasport.co.uk motorsport publicity and photography

**Dave Wrights Mitsubishi Rally car (Above) will be at Myerscough Open Day on the 10th of June**



Photo courtesy Jess Quirk

Kev Monaghan made an excellent fight back from a stage one disaster to take second in class on last weekend's Manx National rally, round two of the MSA National AsTarmac Rally Championship.

The rally kicked off on Friday evening with a stage that started in Port Erin town centre before heading up a hill out of the town over a very testing series of bends and crests. Monaghan and co-driver Dave Jones had a good run through the stage but as they crossed the finish line a joint on the driveshaft sheared which meant they had no drive in their Pirtek-backed Vauxhall Corsa Kit Car.

They managed to get back to service where Neil Thompson and Derek Belbin set about repairing the car, determined that it would be ready for Saturday's action. Thanks to their efforts the car was ready to go again and with nothing to lose Monaghan pushed hard on all of Saturday's stages.

With no further problems Monaghan was able to climb back up the leaderboard to claim vital championship points with a second in class finish.

■ Songasport.co.uk motorsport publicity and photography

### John Stone took fourth place in the Manx National Rally.

The Blackburn businessman was taking part in his second event of the MSA Asphalt Rally Championship and claimed a respectable finish in his Skoda Fabia WRC alongside co-driver Rob Fagg. Stone is aiming to win the championship this season and has now moved up to seventh in the standings after failing to take a point from the first event of the series, when he was forced to retire from the Tour of Epynt.



### Steve Hudson (G&PMC) was out in Egypt at the end of May

Whilst there he got bitten by a camel.

Following emergency medical treatment - the camel has now fully recovered



# Somerset Stages 2012

Robert Kennedy/ Steve Coombes

Car 249 - Nissan Micra RF1.0 99<sup>th</sup> O/A, 5<sup>th</sup> in Class

This was my second visit to the event. Last year with Ian we won our class, but I wasn't expecting to be challenging for class honours this year as the aim was to get Robert more forest experience. With the event being based at Butlins holiday camp (Minehead) we decided to turn it into a mini break, so while I was enjoying myself in the forests the family were enjoying themselves in 'Bob the Builder' land.

SS1 (Croyden) was straight into the action with 11+ miles of slippery tracks and one of the biggest fresh air drops I have seen. We attacked the stage from the off, learning the conditions quickly. We had a few over shoots as there were long straights with tight junctions, which we didn't pick out properly. One in particular had me saying "whoa, whoa, whoa" down the intercom as we overshot. All minor but costing us a few seconds each time. In general it was a steady run, and although we were off the pace with the class leaders we had continued to gel as a team and learnt about different conditions.

SS2 (Chargot) & SS3 (Knowle) were short stages at 2 and 4 miles long, but they gave us some different conditions to compete with. We had a steady run through both although Robert did complain of a lack of grip on the loose and surprisingly dry surface through Chargot. Despite this we were again off the pace leaving us 5<sup>th</sup> in class at service. In service there was just enough time to change tyres and check oil & water as the next 2 stages were on tarmac on the Porlock Toll Road.

SS4 & 5 (Porlock) was run at 30 second starts. The first run was a disaster as we were too cautious in our approach and lost a lot of time. At the end of the stage, whilst it was still fresh in our minds we had a chat about the grip levels and realising the speed you can carry through the stage by driving off the notes. As

we were running just in front of the main field, including several WRC cars we were held for about 5 minutes prior to our second run, allowing us later runners to be grouped together. F1000 Micra verses Ford Focus WRC. Think it would have taken Hugh Hunter about 3 bends to make up the 30 second head start. Eventually we set off into stage with our new approach. The commitment that was missing on the first run, and possibly through the morning stages was there and we were a massive 19 seconds quicker over the 3.73 mile stage, but we dropped to 7<sup>th</sup> in class.

At service we continued the chat about our pace. We decided to stick with the same forest tyres used in the morning run instead of the Dunlops, as Robert was used to them and the conditions. This would allow us to concentrate on the notes and Robert's confidence through the middle range of corners (numbered 3 & 4). I had already told him that 5's & 6's in the Micra were flat and he shouldn't lift.

Our pace improved through SS6 & 7 (Chargot), but unfortunately so did everyone else's. We set ourselves a target for each of the remaining stages and we achieved it on both runs, pulling back some time on 6<sup>th</sup> in class.

SS8 (Croyden2) was 10+ miles of stage 1 in the opposite direction. This is where Roberts' confidence started to grow and although the notes did say 200, keep left over crest, crest, 5 left, We kept it nailed through the lot. Unfortunately, just as we started to become competitive the clutch started to slip. Not a major problem to someone with experience, but when trying to learn on events it was a distraction that didn't help our progress. We made it out of the stage and to emergency service. Everything checked and nothing obvious we continued on.

SS9 (Knowle2) was 75% the same stage as SS3. The clutch problem disappeared and we had a good run, along with another small overshoot. We again achieved our target and as we headed to the final time control we had pulled our way to 5<sup>th</sup> in class, learnt a bit more and had an excellent day. I must apologise for not attending the awards presentation, but the 'Lazy Town' pantomime in center stage was too good to miss (for my little lad anyway). Our lack of pace was a concern, but our class was very competitive. There are things to do to the car for the next event that will help us and as Roberts' confidence and experience grows our times will improve.

Next event is the Plains in a March. Until then enjoy your Motorsport.

Steve Coombes. (Gemini 5)



Robert Kennedy/ Steve Coombes

Photo Courtesy of JMS Photographic  
'[www.jmsphotographic.co.uk](http://www.jmsphotographic.co.uk)'





## BRSCC Avon Tyres Northern Formula Ford 1600 Championship Round 1 – Oulton Park, Cheshire – Saturday 31st March 2012

On a cloudy, cold day at Oulton Park, the spirits of all in attendance were bright as the season's opening round of the BRSCC Avon Tyres Northern Formula Ford 1600 Championship got underway. The pits and paddock area were bustling with activity with drivers and officials catching up after the Winter break, whilst mechanics and engineers put

the finishing touches to the cars before they headed out for the first time this year. A fantastic attendance of 47 entries for the meeting, with both pre 90 and post 89 cars filling the grid, made the day not just extremely competitive but action packed as well.

### Pre-90 Qualifying

In the first 20 minute qualifying session of the day, all 30 cars took to the track in the hope of beginning their season in fine style. Within the first 7 minutes, it was two Class D cars of Nigel Dolan and Ian Parkington that led the field. After 2 laps David Beechey pulled off at Cascades in his Class C with an oil leak whilst many of the others pitted to change tyre pressures, with no change to the front row of the grid. With 4 minutes left, Andrew Thomas slotted into third above Stuart Jones, whilst Will Alterman set his fastest time in twelfth. Cascades was becoming a tricky corner for all to manage, with Mike Mullins spinning due in part to a gear linkage failure. With the oil at Cascades, the pack decided to pit on mass as it was too risky to stay out, and the grid positions remained identical until the end of the session.

### Post 89 Qualifying

With 7 minutes gone, the Class B led the way with John Murphy and Kenneth Thirlwall on top having identical the identical lap time of 1.50.959, with the Class A of Neil Winn in 3rd. At the halfway mark Martin Short led from Winn and Thirlwell, all 17 been out on the track and posted a time, except for Vincent Jay.

With seven minutes left, the shootout for pole seemed to be between Thirlwell, Winn, Short, Murphy, Jamie Jardine, and Luke Cooper. With 6 left, Douglas Crosbie began a dramatic rise into the front of the standings, firstly popping into fourth, and soon after, going top of the boards, quickly beaten by Winn who was showing determination to stay top.

With only 3 minutes left, Jay Wheals took a trip onto the grass at Cascade, the car acting like a lawnmower and putting an end to his qualifying session, although the team were happy with their overall grid position of ninth.

With only a minute left, there were no improvements in the timings except for Nigel Doe who rose to eighth. At the chequered flag, Jardine and Murphy both moved up a place before Thirlwell jumped above both into fifth, whilst there was no change to the front two rows of the grid.

*Photos Courtesy of Rachel Bourne*

### Pre 90 Race 1

Immediately after lunch the first of the Pre 90 races began. Mike Mullins unfortunately could not start the race, a gear linkage failure in qualifying could not be repaired in time, resulting in a bad start to his season.

When the first red lights went out to officially begin the season, off the start Ian Parkington came from second to take the lead from pole sitter Nigel Dolan into Old Hall Corner. Elsewhere, Stuart Jones moved from fourth to third, taking Andrew Thomas, whilst Wayne Poole quickly moved up two places into fifth.

On Lap 3, Stuart Jones managed to get past Dolan to take second, whilst Barry Linley began to introduce himself to the front order by setting the fastest lap so far of 1.52.7 seconds in fourth place. Andrew Thomas

managed to regain a place into fifth on Lap 4, with the top 6 now driving away from the rest of the pack behind. After being the fastest car on track on Lap 2, and running in the top 10, Stuart Dix had to unfortunately retire due to a water hose coming off his radiator. Jones was certainly flying at this point, and on Lap 5 he asserted his authority by moving into first place past Parkington, whilst Wayne Pool took Dolan into third.

The turning point in the race occurred dramatically on Lap 6. With only six-tenths separating the top four cars, Barry Linley, in a borrowed car which he had only received a week beforehand, and who had not raced for a number of years, was able to get ahead of the three cars ahead of him into first place, taking Stuart Jones over the Start/Finish straight and into Old Hall, with Dolan almost losing it at the first corner.

Thereafter the top three positions were fought between Linley, Jones and Parkington, with side-to-side scrapping on the straights, particularly between the front two, Linley only holding onto first by bravely going on the outside of Old Hall. This was the opportunity for Parkington to take Jones and move into second place. There was now a six second gap between first and fifth, with three seconds covering the top 4. Elsewhere, Andrew Thomas spun on Lap 7, taking him out of the top 10, enabling Mario Sarchet to move up into seventh. The chequered flag came down with Barry Linley (Class D) taking a very impressive win, two seconds clear of Parkington in second, with Jones in third (Class C winner). The Class E winner was Graham Legget who finished a well driven 13th place. Jones laying the blame of his apparent lack of place squarely due to constant misfiring.



**Barry Linley impressively won the first Pre 90 race of the day**

*Continued pg 31*

## **Formula Ford - Oulton Park Continued from pg 30**

### **Post 89 Race 1**

The Post 89 season began in dramatic style right from the start. As the lights went out, Martin Short immediately burst through from third to take first, followed by Jamie Jardine from sixth to second, with pole sitter Neil Winn third. There then occurred two incidents, all before the first corner, with Steve Chapman sliding out and almost rolling over on the grass, whilst on the other side of the track, a large collision between Neil McArthur, Nigel Doe and Raymond Smith left Doe in the wall with the other two out as well. Kenneth Thirlwall crashing out on his own. The race was put under the Safety Car whilst all five cars were removed from the track, with Paul Mason retiring into the pits on his way back around.

On the resumption, the front two, who had done so well at the start to get ahead of the rest, decided to come together, with Jardine going for a gap which he believed was there, only resulting in him running over Short's wheels and rolling his car, putting them both out of the race. Jardine later briefly commented "I only have myself to blame". Once more a Safety Car was required with the new top three being Douglas Crosbie, John Murphy and Luke Cooper. The Safety Car finally pitted leaving the drivers a single lap dash to the line after only 3 laps of competitive racing. With Cooper and Crosbie fighting it out, John Murphy after getting ahead and into first place at Shell Oils Corner, agonisingly then went straight on at Druids, leaving Cooper to take the win ahead of Neil Winn, with Ryan Cullen in third. The race ending with more DNF's than finishers, to the anger of the Clerk of the Course. At the post race presentation, Cullen was happy with the way his season had started "I was very lucky to get third...it's not a bad start to my rookie career".

### **Pre 90 Race 2**

Race 2 of the Pre 90 was a story of domination at the front by Stuart Jones. After ensuring his position halfway round the first lap, ahead of Ian Parkington and Nigel Dolan, he proceeded to stretch ahead of those behind to the extent that he was 8.67 seconds ahead of second place by lap 9.

Elsewhere in the early stages of the race, Christopher Stones made up three places to fifth, Mario Sarchet took Will Alterman for ninth, whereas David Gavan had to unfortunately retire to the pits. Wayne Poole took third with Barry Linley once again having another strong start.

Halfway through the race the attention was mainly focussed on Dolan, Poole, Linley and Stones for third to sixth positions. Contact between Stones and Ellis on Lap 5 putting an end to Stones' race. Linley continued to impress, taking Poole at Old Hall on Lap 7 who was then taken by both Ellis and Sarchet a lap later, leaving Poole down in seventh. Further down the order, Mullins took Swift for nineteenth. On the penultimate lap, Sarchet and Ellis went wheel-to-wheel at Old Hall resulting in Sarchet spinning and onto the grass, with Poole's race going from bad to worse, himself spinning.

On the final lap Trevor Morgan took Stuart Dix for 16th place; up ahead the focus switched to the Finish line and the battle for second between Dolan and Parkington, with Dolan taking it by a nose. Stuart Jones, clearly cruising his final lap ending three seconds ahead, crossed the line in exuberant style, wildly waving both hands in the air. Commenting at the post race presentation, Jones referred to his previous troubles in the first race of the day, "That's what happens when you don't have a misfire!"

### **Post 89 Race 2**

The final race of the day was narrowly squeezed into the schedule due to time restraints. All participating drivers, having had a flea in their ear by the Clerk of the Course after the scenes that occurred in the first race, lined up on the grid with Daniel Hedlam stopping and retiring trackside on his installation lap. This left fourteen starters and we once again had an action packed start, with Ryan Cullen, buoyed by his third place finish in the first race, slicing through the pack from eighth to take the lead at Old Hall, whereas Luke Cooper span at the same first corner, resuming in last place, with Jay Wheals up into third. Cullen's lead did not last long as he went wide at Old Hall on Lap 2, leaving him in fifth place, this enabled Douglas Crosbie to move into second and Neil Winn to take the lead which both duly clung onto. The battle was on however for third with Wheals, John Murphy and Cullen.



**At the start, Nigel Doe smashes into the wall as Steve Chapman slides off**

*Photos Courtesy of Rachel Bourne*



**Stuart Jones led the field to win ahead of Ian Parkington and Nigel Dolan**



**Neil Winn held onto victory with Douglas Crosbie closeby**

*Continued pg 32*



## **Formula Ford - Oulton Park** **Continued from pg 31**

Elsewhere, Vincent Jay decided to take a spin up Dear Leep on his way up to the Start/Finish straight. By halfway through the race, all cars were beginning to separate out, with Jay Wheals dropping his fourth place under pressure from Kenneth Thirlwall and Martin Short, to resume in seventh behind Luke Cooper. The remaining laps were a story of two battles, between

Short and Cooper for fifth, and Cullen and Neil McArthur for eighth. Due to the time restraints, the last lap board was shown early and on the final Lap 9 Murphy held on by a nose on the line from Thirlwall to keep third, whilst Short held off Cooper for fifth and Cullen held onto eighth.

Neil Winn was clearly delighted with how his day had gone, with a pole position in qualifying as well as 1st and 2nd place finishes in the two races, "I couldn't be happier with that. I started last June, I've not raced in Karts, I thought I'd do it the old way. The last race was tough, it was pretty carnage. It was the first race of the season and everyone's adrenaline was going, but being told off a bit definitely calmed everyone down".

### **Russell Hayes**

Keep right up to date with Russell's views on motorsport at  
<http://www.russellhayes.com/Blog/Blog.html>

## **Photos**

from the

**BRSCC Avon Tyres Northern  
Formula Ford 1600 Championship  
Round 1 – Oulton Park, Cheshire  
Saturday 31st March 2012**

And

**21st April 2012**

**Courtesy of Rachel Bourne**

**[rachel@bournephotos.co.uk](mailto:rachel@bournephotos.co.uk)**

Rachel has loads more Photos of this event.

AND others

Contact her for details at the above email address

A man gets home early from work and hears strange noises coming from the bedroom.

He rushes upstairs to find his wife naked on the bed, sweating and panting. "What's up?" he says.

"I'm having a heart attack," cries the woman.

He rushes downstairs to grab the phone for ambulance, but just as he's dialing, his 4-year-old son comes up and says, "Daddy! Daddy! Uncle Fred is hiding in your closet and he's got no clothes on!"

The man slams the phone down and storms upstairs into the bedroom, past his screaming wife, and rips open the wardrobe door.

Sure enough, there is his brother, totally naked, covering on the closet floor.

"You prat," the man says, "my wife is having a heart attack and you're running around naked scaring the kids!"

## **BRSCC Avon Tyres Formula Ford 1600 Northern Championship 21st April 2012 – Oulton Park, Cheshire**

### **Post 89 Qualifying**

The second round, single header, of the BRSCC Avon Tyres Formula Ford 1600 Northern Championship took place at Oulton Park on a typically cold British day, on a bill that also included various Caterham Championships. As the Post 89 cars lined up to take to the track for their qualifying session, a mixture of rain and hail covered the circuit making it difficult at times for drivers to extract their best lap time possible.

David McArthur, taking to the track for the first time this season, was unsure of his participation due to his car misfiring the day before, however he decided to race and halfway through the qualifying period he set the fastest time of 1.53.032s. It was at this point that track conditions were showing signs of drying with the times beginning to tumble, with Neil Winn, McArthur, Martin Short and Douglas Crosbie all taking their turn at the top.

With four minutes left, the best lap times were being set as McArthur pitted, with Winn the first driver to set a time in the early 1.50's with a 1.50.744s. Just before the chequered flag dropped Crosbie jumped into second, still 0.8s behind Winn's very impressive time. McArthur took third with John Murphy joining him on the second row of the grid in fourth.

### **Pre 90 Qualifying**

The inclement weather had not dried up as the Pre 90 cars took to the track for their qualifying session, with the track still mildly moist from the torrential rain and hail an hour before. In the early minutes the top six drivers were separated by only 0.7s, with Barry Linley leading Ian Parkington by a mere 0.007s.

**Photos Courtesy of Rachel Bourne**



*Stuart Jones and Barry Linley collided in the chase for Pole*

With the session only just under way, Chris Stones looked to have a problem as he passed the Start/Finish line very slowly. Although he bravely attempted to continue, with 8 minutes left he decided to retire. At the halfway mark Stuart Jones topped the standings with a 1.51.8s whilst further down the field.

Will Alterman and John Wilkinson were having their own private battle for ninth. With 7 minutes left, the top four of Jones, Linley, Nigel Dolan and Parkington were well clear of the rest whilst David Beechey retired.

**Continued on Page 33**



## **BRSCC Avon Tyres Formula Ford 1600 Northern Championship**

**21st April 2012 – Oulton Park, Cheshire**  
*Continued from Page 32*

With 5 minutes left, the battle for pole position took a twist at Hill Top with Linley going into the back of Jones and rearing up over the Bolton man's wheels. Jones later described the tussle as one where they were "Tripping up over each other, literally!" From there onwards there were no improvements to anyone's times with Graham Legget qualifying 10th and best in class, with Malcolm Cooper deciding to pit just before the chequered flag dropped.

### **Post 89 Race**

The Post 89 race began shambolically as James Hammond, who qualified in 8th places, jump started at the lights, almost resulting in a multi-car collision. As a result he was given a 20 second stop-and-go penalty. Despite Hammond's error, from the start John Murphy took to the outside of Neil Winn around Old Hall corner to take first place, with Joshua Barnett moving up from fifth to third place, past Martin Short in fourth and David McArthur in fifth by the end of Lap 1.

A gap between the front two and the rest began to emerge with 1.5s the difference early on. On Lap 2, Barnett was unfortunately very slow and he retired from the race. Elsewhere, Douglas Crosbie was now on McArthur's back and chasing down fifth place. On Lap 4 the gap between the front two and the chasing pack had widened to 5s, whilst the race for third was now being hotly contested between Short, McArthur and Crosbie. Two laps later Crosbie made his move, taking McArthur for fourth, whilst Daniel Headlam also took Steve Chapman at Cascades for eighth place. Only a lap later Crosbie continued his rise, up to third past Short, whilst second placed Winn was constantly late breaking in an attempt to overtake Murphy but he just could not get by. This frustration continued for Winn until Lap 8 when Winn went for the overtake into Old Hall, only for the Medina Sport man to lock up and bend his front suspension. His one and only chance had now gone by, however there was still a 2.5s gap to Crosbie in third. Elsewhere, James Hammond, despite his bad start and penalty, was having a good race, being 3rd on track but 7th on corrected times. He was well clear of Headlam in 8th. As the end of the race drew closer, Martin Short closed on Crosbie with McArthur seemingly stopping on the track and out of the race. John Murphy now had a comfortable enough gap to Winn of 2.1s. Both took the chequered flag without pressure, with Crosbie in 3rd, however the race for 4<sup>th</sup> went to the line with Short and Hammond going for it, with Short holding onto it although Hammond's penalty left him 6th overall. Neil Winn now leads the Post 89 Championship on 56 points, with Douglas Crosbie in second trailing by 17 points, and John Murphy in third, a further 7 points behind.

### **Pre 90 Race**

With Mike Mullins unfortunately breaking down on the out lap, the time spent removing his car meant the rest of the pack were left waiting and on the verge of overheating on the grid. After a long delay, a green flag start was issued with a 2 minute reduction in the race time. When the race did eventually start, Stuart Jones had a great start in first with Barry Linley in second and Ian Parkington in third. However by the end of Lap 1 Nigel Dolan had moved up to 2nd, whilst David Murphy, who started from the back of the grid, pulled off and retired.

On Lap 2 Barry Linley regained his qualifying position of 2nd from Dolan, whilst at the end of Lap 3 Chris Stones had made a dramatic rise up the grid from the back to 9th place. Linley was hunting Jones down on Lap 4, the gap then to 3rd place standing at 1.9s, whilst David Billington seemingly had a problem and pitted for inspection. Although he went out again he pitted once again on Lap 6 and retired. By Lap 5 the gap between 2nd and 3rd had now grown to 3.5s whilst Graham Legget bravely continued despite a broken exhaust. On the same lap, Mario Sarchet continued straight on into the chicane at Knickerbrook, although not losing him too much time in the process.

On Lap 7 Linley was only half a car length from Jones, whilst Sarchet once again span at Knickerbrook, this time losing him four places. On Lap 9 Ian Parkington, trying to take Dolan for third, span at Cascades, onto the gravel and out of the race. As the chequered flag dropped, Jones went sideways into Druids enabling Linley to be right on his back. As Jones went over the line however, he was now comfortable as he took the win whilst Linley crawled over the line to take 2nd and immediately pulled off onto the grass. It transpired that Linley had lost all gears after Druids and was extremely lucky that the finish line was as close as it was. Jones now leads the Pre 90 Championship on 58 points, 11 clear of Barry Linley in second, with Nigel Dolan in third, a further 8 points behind.

***Russell Hayes***

Keep right up to date with Russell's views on motorsport at <http://www.russellhayes.com/Blog/Blog.html>



**John Murphy raced clear to win the  
Post 89 Race at Oulton**

*Photos Courtesy of Rachel Bourne*



**Mario Sarchet and Andrew Thomas  
battle it out**

*Photos Courtesy of Rachel Bourne*



Image courtesy Simon Clarke



Bentham's David Wright continued his run of rally success when he finished in a brilliant second place on the Plains rally, just one week after winning the Tour of Hamsterley. The Welshpool-based event was round four of the BTRDA rally championship and after two retirements on the early championship rounds Wright was keen to get a strong result in the mid-Wales forests. The rally kicked off with a stage in Gartheiniog forest which, at over 10 miles, provided a stern

test for the crews. Wright was immediately on the pace in his Kumho Tyres, Drenth, York Brewery, Proflex and Grove Hill Garage-supported GPM Mitsubishi Evo 9, finishing the stage in second place. Wright went one better in the following Dyfi stage as he was fastest through the twisty forest tracks. Three stages in Hafren and Sweet Lamb were next and Wright kept up his challenge for the win with another fastest time backed up by two third quickest. A storming run through the second run of Gartheiniog saw Wright lie just three seconds off the lead going into the final Woodyard stage. Despite the stage only being one mile long Wright went flat out for the win but he overshot a corner which lost him time, meaning that he had to settle for second place. "It was disappointing to have the overshoot as I think we would've been very close to taking the win," said Wright. "I'm extremely happy with the result though, it has been an incredible few days winning in Hamsterley and then finishing second here. It has made all the hard work we've done on the car worthwhile. Thank you to all the sponsors and the team that have helped me get such fantastic results on the last two events." As well as his rally success Wright received some other good news with an invitation to take part in the prestigious Goodwood Festival of Speed at the end of June. "I'm really looking forward to taking part in the festival, it's an honour to be invited. I'll be using the car on the rally circuit and I'll be doing my best to put on a good show for all the spectators!"

■ Songasport.co.uk motorsport publicity and photography

### **Plains Rally 2012 - Robert Kennedy/ Steve Coombes - Car 135 - Nissan Micra RF1.0**

Although I haven't done all the events on the BTRDA calendar, this for me is my favourite. After our last event in Somerset, Andy and Robert had changed some things on the car. A different gearbox fitted, air filter changed and Dunlop Tyres instead of the Fuldurs we had been on. This, along with the modified notes, should help us to bridge the gap between us and a top 3 (class) result. This was not going to be easy due to the entry and we didn't get off to the best start during the weekend.

On the way to Scrutineering we had a bad vibration shaking the car. I couldn't work out what it was, but the vibration was bad enough to make me think we might not make the start. The car sailed through Scrutineering as usual and with signing on completed we turned our attention to the car. The vibration seemed more than just a wheel out of balance, but to check we changed the wheels for the run to our digs. No change and no surprise. A check of the car found an engine mount at the back of the engine was worn. Temporary fix in place and a test drive later. No change. A phone call to Ian Arden and a few more things checked, including a full bolt check and no change. After spending 2 hrs outside in the rain (it stopped as we tidied up) and starting to get very hungry, we called it a night and headed for the pub and a well-earned pint.

Saturday morning came and we headed for the start. Despite not finding any problems the car seemed better and determined to at least tackle the first stage, the mayor waved us away from MTC1 and we were off.

SS1 (Gartheiniog) was 10.51 miles of flowing Welsh Forests. The car went better of the start line, but had a flat spot at about 55. Nothing we could do and we got into a rhythm. As we went through the stages we worked on our speed through the corners. By the end we were a gear higher through 60% of the corners. It's easy to forget that this was only Robert's 3<sup>rd</sup> event.

SS2 (Dyfi) and SS3( Hafren North) Went well and Robert started to get confidence in the notes and driving with the commitment needed to challenge for class honours, although I think the fog knocked his confidence. Despite this we pulled some time back on the car ahead of us in our class. Service saw us 5<sup>th</sup> in class but only 13 secs off 4<sup>th</sup>.

SS4 (Sweet Lamb) was a good little stage with some big jumps on it that could easily damage the car. It was also my first trip around the complex and I enjoyed it. SS5 (Hafren South) also went well as we set the same time on both as Harry, who was 4<sup>th</sup> in class.

SS6 (Gartheiniog) was a re-run of SS1. Again we went well and were 10 secs quicker, putting everything we had learnt to good effect. Unfortunately Harry had extended his lead over us by another 18 secs. There was a long run to SS7 (Micks Woodyard) and as we had time before the arrival control we decided to get a burger, much to the amusement of our competitors. Burger down and Robert confident of a good run on the final stage (he had tested there) we went for it, getting big air over the jump (I've seen the proof, all 4 wheels off the ground).

At the final control we found that Harry had picked up a minute time penalty meaning we had taken 4<sup>th</sup> in class. On our last event we were 5 secs a mile off the pace, but this time we had reduced that to 3 secs a mile. A good step forward for Roberts development. For this event we developed both the car and Roberts driving and as normal had problems to contend with. There are a few more car mods planned for the next event and there is definitely more to come from us as a team. Hopefully we can have a trouble free run. Something that seems to evade me. Another good result was Aaron McClure and Martyn Taylor who finished 2<sup>nd</sup> in Class (RF1.4). Excellent reward for their hard work. As always, a huge thanks to all the Marshals, organisers and radio/ recovery crews who made the day possible. I'm having a month off to let the bank balance recover before attempting the Nicky Grist Stages for the first time. Until then enjoy your Motorsport.

**Steve (Gemini 5) (G&PMC)**

# Lakes Tour 2012

5<sup>th</sup> May Jeff and I took the mark 1 Escort up to the Heaves to do the Lakes Tour. Cracking weather for a bank holiday weekend and an unbelievable turnout of over 200 Escorts and lots of other things too !

We had a good wander around and there were some amazing motors on display from rough diamonds to trailer queens and all quite splendid to see. We had booked in for the Lakes Tour and we decided to take an early start. We were on the start ramp at around 9-30 am and got our route which is very straightforward with tulip arrows, though not showing every junction, only the ones you need. We had pulled over to sort seat belts and check route with several other cars for five minutes or so then we set off in a group of 5 cars. Left to go round Brettargh Holt roundabout and then back down the dual carriageway. The car in front of us took the first right which took him back to the Heaves. That may have been intentional but I think he may have just read the first tulip which should have been the Windermere road at Gilpin Bridge. That left a group of four of us and we were travelling at a respectable speed. It is great to see the reactions of people on the route pointing and waving, we shouted hello to a few as we drove through Bowness and other busy places.

Then it was on up towards Keswick via Rayrigg Road then on up to Keswick, which we by-passed and up to Braithwaite. We were thinking of stopping for a brew somewhere but nowhere obvious cropped up until we came to a control. We were very pleasantly surprised to be told that we would be going to M Sport for a tour of the works and lunch. It was great to see the cars filling up the area and Malcolm Wilson wandering around and taking an interest in the cars. After a nice relaxed time there we set off again down to Muncaster and then the route went onto Corney Fell but we had a minor mishap, the bleeding clutch cable snapped. I thought I had one in the car but it turned out to be a throttle cable so that was no good.

Having stopped at a T junction we thought we may be stuck but my little darling started for me and we managed to get back to Barrow. We were searching the garage for a cable when one of our mechanics happened to call in. We explained our predicament and that we were considering going back in the Sierra Cosworth when he hit on the idea of pinching Andrews cable off his Escort (later Andrew said "you might as well buy that off me because you are always nicking bits off it") Anyway the upshot was that we were able to get back to the Heaves in time for the buffet (no way am I going to miss the food !!) So we had a good feed and then went in to listen to some geezer talking about Boreham Escorts etc.

Got home about 10-30 pm then back down to pick Jeff up at 8am on Sunday to go back up to the Heaves for the RS Show. Another fantastic day and the sun shone on the righteous yet again.

What a turnout with stalls and countless cars on display with a huge number of visitors making the whole event more enjoyable and profitable for the organisers, the Heaves and the many stallholders there. Jeff and I trawled around the second hand parts and I cornered the market in Escort clutch cables, 5 in all, I remember these damn things always used to break regularly.

The down side is the bias box which means it's a nightmare changing the top end at the roadside not like the standard fitting which was a piece of cake. Altogether this was a memorable and very enjoyable weekend.

We are now looking forward to the **GPMC Memorial Rally** which will be Jeff's debut as a navigator. He has never done any before and he is being taught by me which is a joke in itself.

Talk about the blind leading the blind.

## The Barrow Taxi Column *aka Mr Paul Brereton*



**Paul Brereton**



Bloke at a horse race whispers to Paddy next to him, "do you want the winner of the next race?" Paddy replies "no tanks, I've only got a small garden."

Paddy and Mick found 3 hand grenades and decided to take them to the police station.

Mick "What if one explodes before we get there?" Paddy: "We'll lie and say we only found two!"

A coach load of paddys on a mystery tour decided to run a sweepstake to guess where they were going.....  
the driver won £52!

Paddy's racing snail is not winning races anymore. So he decided to take it's shell off to reduce it's weight and make him more aerodynamic. It didn't work, if anything it made him more sluggish.

Paddy finds a sandwich with two wires sticking out of it. He phones the police and says "Bejesas I've just found a sandwich dat looks like a bomb."

The operator asks, "is it tickin?", Paddy says "No I tink it's beef"

Mick walks into Paddy's barn and catches him dancing naked in front of a tractor. Mick says, "Oh, no, Paddy, what ya doing?" Paddy says, "Well me and Mary haven't been getting on in the bedroom lately & the therapist recommended I do something sexy to a tractor."

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

Paddy says to Mick, "Christmas is on a Friday this year"

Mick says "Let's hope it's not the 13th."

Paddy's in the bathroom and Murphy shouts to him. "Did you find the sham-poo?"

Paddy says, "Yes but it's for dry hair and I've just wet mine."

"Eye of newt, and toe of frog,  
Wool of bat, and tongue of dog,  
Adder's fork, and blind-worm's sting,  
Lizard's leg, and howlet's wing,"  
I hate going to my mother in laws for Sunday dinner.

Mirrors don't lie.  
Lucky for me, they don't laugh either.

A priest came to a dying man to read him his last rites."

Do you reject the devil?" asked the priest.  
"This is no time to be making enemies," replied the man.

I just went to buy a car with the wife and kids.  
The salesman told me to go away and come back when I had some cash.

## Mo's Mutterings or Grumpy Old Git gets on his Soap Box *Mostly mutterings and less soapbox this month*



At the end of last month I went up to Carlisle with members of Lancaster MC to Marshal the 'Ceremonial Start Area' of the Pirelli Rally in the City Centre. Good to see so many members could scrounge the afternoon off work.

Oh what a boring job. No action - just rally cars puntering away through the city traffic (and not liking it at all), but someone has to do it. On the plus side - I had loads of time to chat to competitors and spectators.

Whilst marshalling on the Pirelli I bumped into **Phil Jobson**, Phil has taken over Clerk of Course duties from Jerry Hetterick on the Spadeadam MC **Countdown Rally** running on the **8/9th September**.

Phil was telling me that the event will still be Plot & Bash but the intention is to keep it simple so as to ensure that ALL competitors get to the finish (Simple? - Must have been aiming those remarks at me !)

Also had a chat with **Joe Cruttenden** (Co-driving for Chris Ingram) (he was busy signing his autograph and the guys from Sky TV were waiting to interview him and Chris) who promised me more reports now that he has got his Uni dissertations out of the way !

Lancaster MC member **Arron Newby** was feeling a little bit apprehensive waiting for the off, but I have always found that nerves at the start of an event are the norm and to be expected. If you want to see nerves at the start of an event - I am terrible, even after all these years. Arron finished the Rally 14th O/A and 6th in Class 6. Good result that!

I dont know what information was given to the co-drivers on how to get from Carlisle Race Course to the Ceremonial start in the City centre, but the amount of cars that could not find it was incredible. One car (wont mention any names) went past me three times before he turned into the correct road. How they failed to spot me waving madly, pointing the way in, whilst wearing a fluorescent jacket with Pirelli plastered all over it, is beyond me.

Again, not mentioning any names (we know who you are) but 3 LMC members who were helping marshal, parked their car in the multi story car park and ignored the warning signs saying that it closed at 6-30pm. When we finally got away from our duties (8pm), these 3 found that the car was well and truly locked away in the car park which did not re-open until 8-30on the Saturday morning. A series of frantic phone calls got them rides back home and yours truly volunteered to give the driver a lift back up to Carlisle on the Saturday. Red faces all round !!!



Me ! - Apparantly threatening to bash Arron Newby with my flask

## ' The 2012 Dyfi Enduro '

*This event we have helped with for the last five or so years which is a bicycle trial and runs through Dovey Forest. Our involvement is to supply 5 radio crews to form a small safety network within the forest. Two Gemini Crews made the trip, Derek Bedson Gemini 21 who was the event controller and Tony Jones Gemini 56 was the other Crew. These were helped by Ray Jones Dyfi 1, Ieuan Roberts Sport 2 & Ken Rogers Cambrian 20.*

*It was Tony's first time on this event and he has kindly sent me the below report which I'm sure you will find interesting as it turned into what was a very eventful day for him.*

Firstly thanks for the invite to this event, such a friendly team of people with enthusiasm and dedication it was a pleasure to be a part of it. I was located at the road crossing at point 8, noting this was generally in a dip or low point, on arrival I drove further up the tarmac road to high ground to establish comms with control and let Derek know I was there. Obviously on higher ground. I put out a good signal so said I would recall from my actual location within 5 mins or so.

Drove back down to the road crossing and made contact on a scratchy 1 signal both ways, hmmm sure I could do better than that so plotted the locations on the map relocated the antenna onto the corner of the roof, reversed back 6 feet and we now had a semi workable 3's I was pleased with that given the location & terrain.

Then Ken (Cambrian 20) called from post 11, which I got on a strong 4 so knew if all else failed we had perhaps by relay had some good comms back to control. The event marshals & St Johns Ambulance arrived and also set up camp. So we had everything in place by 10-30 here. With all that sorted I settled in for a quiet sunny day !

***Hhhmmm - it soon became apparent, cycling is a lot more dangerous than motorsport!***

After approx 100 competitors had passed we were getting people stopping reporting of a competitor with a gash wound to his leg, reports on St J A of a competitor with a suspect fracture collarbone and various damage to bikes / punctures etc. St J A dispatched themselves off to the collarbone incident which I called in to control together with the gash wound once I had confirmed numbers. The roving quad bike paramedic dealt with the gash and St J A collected the collarbone rider.

Now St J A and paramedic both had no comms due to location so they all regrouped back at my post 8 whilst they discussed what to do. Meanwhile Ken was having a broken wrist incident up at post 11 so a second St J A was dispatched to him.

As we seemed to have comms things were being sorted and in relatively smooth calm control.

Basically to cut the story short we coordinated St J A to regroup with all casualties from posts 3-11 at my location (post 8) where they would be taken in 1 vehicle to the start field, assessed further, and county could be called by St J A as and when required.

Most of that was done with help of Ken (Cambrian 20) back to control, as my signal dropped to a 1 so I needed clear communications back.

The collection of damaged bikes was sorted with the sweeper and thankfully I had nothing further to do other than cheer and wave on the remaining competitors until stood down.

I then drove to post 11 to thank Ken for his help and stayed with him until he too was stood down. So just want to say thanks for the opportunity and experience to cover an interesting and different event which remained at our location in safe control due to the radio operational capability of the Red channel despite the somewhat challenging geographical conditions.

Loved it, learned from it, and hope the rest of the event went smooth too.

***Tony Jones Gemini 56***

## OUT & ABOUT With Gemini

# Gemini

### Communications Team

**MOTORSPORT MANAGEMENT SAFETY SYSTEMS**

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**[www.geminicommunications.org.uk](http://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](mailto:w.wilmer@btinternet.com)**

### New Team Members & Event Up-Dates

Over the last few months we have a couple more members join the team - taking **Gemini 57 is James Atkins** and friend of Lee Skilling from the Manchester area, then **Gemini 58 is Geoff Ingram** for Chester I would like you all to make them most welcome when you meet them along with my wish that they enjoy working with our team for many years to come. Both crews will be out on the **Plains Rally** in a couple of weeks time.

Events I recently had confirmed - If you can help on any of these please let me know:-

### **Keith Frecker Memorial Stages**

The Keith Frecker Stages at Weeton this will be run on the **10th June**

### **Envile Stages on Anglesey**

This will be run on the **08th July**

### **Gareth Hall Rally Stages**

This event being run on the **15th July** never gets a lot of interest for some reason.

### **Mull Rally 2012**

As you all must be aware we have run the communications on this event since the event changed a couple of years ago from Raynet Comms to our MSA 81 freq. type of event, however this year **we have not been asked back to the event.**

It will, of course, not now be part of the Gemini Radio Championship, anyone attending will not get points. Those wishing to go will need to contact the event radio staffing officer.

**For other events, they are all listed on the Teams Web page. + see Page 39 re Group B**





Over the last few months we have been in talks with the organisers of this event running in and around the Cheshire area for Group B Cars. The event is being planned for the Bank Holiday weekend in August on the Saturday 25th and Sunday 26th. They are looking at running 6 stages on Saturday and 4 stages on the Sunday, all these not yet confirmed but I do believe Oulton Park will be one of these on the list.

Gemini Communications as been asked to provide the event safety network and to do this we will be looking for some 30 to 35 radio crews at this time. I would like to offer these jobs to our own Gemini crews firstly in the hope we would be able to cover this event from within the team and then open it up to others if we are short.

So if you want to get in on the act and see these great rally cars running though tarmac stages once more, I'm told there have already has been great interest from past top international drivers wanting an entry, I believe this will soon turn into a very high profile event, let me know if your interested and I'll add you to the list. - See Event Information Below.

**Best Wishes Bill Wilmer for and on behalf of Gemini Motorsport Communications**

## **MICHELIN RALLYE GROUPE B 25 – 26 AUGUST 2012 UPDATE**

The Rally Organisation is progressing well and the Team are now at the point of enrolling the various officials. We have spoken to a couple of International Clerks of the Course and both are keen to be involved. *So this very important position should be filled within the next couple of weeks.*

In addition, contact and initial discussions have been made with the various Safety Services, namely: Rescue, Doctors, Medics, Recoveries and Radio Crews. The MSA Route Liaison Officer has been appointed by ourselves together with the Club Steward. The MSA have appointed their Steward.

Enthusiasm is being shown by Marshalls interested in providing the Rally with this essential service.

Fortnightly contact is made with the MSA to ensure that any problem arising can be dealt with quickly.

*Notable - we have their support.*

Initial enquiries showed that 60 plus of our members temporarily reserved places and as the Event criteria is now opened up to non-members we expect that our total targets for entries to be achieved.

Enquiries are being received from France, Belgium, Spain, Italy, Ireland, Qatar and Canada. It is therefore likely that our Rally will be entered on the National Listing with overseas competing teams.

All the venues are now in place, one or two subject to final proposals. The Rally will be centred on the new Michelin UK Headquarters Building with our HQ, Parc Ferme, Scrutineering and Administration dealt with on site. The area may also accommodate Service.

There are six special stage venues mainly running multiple times so you can expect upto 100 stage miles with in excess of 150 liaison miles.

## **THE MICHELIN RALLYE GROUPE B**

Sponsored by Michelin, the rally will take place over the roads of Cheshire and North Staffordshire with Special Stages in the grounds of Castles and Stately Homes and service at Oulton Park Race Circuit.

The date set for the event is over the weekend of 25<sup>th</sup> and 26<sup>th</sup> August 2012.

This is Rallying with Group B's take on the fabled spectacular stages of the RAC Rallies of the 1980s and will be run as a National B Event under the General Regulation of the UK MSA. It will incorporate the provisions of the International Sporting Code of the FIA.

Already Rallying with Group B's members have reserved sixty-plus places.

Regulations for the Event will be issued as soon as possible and will be viewed on: [www.rallyegroupeb.com](http://www.rallyegroupeb.com)

Steve Dolby, Michelin Product Marketing Manager, comments: "Michelin is delighted to be involved with the Rallying with Group B Trust on this spectacular event.

"Michelin has a strong commitment to motorsport, demonstrated by the fact that we are at the top of today's World Rally Championship and we were also there during the glory days of Group B on such iconic cars as the Audi Quattro and Peugeot 205 T16. Therefore, it is only natural that Michelin is involved in this event which aims to recapture the feel of one of the most memorable periods in rallying's history".

# MORE OUT & ABOUT With Gemini



Can I offer a tremendous thank you to each and every one of you for a fantastic job you did on our stage yesterday. I appreciate that it was a very early rise from your beds to make it for signing on, but that is what you did and that deserves a 'pat on the back'.

With being such a long stage I was hoping I would get enough people to cover it. As it happened we signed just under 80 marshals, [ including radio crews ] on which is quite humbling to think that many folk chose to give up their Saturday to spend in the forest ... wow!

To give you a brief breakdown of the day - Alan, [ my deputy ] & I had dearly loved to start on time, but we seemed to have a 'car 0' that was not as quick as we thought they may have been. As a result this delayed us by a few minutes. Unfortunately this was to be a 'theme' of the day as we appeared to have latter competitors struggling to get thru before we had the first crew of the next section sitting on the start line. My thanks to the radio crews for monitoring them so that we could get them to a location where we could release the next section into the stage without the risk of catching them.

Unfortunately we did have one crew who went off at the logging section after Post 3. Car 101 - Will Onions / Dave Williams did not make it thru, and slid down a bank. Fortunately we had radio crew ' Dyfi 1 ' on the scene, who when approached by the co- driver reported that Will had suffered a dislocated shoulder. Within seconds of receiving the message - stage was stopped and Rescue/ Recovery were dispatched immediately.

Once the car was stabilised by the recovery unit Will was able to get out of his car, and paramedics were able to assess his shoulder injury resulting in being able to 'pop it back in' ... so to speak.

Based on advice from safety crews and competitor the decision was made to extract the car, which was completed with a straight forward 'winch recovery'.

Will was well enough to drive the car back to the start - along with the Safety units. This did cost us just over 35 mins, but Graham, [ C of C ] was able to create a re-group type of control to gather the field up again.

On speaking to Will at the start he was disappointed that his rally was over so soon, but was very apologetic for causing a delay and wished that apology to be passed onto everyone. I thanked him for that, but also said that we are grateful he's not in the back of an ambulance, on the way to Bron Glais Hospital !

Will has put his in car footage of the incident on you tube <http://www.youtube.com/watch?v=yJsgWrWSR50>

Fortunately that was our only substantial stage stoppage, and our second run seemed to go better, with just one car stopped in stage.

I am sorry that it was a long day for all of you. Think it was 17.50 hrs when the closer went into stage.

I hope you were able to enjoy a drink or a bite to eat before falling asleep in the chair .... I know I did ! !

I had a phone call this afternoon from Mike Timmins - Chief Marshal asking me to thank you all for a fantastic job. Knowing the wealth of experience and skilled folk we had on the stage Mike said that it was of great comfort to him and the team that we were able to sort any challenges, allowing them to concentrate on the rest of the rally.

Guys I could go on and on with the praise, but if possible - I would like to sum up as follows please:

A huge thanks to all the radio crews for a great job in keeping us aware of what was happening out there ... and so quickly.

A huge thanks to all the marshals. I hope you did not experience any prob's with spectators, and were able to do your job in good spirits - and enjoy the day.

A huge thanks to the timing crews - well done ... especially for Neil; Simon and Paul who have now done their first start control. And a further 'huge' thanks to anyone I may have left off. If I have - can you pass these thanks onto them for me please.

I do have several marshal's stickers left over if anyone did not get one when they signed on. Drop me a line and I'll pop one in the post for you when I get back from a short holiday .... need to re-charge the batteries before my next commitment - 3 Castles Historic Trial on 5th - 9th June.

Dave Thomas is co-ordinating that one, and would appreciate any help anyone can give ... [anwcc@talktalk.net](mailto:anwcc@talktalk.net) .

Website is [www.three-castles.co.uk](http://www.three-castles.co.uk)

Time to sign off with a final thank you to all of you ..... could not have done it without you ! !

Kind Regards,

*Keith Pulling*

A small zoo in Newcastle acquired a very rare species of gorilla.

Within a few weeks the gorilla, a female, became very difficult to handle. Upon examination, the veterinarian determined the problem. The gorilla was in season and to make matters worse, there was no male gorilla available.

Thinking about their problem, the Zoo Keeper thought of Geordie Elliott, a local lad & part-time worker responsible for cleaning the animal cages. Geordie, like many Newcastle men, felt he had ample ability to satisfy any female.

The Zoo Keeper thought they might have a solution so Geordie was approached with a proposition.

Would he be willing to mate with the gorilla for £500? Geordie showed some interest, but said he would have to think the matter over carefully.

The following day, he announced that he would accept their offer, but only under four conditions:

1. "Forst", Geordie said, "Nee kissin' on the lips." The Keeper quickly agreed to this condition.
2. "Secund", he said, "Ye cannit nivva tell neebody about this." The Keeper again readily agreed to this condition.
3. "Thord", Geordie said, "Ah want aall the bairns raised as Nuwcastle fans." Once again it was agreed.
4. "And last of all", Geordie stated, "You Gotta givvus another week to come up with the £500"





## MSA welcomes HRH Prince Michael of Kent GCVO to Motor Sports House

The Motor Sports Association (MSA) was delighted to welcome HRH Prince Michael of Kent GCVO, Honorary President of the Motor Sports Council, to Motor Sports House last month for the first time since 1988. On his last visit Prince Michael officially opened the MSA's new offices following the company's move from its previous headquarters in Belgrave Square, London.

On this occasion MSA staff members were delighted to be presented to His Royal Highness, a stalwart supporter of British motor sport, who spent the morning learning about the MSA's activities in the regulation, administration, promotion and development of the sport.

MSA Chief Executive, Colin Hilton, said: "It was a great honour to welcome Prince Michael here once again. He has a genuine personal interest in our sport and he is always keen to hear about the latest initiatives. We appreciate his support over many years, including his endorsement of the MSA's highest national award for meritorious service, the HRH Prince



## MSA highlights opportunities to Central European Zone

In its capacity as FIA Institute Regional Training Provider, the MSA attended a workshop in Ljubljana, Slovenia last month to show the 12 countries of the FIA Central European Zone the officials and young driver training opportunities available.

Representing the MSA were Director of Training and Education Allan Dean-Lewis MBE and MSA training consultant Louise Goodman.

Dean-Lewis said: "This was the first of a series of FIA Institute workshops this year in which RTPs are invited to promote their work in different regions. We made some very useful contacts in what is a relatively new region for us, and as a result we are hoping to assist a number of those countries in gaining grant aid for their training programmes during 2013, before helping them to move forward with their subsequent development plans."

## New competition to find Welsh future star

Llanelli's Steve Handford has taken the early lead of the Racers' Edge Junior Racing Academy's 'Search for a Welsh Racing Star', a Sport Wales-backed initiative that aims to set a young Welsh driver on the path towards Formula 1.

After two rounds at the wheel of the Racers' Edge MGZR, Handford leads by just a single point from Ellis Belton. Team Principal Tony Brown said: "We are finding some very talented drivers out there, some of whom don't even have karting experience. There is a definite enthusiasm for race car driving amongst Welsh youngsters!" For further information, visit [www.raceat16.co.uk](http://www.raceat16.co.uk)

## U17MC promotes road safety message

Police cadets at Darwen Vale High School have gained a practical insight into road safety thanks to the help of the Under 17 Motor Club North West.

The club delivered a road safety and driving skills course that aimed to give the 30 cadets aged 14 to 16 the right attitude behind the wheel and an understanding of the grim reality of road traffic accidents. The course included a driving session with club members and driving instructors in the school grounds.

PC Sam Kadir, School Beat Manager at Darwen Vale High School, said: "This initiative will leave a lasting impression on my police cadets and other students at Darwen Vale High School. The theoretical side of the course makes young people acknowledge danger under different situations on the road, bringing home the reality of car crashes, while the practical driving sessions gave a unique experience that many young people could only wish for at age 14."

## MSA secures sponsorship seminar discount for licence holders

The MSA has secured a special offer for licence holders to attend a forthcoming series of one-day sponsorship seminars around the country. The workshops have been set up by Brian Sims, former Marketing Director of the Lola and Benetton Formula 1 teams, in conjunction with Oxford Brookes University and Ellis Clowes. The events, which are designed to help competitors and events at all levels with their sponsorship-seeking activities, will take place at eight regional venues, starting with Oulton Park on 21 May.

Sims said: "Hopefully, we can help competitors across all categories and at all levels develop innovative sponsorship strategies that will greatly improve their chances of being taken seriously by business decision-makers."

The course costs £98 for MSA licence holders and £225 for non-licence holders. Places can be booked online at [www.briansims.co.uk](http://www.briansims.co.uk).



## MSVR continues show of strength

MSVR has continued to enjoy bumper grids this season, with a capacity 58 starters for the combined Project 8 Racing Saloons and Marangoni Production BMW in Association with Kwik Fit championship at Silverstone last month, in support of the FIA Formula 2 Championship

## Organising Permits

The MSA Competitions and Clubs Department kindly requests that organisers apply for permits as early as possible, preferably during the planning stages of their events.

Applying for permits in good time is particularly important for events that require MSA Stewards, who are generally allocated at quarterly intervals; if a permit application is submitted just a few weeks before an event then it can prove difficult to find an available Steward.

Applications can be submitted online with draft regulations. It is not necessary to have appointed every official and arranged all amenities when applying; when drafting regulations organisers should refer to MSA General Regulation (D)10, which lists the information required and the order in which the regulations should be listed. Online applications speed up the permit process but take-up of this method is currently running at just 60 per cent.

Organisers are further reminded that while late applications may incur 'late fees' as per Appendix 1(6) of the 2012

Competitors' & Officials' Yearbook, there are no fees for amendments or cancellations.

## New awards to reward three drivers

The Silverstone Motorsport UK show and RAVENOL Oil have announced the creation of The Spirit of Motorsport UK Awards, with a £10,000 prize fund on offer to three competitors from karting, racing and rallying.

The competition will be judged by veteran racer Mark Hales, MSA British Rally Championship organiser Mark Taylor, Formula Kart Stars boss Carolynn Hoy and Silverstone Motorsport UK's Martin Capenhurst. Applicants will be assessed on their performance, overcoming adversity and their approach to motor sport.

"We are absolutely delighted to have teamed up with RAVENOL in offering club competitors of all forms of motor sport the chance to compete for a selection of prizes," said Capenhurst. "These include three cash prizes, product sponsorship and promotional support, with the winner announced at Silverstone Motorsport UK in November."

The winners will receive a trophy, a cheque for £500, a year's supply of RAVENOL oils and promotional support from motor sport marketing agency APEX Consultants. Entries can be made at [www.motorsportshow.co.uk](http://www.motorsportshow.co.uk)

## World Rally Radio and iRally sold

World Rally Radio and the iRally App have been acquired by Stagetime Rally Group (SRG) with immediate effect. World Rally Radio has been broadcasting for more than a decade, while the newer iRally app has attracted 400,000 subscribers and has now recruited *Daily Telegraph* rally correspondent Dan Prosser onto its editorial team. "I'm delighted by this development, which takes World Rally Radio and iRally into a new era with a team of gifted and committed partners," said Greg Strange, founder of World Rally Radio and iRally. "During the last 10 years World Rally Radio has become a legend, and iRally a much respected authority in the sport.

Other championships and series want the coverage World Rally Radio and iRally can provide, and this new team will enable huge expansion while maintaining the high standards we have set."



## New Autotest Facebook page

MSA British Autotest Championship coordinator Nic Ayre has launched a Facebook page for the championship.

"I've started the Facebook page to compliment the [autotest.org.uk](http://autotest.org.uk) website and hopefully to attract a few more competitors over the coming years," said Ayre. "I also plan to use it to notify competitors of results, forthcoming events and other news."

To view the Autotest Facebook page, visit:

[www.facebook.com/msabritishautotestchampionship](http://www.facebook.com/msabritishautotestchampionship)





## Technical/Regulations

### Tobacco advertising

The MSA wishes to draw attention to MSA General Regulation (H)28.1.6. which clearly states that tobacco-related advertising is prohibited on all competing vehicles, their support vehicles and any other form of equipment – including helmets, overalls etc – directly connected to a competitor or entrant. The only exception to this rule is any car that ran with such advertising in period, in which case it must be that specific car, proven by chassis number. The MSA also wishes to clarify that (H)28.1.6. continues to apply even if the tobacco brand in question is no longer available in the UK.

### Bambino regulations

The Bambino kart class regulations have been amended with effect from 1 May 2012 to include a mandatory inlet restrictor and fixed rear sprocket for use with the Comer C50 engine.

These changes do not relate to the other registered engine, the Honda GX35. To view the updated regulations, please visit [www.msauk.org/uploadedfiles/regulations/BambinoRegsMay2012.pdf](http://www.msauk.org/uploadedfiles/regulations/BambinoRegsMay2012.pdf)

### Track limits

The Motor Sports Council and Race Committee have agreed that track limits should be strictly enforced at race meetings and have instructed all Clerks of the Course to adopt a consistent approach.

Competitors are therefore advised that breaches of the regulations concerning track limits will be penalised as follows:

- 2nd offence: Warning flag
- 3rd offence: 5 second penalty
- 4th offence: Drive through penalty
- 5th offence: Exclusion (breach of Q14.5. (C)2.1.7.(iv) applies, minimum 4 penalty points)



### Development Squad reconvenes at Silverstone

The MSA Academy's Development Squad members continued their 2012 programme with a day-long workshop at Silverstone's Porsche Performance Centre earlier this month under the direction of MSA Coaches Greg Symes, Bradley Ellis and Andy Meyrick.

Team UK racer Alex Lynn also lent support during the event, which focused on topics such as pre-race preparation, hydration, career management and communication.

Formula Renault BARC racer Seb Morris said: "Events such as the recent MSA Development Squad day at Silverstone are invaluable to a young driver like me trying to make it to the highest levels of our sport. All of the areas that we covered gave an insight into what it takes to be a top-level professional driver, while being able to work with and chat to the other drivers helped me to expand my horizons in a relaxed environment."

## NATIONAL MOTORSPORT WEEK

### MIA club award up for grabs

The Motorsport Industry Association (MIA) and Motorsport Foundation will award a £500 prize for the event that best captures the spirit of National Motorsport Week 2012. The event could be specially organised for NMW or it could be an existing club event that has been used to support the week-long celebration of the sport.

For more information or for an entry form, email [charlotte.austin@the-mia.com](mailto:charlotte.austin@the-mia.com)



### Cross Country taster confirmed for NMW

Buxton & District Land Rover Club will stage a Cross Country Tyro taster event at Mow Cop, Staffordshire, on 7 July as part of National Motorsport Week.

Open to members of the public, the event will provide hands-on experience of the Cross Country discipline using a standard, road-legal production 4x4. Tyro Trials allow drivers as young as 13 to get behind the wheel, provided that a fully RTA-licensed driver sits beside them.

Further information will be made available at [www.badlrc.co.uk](http://www.badlrc.co.uk) in



### Peterborough MC confirms pair of tasters

Peterborough Motor Club is running taster events at the beginning and end of National Motorsport Week. First up is an AutoSOLO taster on 30 June to give newcomers the chance to try their hand at grass roots motor sport. The club will then run a grass Autotest on 8 July at Willowbrook Farm in Helpston, also intended for newcomers.

### Gold & Silver Goblets confirmed for NMW

Coalville Car Club and Mercia Motorsports have launched the Gold & Silver Goblets Easilarity Rally, which will take place on 8 July during National Motorsport Week. The event will comprise Autotests on two surfaces at different venues, twinned by Regularity Sections. The Autotests will take place at the Nightowl Truck Stop on the A5 and a field near the finish.

More information can be found at [www.coalvillecc.org.uk](http://www.coalvillecc.org.uk)

### North West Taster Event for first-timers

A member of the public will be able to get behind the wheel of a competition car for free during National Motorsport Week thanks to a tie-up between Accrington Motor Sports Club, CSMA Club North West Motor Sport Group and Under 17 Motor Club NW.

One person will be randomly picked to take part in AutoSOLO / Production Car Autotest at Lymm Services on 24 June aboard a car provided by Go Motorsport RDO Steve Johnson. For a chance to win, visit [www.u17mc-northwest.org.uk](http://www.u17mc-northwest.org.uk)

## REGULATION CHANGES FOR CONSULTATION

Note: New text will be shown **red**, deleted text to be shown struck through.

### Section R

#### Existing Regulation

**R4.1.3.** All measurements refer to the 0.5m test (J.5.16).

#### Engine

#### Proposed Regulation

**R4.1.3.** All measurements refer to the 0.5m test (J.5.16).

**Wherever practical the 2.0m test should be used.**

**Reason:** The 2.0m test picks up more whole vehicle noise than the 0.5m test.

Date of Implementation: 1st January 2013

#### Engines and Transmissions

**R18.3.4.** Except where original equipment straight cut gears in the transmission are prohibited

**R18.3.5.** Only H shift pattern manual transmissions are permitted. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific vehicle model.

**R18.3.6.** The number and location of the driven wheels must remain as original to the model of car.

**R18.2.6.** The engine capacity must not be greater than that that was fitted to that model of vehicle by the manufacturer. Cylinder bores may be 60 thousandths of an inch oversize. The engine stroke must remain standard to that of the engine block fitted.

**Reason:** To restrict vehicle modifications and performance.

Date of Implementation: 1st January 2013

Committee: Rallies Committee

Date of meeting: 3rd May 2012

Closing date for consultation: 17th August 2012

Email for comments: [ralliesconsultation@msauk](mailto:ralliesconsultation@msauk)

**R18.4.1.** Vehicles must be fitted with tyres that are always legal for use on the public highway.

**R18.2.5.** Forced induction is not permitted.

#### Economy or Vintage Rallies

**R16.2.** These must comply with the following:

**R16.2.2.** They must not have any section timed to an accuracy of less than one minute.

#### Special Tests

#### No Regulation

**R18.4.1.** Vehicles must be fitted with tyres that are always legal for use on the public highway.

**Tyres must be E-marked or marked BSAU144. Tyres marked for Racing or Competition use, even if E or BSAU144 marked are not permitted.**

**Reason:** To restrict the use of tyres.

Date of Implementation: 1st January 2013

**R18.2.5.** Forced induction is not permitted is permitted as follows; the original induction system including the intercooler, and air filter housing must remain as originally fitted, without any modification other than the replacement of the air filter element. The maximum actual engine capacity must not exceed 1.4 litres for petrol, and 1.6 litres for diesel engines.

**Reason:** To relax the prohibition of forced induction to allow more modern cars to be eligible.

Date of Implementation: 1st January 2013

#### Economy or Vintage Rallies

**R16.2.** These must comply with the following:

**R16.2.2.** Other than for Regularity Sections and Special Tests they must not have any section timed to an accuracy of less than one minute.

**Reason:** To update and clarify the regulations.

Date of Implementation: 1st January 2013

#### Special Tests

**R10.6.6.** Passengers may not be carried in the rear seats of open cars.

**Reason:** Safety.

Date of Implementation: 1st January 2013

**R7.2.2.** Except for Road and Navigation Rallies, they must not include any Special Tests.

#### No Regulation

#### Targa Rallies

**R7.1.9.** Targa Rally. A schedule timed rally where the principal competition comprises the competitor's performance on Specials Tests.

**R7.2.2.** Except for Road, Targa and Navigation Rallies, they must not include any Special Tests.

**R16.6.** Targa Rallies must comply with the following;

**R16.6.1.** Not include any Standard Sections.

**R16.6.2.** Regularity Sections may be included.

**R16.6.3.** Classes must be based on the ability of Competitors (masters, experts, non-experts, and novices), and may be sub-divided by vehicle cubic capacity and/or age.

**R16.6.4.** Special Tests must comply with 10.6.

**R18.6.6.** For Road Rallies, Navigation Rallies and Targa Rallies held between 07.00 and 22.00hrs 18.1.2., 18.5, 18.5.1, and 18.5.9. do not apply. 18.6.1. is relaxed to permit advertising not exceeding 1250sq cm in total.

**Reason:** To permit a format of rally not otherwise provided for.

Date of Implementation: 1st January 2013

#### (J) Competitors: Vehicles

#### Chart 5.18: Maximum Noise Limits

The following table gives alternative distance readings. (Noise measured in dB(A).)

0.5m 2.0m

Section 'D' 98 86 ROAD RALLY MAXIMUM AT 2/3 MAXIMUM RPM (07.00-22.00)

96 84 ROAD RALLY MAXIMUM AT 2/3 MAXIMUM RPM (22.00-07.00)

**Reason:** To reduce the noise limit for night rallies. The majority of competitors checked fall below this reduced level. This reduction will pick up the odd cars which are noticeably noisier.

Date of Implementation: 1st January 2014

**SEE** <http://www.msauk.org/site/cms/newsarticle.asp?chapter=276&nid=1486>

**So - If you have anything to say about the above get your letters / emails off to the msa ASAP Or you could have raised your concerns directly with Colin Hilton at the ANWCC Meeting**



# PRO-TEC PERFORMANCE

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80th anniversary of Rally GB to host world motorsport first... Britain's round of the 2012 World Rally Championship, Wales Rally GB, will be held this year from the 13th – 16th September and will include an all new special stage at Celtic Manor Resort, venue of 2010's Ryder Cup. Home to that extraordinary moment in sport two years ago, the Celtic Manor Resort will once again open its doors to world class sport and its stars when the World Rally

Championship visits in the autumn of a year of sporting excellence across the UK. Tickets for the event will be on sale from Friday 18th May 2012. Wales Rally GB 2012 will see a ceremonial start in Llandudno in North Wales on Thursday, 13th September following a Qualifying Stage at Walters Arena on Wednesday 12th, before the event moves down to the classic Dyfnant, Hafren and Myherin tests on Friday 14th. Following a remote service in Newtown, that loop of stages will be repeated on Friday afternoon.

Saturday 15th takes the event to the Epynt military range, where the stages of Crychan, Epynt and Halfway will be undertaken twice, after which the rally visits Celtic Manor Resort for the first time, before service in Cardiff. For the final day, Wales Rally GB visits Port Talbot, Rheola and Walters Arena, before returning to those stages again after Cardiff service. The official finish ceremony of the event will take place in Cardiff Bay after the final stage. To celebrate the 80th anniversary of Rally GB, this year's ticketing is led by a limited-edition 'Gold' pass offer that provides spectators access to all stages, car parks, the qualifying test and service areas. The pass comes with its own unique gold lanyard, an exclusive key-ring and a complimentary copy of the 80th anniversary DVD which retells the history of one of motor sport's most iconic international events. The cost of the Gold Rally Pass will be £130\* – far cheaper than buying the tickets individually.

Forest car park tickets are available for £20\*, or £25\* on the day, while tickets to Wednesday's qualifying stage are priced at a mere £15\* in advance. In addition, the start and finish ceremonies are free of charge, with the Llandudno start venue also including an autograph signing session, as well as demonstrations and displays to celebrate the 80th running of Rally GB. *(OR you could marshal and save a fortune !)*

## Rally Isle of Man 2012 priced to be a winner!

Rally Isle of Man are delighted to announce a significantly reduced entry and travel fee package to make this September's event as affordable as possible for competitors, officials and other visitors. The entire cost base of the three-day event has been reviewed by the organising team, and with assistance from the main travel operator, the Isle of Man Steam Packet Company, they are hopeful they've struck a price that will appeal to all potential visitors and local participants alike. The package price of £699 includes return ferry travel for two people, van & trailer and the entry fee for either the Historic event, which is the final round of the Water End Properties Asphalt Historic Cup, or the



Duke Stages Rally, a round of the Eurocars Motorsport Manx Rally Championship.\*

"Right from January when the new Committee was formed, we've obviously been very aware that the cost of getting to the event needed particular attention", says Board member David Thompson. "Just about the first people we therefore spoke to were the Isle of Man Steam Packet Company, who we must thank for their honesty and willingness to work with us to get the event back up and running. The price we've been able to announce today is only possible because of the move out of the summer season."

"The operator has been, and still is trying to help us make arrangements for visitors coming from Ireland, and we hope to make a further announcement in due course."

To further help take the stress out of booking arrangements, the rally has teamed up with specialist trip planners Isle of Man Events Limited (iomevents.com). They'll be only too happy to look after the planning for your entire trip, covering travel and accommodation, with great prices. In particular they already have Rally Isle of Man Special Spectator Packages available for just £195 per person, staying at the 4 Star Best Western Palace Hotel and Casino, and including three nights accommodation and return sea travel with a car. "We have worked very hard to get the costs to an absolute minimum for all those who'll be coming to the event", admits Thompson. "We think that the price bears favourable comparison with almost all other major British isles rallies, and are especially pleased that given that we are going to be offering 180 stage miles, the cost per stage mile for competitors is probably the very best there is out there!" Regulations are set to be published in early July as entries open, however a pre-registration facility has this week been made available at rallyisleofman.co.im for anyone planning to participate in whatever capacity.

\*There will also be a one-day event taking in Saturday's stages, with the entry/ferry package price of £499.

## The Keith Frecker Memorial Weeton Stages

**Sunday 10th June**  
**Regs available at the Club Website**  
**www.bssmc.com**

Blackpool South Shore Motor Club are appealing for volunteer **Safety Marshals** to assist in the running of the Keith Frecker Memorial Weeton Stages Rally at Weeton Army Camp on Sunday June 10th. Experience isn't necessary and anyone interested in helping should email **andy.kennedy@bssmc.com** for more information.



Just launched, the new **Nicky Grist Stages** website completes the transformation of the long-established and highly-acclaimed **Quinton Stages Rally** into one whose new title reflects the ever-increasing commitment and involvement in its organisation by the famous former WRC star.

Building on its years of experience in running a challenging but friendly rally using some of the best stages in the world, the Quinton Organising Team is carrying forward all the positives - that once again earned the event the **BTRDA's coveted title for Best Rally in 2010** – whilst moving forward with new ideas and improvements suggested by Nicky that have been gleaned from his vast experience on events across the globe.

“The event is highly-respected for its standards both in organisation and the stunning stages that it offers to its entrants,” explained Grist. “The Organising Team and I are committed now to just making the competitors’ experience even better and better through some totally fresh thinking.”

Last year’s event saw a move for the event HQ to the spacious Royal Welsh Showground at Builth Wells and, that having proved a considerable success, the 2012 rally returns there on **July 14th**. With Nicky’s vast experience and intimate knowledge of the possibilities on and around the infamous Epynt Ranges, he and Clerk of the Course Neil Cross have made some significant changes to the legendary WRGB stages that they think will only enhance the enthusiasm that competitors have shown in past years.

Meanwhile, they have managed to plan a package unique to the **REIS – Get Connected BTRDA Rally Series of 44 stage miles** – and only 41 road miles, which should make the competitors’ smiles even broader! “The Nicky Grist Stages is going to be all about the competitors’ experience”, explained Neil Cross, “and what makes a top-class event in their eyes is the action on the stages themselves, not trundling around long road sections.”

Added to this, the route allows crews the option to service after every stage to ensure that they and their cars are in the best possible condition to tackle each of the smooth, flowing stages. “Competitors don’t want to have to start stages with a lingering problem that limits their performance – and their enjoyment,” commented Cross, “and so we have created this possibility to ensure that their delight and satisfaction is kept at a high level for the whole event. Again, it’s all about the competitors’ experience.”

Joining up with Nicky Grist and his NG Motorsport team to support the event are a number of his friends and connections, notably Skoda for whom he co-drove most recently in the WRC. As official vehicle supplier to the Nicky Grist Stages, the all-conquering IRC manufacturer is keen to show its support for the top-flight of clubmen’s rallying in the UK in as many ways as budgets permit.

More of Nicky’s friends are preparing to join him for the now well-established pre-event briefing and forum on the evening before the event. This started out as an update by Nicky on the stages themselves, after he had viewed them earlier in the day and has developed into a must for all competitors who want to give themselves the best chance the next day – as well as enjoying an entertaining evening of “Rally Talk”.

The new event website as at: [www.nickygriststages.co.uk](http://www.nickygriststages.co.uk) and this will constantly be updated with all the latest in the build-up to the event on July 14th.

Peter C Fieldhouse

Media Officer – Nicky Grist Stages 2012

## Manx Auto Sport Ltd



PokerStars, the world's leading online poker room is set to sponsor for the third year the clubs final rally of the year.

### The PokerStars Rally

**Friday 20th & Saturday 21st July 2012**

and consists of approx 100 miles of closed road stages taking in some of the islands classic rally stages.

For 2012 the event forms part of the following Championships:

- Eurocars Motorsport Manx Rally Championship
- ANWCC Stage Rally Championship

Regulations and Entry Form will be available Beginning of June 2012.

**[www.manxautosport.org](http://www.manxautosport.org)**

**Nigel Mansell CBE** the former Formula 1 and Indycar World Champion and winner of 31 Grands Prix, is cycling from John O’Groats to Paris to raise money and awareness for the Charity UK Youth.

He will start in John O’Groats on 12th June, cycling to the North West to arrive in **BLACKPOOL on Saturday 16th JUNE 2012**, as part of his epic cycle challenge. Leaving Blackpool on the 18th June, he will cycle south, arriving in London, where he will join a large peloton all heading towards Paris, and you and your members can see him at many of his various stops whilst in the UK.

In 2010 Nigel completed a cycle ride around the UK covering over 1200 miles in just 12 days to celebrate the charities Centenary year. He has subsequently completed 2 London to Paris cycle events as well as being the team owner of Team UK Youth a professional cycling team competing in both the Halfords Tour Series and several UCI events.

This year, however, Nigel is setting an even greater challenge for himself, as his ride will start in John O’Groats on 12th June, and finish in Paris at the Eiffel Tower on Saturday 23rd June.

Nigel will be undertaking 11 days of solid cycling and upwards of 1200 miles, and we really want to support his desire for it to help promote UK Youth so we want as many people to know about it as possible.

En route, Nigel will be taking a break in BLACKPOOL, arriving on Saturday 16th and departing from Blackpool Tower as he continues his ride to finish at the Eiffel Tower Paris on the ‘Tower to Tower’ leg of his epic challenge on Monday 18th June.

I am hoping that the North West region will welcome Nigel’s arrival in Blackpool on Saturday 16th June and and equally it would be great if we could arrange for support for Nigel and the team as they depart Blackpool on Monday 18th June. If you would like to take part in this exciting event for Blackpool, for Nigel and for UK Youth please contact me for his full itinerary and details. This will show you other points on Nigel’s journey through the UK where there will be ample opportunity to cheer him on his way, and meet him at prescribed stops through out his journey.

I hope you will be able to give your support to Nigel and UK Youth, and contribute to the great work and effort made by Nigel and all the team cycling with him on this, yet another magnificent demonstration of true British Grit and sportsmanship.

**Kirkby Lonsdale MC**  
**The**  
**CAR'S THE STAR SHOW**  
**Sunday 15th July**  
**Heaves Hotel**  
**Levens**  
**11-00 am to 4-00 pm**

Welcome to the 12th 'Car's the Star Show to be held at the heaves Hotel, Levens Nr. Kendal As well as Classic Cars of all decades there will be Trade Stands, Children's Entertainments, Classic Motorbikes, demonstrations by South Lakeland Model Car Club, and several Owners Club Displays



**RSM MOTORSPORT**  
**BRAKE PAD**  
**CLEARANCE SALE**

We have a large selection of EBC brake pads to clear.  
*(Julie did send me a comprehensive list & prices BUT it is too big to put on here - so give her a call and chat over your requirements - Maurice)*

Due to the vast range of fitments it is not easy to list every car in detail, however a more comprehensive listing can be found by inserting the relevant part number on the EBC website at [www.ebcbrake.com](http://www.ebcbrake.com) or ring **Julie at RSM** on **01524 844066**

**Polyroof PK Memorial Rally.**  
**30th June / 1st July**

Regulations available to download at [www.balamotorclub.co.uk](http://www.balamotorclub.co.uk)

In a change from previous years the event will start and finish at Rhug Farm due to The Sportsmans Arms being closed.

The rally will run on maps 116 and 125 in pre-plot format with ample plotting time and no trickery.

The rally will run a small selection of special tests from around 9.45pm onwards before returning to Rhug for a small rest halt after petrol in the Corwen area. After the rest halt you will go out and do a 70 mile road rally to give you a total mileage of 120 miles

**Lancaster Motor Club**  
**Scatter Rally**



**June 21st**

**Start (7-30pm) & Finish (10pm ish)**

**Longlands Hotel,**

**Just off M6 Junc 35**

**97 / 511 713**

**7-30 for 8-00**

**All on Map 97**

**Need Romer, Pencil, Rubber**

**A Car & a torch might be useful**

**Contact : C.Paskin**

**Email : [cpaskin@btinternet.com](mailto:cpaskin@btinternet.com)**

**Tel. : 07528-704105**

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**100TH**

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 MOONRAKER // MIDLAND STAGES // SMC STAGES // LOOKOUT  
 BULLDOG // AGRO // CAERWENT // BHRC // PORTUGAL + MORE!

+ 750BHP QUATTRO S1 BUILD + 100 RALLY MEMORIES + 100 WRC RALLY STARTS

When I introduced my new girlfriend to my mates in the pub there were a few sniggers and my best mate Dave took me to one side. "You do know who she is don't you?" He said. "And what she used to be known as locally?" "No, what." I asked, confused. So he told me. I'm not gonna let it cloud my judgement though and I'm prepared to give her a chance. I mean. Knicking yo yos. It's hardly crime of the century.



## 2012 Tour Britannia 6-8 June

### Seven new venues

Ten venues, seven of them new to the event, feature on the definitive route for the eighth running of Tour Britannia, Britain's only classic race and rally tour, which runs from 6-8 June. With entries building well, and already past minimum levels, and contracts in place with venues, the event organisers are now in the final phase of planning for the 2012 event.

Once again, Tour Britannia has secured the use of several venues never before used for competitive motorsport. Meanwhile, the tour's first races at Croft will be a major new feature along with a welcome return to the glorious Cadwell Park circuit in Lincolnshire.

Scrutineering and documentation will be held at the event headquarters, the Rudding Park Hotel in Harrogate, during the afternoon of Wednesday 6 June. Once the formalities are complete, competitors will tackle a 0.75-mile special stage in the grounds of the hotel.

On Thursday 7 June the action starts straight away with a special stage in the grounds of Harrogate Showground before heading to a new venue, which is still under wraps.

Following races at Croft, the route takes in more new ground with special stages at Raby Castle, Aske Hall and Hipswell Moor before a re-run of the Harrogate Showground stage on the run-in back to the Rudding Park Hotel for the overnight halt.

The route for Friday 8 June is topped and tailed by two visits to the spectacular Harewood Hill Climb, with special stages that use some of the paddock area and access roads as well as the famous hillclimb course. In between the two Harewood stages, the crews head into Lincolnshire for a race at Cadwell Park, a special stage at another new venue, Newark Showground and at Blyton Park Driving Centre. The finish celebrations and awards ceremony will be back at the Rudding Park Hotel in Harrogate.

"I'm delighted with the final route for the 2012 event," said tour director Alec Poole. "We've condensed the event into two and a half days to make it even more cost effective for our competitors and I'm very pleased that we will be taking the event to a host of new venues as well as one or two old favourites."

## Turnbull Trophy Rally 2012 Tynemouth Motor Sport Club Ltd

is very pleased to announce for 2012 the return of the Turnbull Trophy Rally to Albemarle camp (Ouston Airfield). The last time this event ran and this venue used was in 2007.

This year's event will take place on **Sunday 24th June.**

There will be **8 stages covering approx 80 miles** using the runways and perimeter roads, for an entry fee of **£240.**

The event is a round of the following championships

AS Performance North of England Tarmac Championship

Scottish Tarmac Rally Championship Regulations and online entry are now available on the Tynemouth club website <http://www.tynemouthmotorclub.co.uk>

**The 'Welsh Marches Mini Epynt Stages'** continuing its Sponsorship with **APEX MOTOR PARTS**, and run by **Herefordshire Moto Club**, will take place on **Sunday June 10th 2012.**

Format as previous years

1 day Single Venue style Format

45 competitive miles

Route Notes £10 (but you can use your own)

No Recce

Past winners, and top 5 finishers not eligible for overall results, run in separate class

4wd ok to run and not penalised minimal chicanes but 30 second penalty for 'Abuse'!! (not 1 penalty last year!) £210 entry fee (same as last year)

Cars do need to be taxed this year, as per all Epynt rallies

Any questions, [mark@livelyracegraphics.co.uk](mailto:mark@livelyracegraphics.co.uk) upto date info <http://www.herefordshiremotorclub.co.uk>

Mark Lively - Mini Epynt Rally Director



**LANCASTER MOTOR CLUB**

## Autotest /PCA

## 10th June

Regs on line at

[www.lancastermotorclub.co.uk](http://www.lancastermotorclub.co.uk)

John Byram

07772-926246



## Dukeries Rally 9th June 2012

Organised By: **Dukeries MC**

HQ: Southwell Racecourse

Stages: Sherwood Forest

OS Maps: 120

Website: [www.dukeries-rally.co.uk](http://www.dukeries-rally.co.uk)

This is one of the oldest stage rallies in the UK which regularly attracts an entry of up to 150 cars.

The 53rd consecutive running of this event is again based in the Sherwood Forest area of Nottinghamshire. The Rally HQ is at Southwell Racecourse which provides spacious facilities and overnight camping. The event is easily accessible and with its mid-summer date it attracts a large spectator contingent.

**Entries Secretary:**

Joanne Smith

Tel: 01623 480410

[entries@dukeries-rally.co.uk](mailto:entries@dukeries-rally.co.uk)

**Chief Marshal:**

David Northcote

Tel: 07801 228049 (after 5pm)

[marshals@dukeries-rally.co.uk](mailto:marshals@dukeries-rally.co.uk)

## D & C Rallying Gareth Hall Memorial Rally 15th of July

A single Venue Rally held at **Trawsfynydd Ranges**, it forms a round of the ANWCC and The Trawsfynydd Stage Rally Championships and includes all the usual classes including a F1000 Class and a Road Rally Class. Once again the rally will also encompass the North Wales Escort Challenge. The rally offers around 22 miles of stages split into 3 loops of 4 stages with a 30 minute service between each loop for the cheapest stage rally entry fee in the UK of £135.00!

The rally will once again be kindly sponsored by Dorian and Carol Rees through their D & C Rallying car repair and preparation business. Regulations will be available in early June, please keep checking the website for further details.

[www.balamotorclub.co.uk/](http://www.balamotorclub.co.uk/)

## RALLY OF THE TESTS 8th-11th November

This years event run by the **Classic Rally Association** is now well on the way in planning and further information will be on the link below in the very near future.

The event will start with a prologue around Torquay on the Friday evening before a day of tests and regularities in Somerset and Devon followed by an evening section of time controls before overnight halt in Bristol, the next days action starts over in water in wales with test and regularities working up to a lunch halt at the Royal Welsh show-ground then onto Epynt for tests and regularities, over to Machynlleth for supper halt and then an interesting leg back to the overnight halt at Llandrindod Wells. the final day gets underway with a number of tests up through the middle of Wales to the Chester finish on Sunday afternoon.

In my role as clerk of the course with the able help of Antony Preston we think we have a great route planned and i would like to thank all those i have been in touch with for their help and guidance, going forward we are looking not only for competitors but, clubs and individuals who want to get involved marshalling on the event and i would ask in the first instance you contact me by e mail so we can get you involved in this returning classic event.

<http://www.classicrally.org.uk/>

## The Merrick Forest Stages Rally

has announced a major new sponsorship deal with leading Wigtownshire businessman Ian Broll.

It will allow the rally organisers to forge ahead with their plans for the **September 1st** event, which will be based in Wigtown for the third year running. Ian is already closely involved in the local rally scene through his association with the Port William crew of Fraser Wilson and co-driver Steven Broll.

The pair compete in a Group N Mitsubishi EVO 6 in the MSA Scottish Rally Championship of which the Merrick is the penultimate round.

"Ian's generous support will give us a firm footing for the year ahead", said Merrick Rally Manager Allan Marshall: "He's very enthusiastic and welcomed the chance to come on board and put his company name Ian Broll Joiners and Funeral Directors as our headline sponsor. During our discussions Ian stated that he likes to support local sport in the Wigtownshire area and his love of rallying made it an easy decision to back his local round of the SRC".

Ian Broll said: "It is indeed a pleasure and a privilege to be able to sponsor and support the Merrick Stages Rally. Along with my wife Fiona, we wish the organising committee all the very best for all their hard work that goes on behind the scenes".

## PRO-ART SIGNS SWANSEA BAY RALLY 2012

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

## September 23rd Stobart Rail Pendragon Stages Kirkby Lonsdale MC [www.klmc.org.uk](http://www.klmc.org.uk)

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

## GREYSTOKE 2012

IT'S GOING TO BE A GREAT EVENT  
The organising team from

### West Cumbria Motorsport Club

are delighted to announce that the 2012 P & R Benn Greystoke Stages Rally will again be running in Greystoke Forest near Penrith, Cumbria on **Sunday 8th July 2012.**

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

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

More news and updates will be posted on the event website,  
**[www.greystokestages.co.uk](http://www.greystokestages.co.uk)**  
regulations now available

## Warrington DMC JRT Enville Stages Rally at Ty Croes, Anglesey, North Wales on **Sunday 8th July 2012,**

The regs will be published in the coming weeks for further details keep checking our website at [www.warringtondmc.org](http://www.warringtondmc.org)

### The annual MCC Morecambe Rally will take place on

### 21st - 22nd July

The entire route will be on **map 97** taking in some classic and **challenging** roads, some that **havnt** been used for a number of years and in

**Usual Morecambe Rally style,** will include some **challenging** whites.

Regs available **shortley.**

For any **imidiata** info needed  
Please **dont** hesitate to contact me

Many thanks,

Danny Cowell **Clerke** of **Corse**,  
and the organising team.  
[stumpspeed@yahoo.co.uk](mailto:stumpspeed@yahoo.co.uk)  
079909944



# Acknowledgements

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

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

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

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

Terry Martin,	John Gorton,
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Paul Brereton 'the Barrow Taxi'	
Dan Hurst	DRH Photography
Jon Suter	JMS Photographic
Rachel Bourne	Bourne Photographic
Arron + Stuart + Lynn Newby of TEGSport,	

and last but not least, **Chairman / Secretary/ League Compiler / Individual Championship Compiler** - Les Fragle

The intention is to publish this Magazine on the last Thursday of each month.

It will be emailed to SD34MSG Delegates to distribute to their Club Members.

The Magazine would be better with **MORE reports from both Clubs and their members**

Please note the deadline for inclusion is the **Tuesday before that 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 etc. to

Maurice Ellison at : **sd34news@mail.com**

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

42nd  
**JIM CLARK RALLY 2012**  
1st - 3rd JUNE 2012



## Marshals Wanted

for the Mainland's only closed road rally

Contact:  
**Chief Marshal - Ian A Dixon**  
Email - rede30@talktalk.net  
Mob - 07798 881506  
Home - 0191 373 1872  
"A GREAT RALLY WEEKEND"

[www.jimclarkrally.com](http://www.jimclarkrally.com)

**G&PMC**

## Memorial Road Rally

### 9/10th June

with a route of approx 135 miles  
on maps 97,98, 102 & 103.

Supplementary Regulations available to download  
from club website [www.gpmc.org.uk](http://www.gpmc.org.uk)

**Marshals** : please contact  
Kris Coombes 07754 565687  
[Kris\\_coombes@hotmail.co.uk](mailto:Kris_coombes@hotmail.co.uk)



## 2300Club Ltd

### The Mullard Trophy Road/Historic Rally

## 29th Sept 2012

## Mullard Trophy Rally

The 2300 Club are pleased to announce that the next event that we will be organising is the Mullard Trophy Rally

This will be a Navigational Road Rally of between 120 to 150 miles. The route is yet to be finalised, but we can tell you the following details:

- Date: 29th September
- Start: 10:00am Bay Horse Pub, Skipton
- Finish: 17:00 (approx) Bay Horse Pub, Skipton
- Maps reqd: OS sheets 97-98-102-103-104

Food will be available at start (Bacon Butties) and finish (Bar Meals)

Lunch halt Pie and Peas available, plus bar facilities.

To register interest in this, please send an email to:  
[Ian.Grindrod@2300club.org](mailto:Ian.Grindrod@2300club.org)