

# spotlight



Richard & Mike Batey - Manx National Rally

**June**  
**2013**



**Motor Sport Group**

**available on line at [sd34msg.org.uk](http://sd34msg.org.uk)**

*Volume 03 : Issue 06 : June 2013 : maurice ellison*

# Chairmans Chat

Through May we had events covering the whole spread of championship disciplines so the championship positions have moved on significantly. In June apart from the Memorial Rally the month will be dominated by non race/rally events.

Early in May I was involved, far more than I anticipated, in an event organised to commemorate a hillclimb event which took place 100 years ago on Waddington Fell. See inside for the full story.

On 9<sup>th</sup> June **Myerscough College** is having another major show which will include motorsport activities and this will give our clubs the opportunity to promote their club and attract new members. Don't miss this opportunity, see more details within.

## SD34 MSG Meeting Highlights Meeting 15th May 2013

Finally the last two clubs with overdue subscriptions paid up.

A cheque had been received from **Lookers Citroen**, our new supporters, for which the meeting expressed their thanks.

**The Kick Energy Derbyshire Road Rally** has moved from the 6/7<sup>th</sup> April to 6/7<sup>th</sup> July.

A major event (with 20,00 visitors) is to be held at **Myerscough College** on 9<sup>th</sup> June which will include motorsport activities. CDMC is to run an autotest, PCA and tester events and clubs are welcome to have a stand which would be an excellent opportunity to promote their club and motorsport in the North West.

A **Fire Training** session will be held at Accrington Cricket Ground on 9<sup>th</sup> August.

If we didn't have enough events to worry about with regards to route clashes, next year we will also have to cope with part of the Tour de France being run in Yorkshire !

The next **ANCC** meeting will be on 8<sup>th</sup> July with the new MSA CEO in attendance and the next **ANWCC** meeting will be in August.

It was with great regret to announce the death of **Sharon Stansfield**, a popular competitor known by many, who lost her fight with cancer, she will be sadly missed.

The **Wales Rally GB** will be centred in North Wales at last and lots of marshals and radio crews will be required. Please contact Bill Wilmer, **THE Staffing Officer**, if you are interested. ([bill.wilmer@wrgb.co.uk](mailto:bill.wilmer@wrgb.co.uk)) CDMC have run 4 of the 6 table top rallies run to date so it would be good if other clubs could share the load.

**The next meeting will be held on Wednesday 17<sup>th</sup> July**



Best regards,  
**Les Fragle,**

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

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Please note that Alan Shaw has a NEW email address : [shawalan.555@btinternet.com](mailto:shawalan.555@btinternet.com)





# SD34MSG - Member Clubs & contact details



## Accrington MSC

Contact : David Barratt  
Email : david.pbarratt@tiscali.co.uk  
Tel. : 01254-384127  
Website : www.accrington-msc.org

## Manx AS

Contact : Mark Quayle  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.manxautosport.org



## Bolton-le-Moors MC

Contact : Peter Sharples  
Email : p.sharples650@btinternet.com  
Tel. : 01772-626116  
Website : www.bolton-le-moorscarclub.co.uk



## Motorsport (NW) Ltd

Contact : Mark Wilkinson  
Email : secretary@nwstages.co.uk  
Tel. : 07878-657580  
Website : www.nwstages.co.uk  
(Details of Member Clubs of Motorsport (NW) on pg 4)



## Bury AC

Contact : Matthew Field  
Email : matthew@buryautoclub.co.uk  
Tel. : 01772-465716



## CSMA (NW)

Contact : Steve Johnson  
Email : steve.johnson@csmaclub.org  
Tel. : 01254-392663  
: 07718 051 882



## Mull CC

Contact : Chris Woodcock  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.mullcarclub.co.uk

## Pendle & DMC

Contact : Ray Duckworth  
Email : raymond.duckworth@btinternet.com  
Tel. : 01282-812551  
Website : www.pendledistrictmc.co.uk



## Clitheroe & DMC

Contact : Terry Martin  
Email : terrymartin01@aol.com  
Tel. : 01254-249796  
: 07816-184539  
Website : www.cdmconline.com



## Fylde MSC

Contact : David Grady  
Email : abandito@hotmail.com  
Tel. : 07957-642855  
Website : www.fyldemotorsportclub.co.uk



## U17MC-NW

Contact : Steve Johnson  
Email : steve.johnson@csmaclub.org  
Tel. : 07718 051 882  
Website :

## Stockport061MC

Contact : Mark Wilkinson  
Email : mark@stockport061.co.uk  
Tel. : 07879-657580  
Website : www.stockport061.co.uk



## Garstang & Preston MC

Contact : Margaret Duckworth  
Email : margaret.duckworth42@btinternet.com  
Tel. : 01772-700823  
Website : www.gpmc.co.uk



## Wallasey MC

Contact : Tony King  
Email : tony\_king@msn.com  
Tel. : 07989-616546  
Website : www.wallaseymc.com



## High Moor MC

Contact : Gary Heslop  
Email : gary.heslop@btinternet.com  
Tel. : 0161-6430151  
: 07973-816965  
Website : www.hmmc.co.uk



## Warrington & DMC

Contact : George Jennings  
Email : gajennings@sky.com  
Tel. :  
Website : www.warringtondmc.org



## Lancs & Cheshire CC

Contact : David Bailey  
Email : david364bailey@btinternet.com  
Tel. : 0161-2919065  
Website : www.lancashireandcheshirecarclub.co.uk



## Wigan & DMC

Contact : Tony Lynch  
Email : rallycrosser790@aol.com  
Tel. :  
Website : www.wiganmotorclub.org.uk



## Lightning MSC

Contact : Andy Rhodes  
Email : andy.rhodes@btinternet.com  
Tel. : 0800 781 2167

## 2300 Club

Contact : Neil Molyneux  
Email : 2300@fcs-uk.com  
Website : www.2300club.org





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



## Comprising the following Clubs



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



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



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



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



**Fylde Motor Sport Club**  
www.fyldemotorsportclub.co.uk



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



**Stockport 061 Motor Club**  
www.stockport061.co.uk



**Warrington & District Motor Club**  
www.warringtondmc.org



**Wallasey Motor Club**  
www.wallaseymc.com

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

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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

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**Send to : Maurice Ellison**

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



# WALLASEY MC

The Club Meets at 9-00pm  
Every Monday

Port Sunlight Village Social Club  
Bridge St, Port Sunlight CH62 4UP



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

## Garstang & Preston MC

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



## Bolton-le-Moors MC

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



## WARRINGTON & DMC



Warrington & District Motor Club  
Meet Every Monday

"The Antrobus Arms" on the A559,  
8-30pm

between Warrington & Northwich. CW9 6JD.



## STOCKPORT 061 MC

The Club Meets at 8pm onwards  
Every Thursday  
Please note

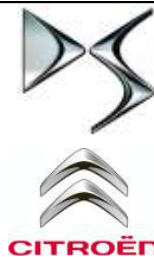
that back by popular demand weekly Thursday  
meetings. at **Rising Sun, Hazel Grove.**  
The 4th Thurs of the month is an 'Away' event

### June Club Nights

- June 6, 2013 – 061 Road Rally De-Brief  
8:30 pm, Club Night
- June 13, 2013 – Committee Meeting  
8:30 pm, Club Night
- June 20, 2013 – Noggin & Natter  
8:30 pm, Club Night
- June 27, 2013 – Karting  
7:00 pm, Club Night

## Lookers Citroen in Preston

Supporting SD34MSG and  
motor sport in the North West.



## Lancashire & Cheshire Car Club



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

### 2013 Calendar of L&CCC Events for 2013

- 13 June : Team Trivial Pursuits
- July : Treasure Hunt (date tbc)
- 8 August : Noggin n Natter
- 30/1 Sept : Ty Croes Weekend Sprints  
[www.ty-croes.com](http://www.ty-croes.com)
- 12 Sept : Indoor Autotest (tbc)
- 29 Sept : Chairman's Challenge Autotest  
at Demon Tweeks, Wrexham
- 10 Oct : Tranter's Teasers  
Quiz games for a laugh!
- 14 Nov : Ian Harwood Inter-Club Quiz
- 12 Dec : AGM & Social

## Fylde MSC

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



We have received official notification  
that the Opposite Lock Rally for 2013  
will not be taking place at Manby due to  
its conversion back to Agricultural Land  
sooner than expected. They are cur-  
rently looking for another suitable venue



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



# CLITHEROE & DMC

The Club Meets at 8-30pm  
**Every Tuesday**  
 at Waddington Sports & Social Club  
 Waddington, Nr Clitheroe  
 M/R 103 731 437

## What happened in May

### Tuesday 7th May

#### Maurice Ellison

If you ever wanted to be bored to death then this was your opportunity. God does he witter away about nothing forever and a day. Knows nowt about owt and an arse to boot.

But I actually enjoyed the experience but doubt that I will take it up as a regular position - leave it to the experts like Mal Graham - Moz

### Tuesday 21st May

#### The Month in Review

*(What Members have been up to in the past month)*

#### 061 Altratech Road Rally

**Allan Barnes** gave a run down of the event complete with the good and bad points. Much has been said on BRF about the over complex navigation. Alan & his driver were OTL at the Final Control.

**Paul Buckel & Steve Butler** (suffering with a heavy cold) managed to finish but found the going tough. Poor **Dave (Ticker) Whittaker** had secured a Nav via BRF who was travelling up from Wales. As Dave was going through scrutineering he got a text from this Nav saying that he couldn't make it. CDMC Members scoured the start venue and eventually found him a local lad prepared to do the job - finished 26th O/A

**Andy Ritchie & Maurice Ellison** were not enjoying themselves so did not book into MTC2 and went home. CDMC had a shed full of **Marshals** out on this event and all with some interesting tales to tell

#### Manx National

**Ross Miller and Steve Butler** did the Manx but had to retire on the Saturday after breaking a drive shaft. They had a poor Friday night but were pulling it back together when the shaft broke. Thoroughly enjoyed themselves up until then

**Heidi Woodcock** was stuck in the Control Tower for the whole event keeping the Rally on track & time

**Arron Newby** split the Bag Tank & retired whilst in 4th position O/A

**Paula Swinscoes** driver had an accident in the MG

**Maurice Ellison & Paul Moon** were roving Marshals and managed to fit in 6 stages plus a bit of spectating on Ramsey Harbour

#### Berwick Classic

**Paul Brereton & Maurice Ellison** did the Berwick Classic and were chuffed to bits to get 17th O/A (only their 3rd Classic Rally and learning fast)

Next outing The Lakeland Classic in July

## Forthcoming CDMC Clubnights

### The second Tuesday of each month is Committee night.

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinion.

Why not come along - you might actually like it

### Tuesday 25th June

#### Malc Graham

**Needs no introduction**  
**A night not to be missed**



### Tuesday 2nd July

#### Grass Autotest

### Tuesday 16th July

#### Walking Treasure Hunt

### Tuesday 23rd July

#### Summer (?) BBQ



# Awards Night

**Thursday 18<sup>th</sup> April** was the date of Stockport 061's Annual General Meeting and Awards Presentation. The evening commenced with the AGM reviewing the previous year's business matters and welcoming the new Committee – with this year we welcome 2 new members joining.

A short beer break was then followed by a lovely hot & cold buffet, which went down very well by all that attended.

We then enjoyed the presentation of the awards for 2012 congratulating James Weaver in his MG ZR winning the Overall Stage Rally Driver, Steve Hallmark winning the Overall Stage Rally Co-Driver, Steve Chamberlain winning the 1<sup>st</sup> Multi-Use Stage Rally Driver and Martin Payne the Co-Driver and then Dave & John Coulson winning the Multi Venue Stage Rally Driver and Co-Driver. In the Road Rally Championship, it was Duncan Dewhurst winning the Overall Driver and Nigel Wright winning the Navigator. In the marshal championship, it was Mark Wilkinson that won the Overall trophy on 274 points, closely followed by Ken Wilkinson on 270 points; with Sarah-Jane Dunhill winning the Central Tyres Trophy for 1<sup>st</sup> Novice Marshal on 140 points.



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# Spotlight on Alex Laffey

**Born :** Dundee, Scotland in 1990

**Now live :** after living in Scotland till I was ten and then my family moved to Market Harborough, Leicestershire

**Married :** Single

**Motor clubs :** Whickham & District Motor Club

**How did you get involved in motorsport :** Watching Rallying on TV for years. Mainly WRC stuff. After going to Wales Rally GB and spectating in person, I knew I wanted to try it, A family friend knew a car I could rent to try on a rally. That put the wheels in motion. After renting a car and doing my first event I was happy to finish and not be last like i expected to be. That was me hooked after that.

**1st car was :** first car was Ford focus

**1st comp car :** a lovely little red and silver Fiesta ST which my navigator at the time decided to name Stacy and it stuck

**Favourite car :** road car is a 1969 Dodge charger and my favorite rally car is the Lancia Delta S4 and the 08 Ford Focus WRC which is the reason why I got a focus for my first road car.

**Other rally cars :** after the ST, I got a fiesta R2 now I have just moved to the fiesta S2000

**First event :** Pendragon Stages 2009

**Most Frightening moment :** sliding towards the edge of a cliff face on very icy Malcolm Wilson rally the ice was so bad the wheels stopped and so did the engine, I was frantically trying to turn the car back on and get the car point the right direction again before we went off lucky stopped just shy of the cliff and got her going again.

**Biggest accident :** Ulster International rally was running third in the fiesta left the road on the limiter straight into a huge rock the rest is a blur to me. that car was totally destroyed.

**Best event :** any of the Otterburn rallies they have some amazing roads up there I enjoy going there every time and I have had some really good results there.

**Rally Hero :** Like most in the UK Colin McRae, but also Marcus Gronholm I really loved watching him in the focus WRC.

**Funniest moments :** up at Otterburn on the rally one of my friend who was spectating decided he would moon me while also waving me on to go faster, trying to contain my laughter through the flat out section of road to the finish was pretty hard. but as soon as I crossed the line I couldn't stop laughing.

**Biggest Influence :** My dad he was the one who pushed me to try rallying and he is always trying to push me to go faster and aim higher. He always tries to make it to events to support me.

**Biggest regret :** I think I moved up to the BRC a Year to soon. I should have staying in the BRC challenge in my first year in the Fiesta R2.

**Most help from :** probably CA1 sport they are always trying to help and make me see my potential, they push me a lot to try new things and push my pace more and more.

**If you were starting again what would you do different :**

I would like to think I took most steps right but I wish I had had a more experienced co driver from the start. They really help push your driving further.

**Ambitions for the future :** I really want to start doing more overseas and ERC level events

**Championships :** I have done the BRC Challenge, and the BRC in the past now I am doing the MSA asphalt Championship.

**Advice to newcomers to the sport :** Well I would recommend one make series they often provide the best way to climb the ladder in the motorsport world. but main i would say if you are new, you need to get a experience Co-driver they will help you build your speed.





# SD34MSG 2013 Calendar

<u>Date</u>	Type	League Club	Title	Venue - Notes
15-Jun	Road Rally	Yes Garstang & Preston MC	Memorial Road Rally	Lancashire
16-Jun	PCA	Yes Bolton-le-Moors CC	Bolton June PCA	TBA
16-Jun	Autosolo	Yes Bolton-le-Moors CC	Bolton June Autosolo	TBA
16-Jun	Autotest	Yes Bolton-le-Moors CC	Bolton June Autotest	TBA
23-Jun	PCA	Yes Accrington MSC	PCA 2	Lymm Services
23-Jun	Autosolo	Yes CSMA NW	Autosolo 3	Lymm Services
23-Jun	Autotest	Yes CSMA NW	Autotest 2	Lymm Services
30-Jun	Autotest	No Knutsford	Tim Sargeant Memorial Autotest	Wrexham, Cheshire
7-Jul	Sprint	Yes Mull Car Club	Gravel Sprint	Isle of Mull
7-Jul	Stage Rally	Yes Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
13-Jul	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
14-Jul	PCA	Yes Under 17 MC NW	PCA 2	Blackburn Services, M65 Jt 4
14-Jul	Autosolo	Yes Under 17 MC NW	Autosolo 2	Blackburn Services, M65 Jt 4
14-Jul	Autotest	Yes CSMA NW	Autotest 3	Blackburn Services, M65 Jt 4
01+02-Nov	Stage Rally	Yes Manx Auto Sport	Poker Stars Stages	Isle of Man
21-Jul	Road Rally	No Morecambe CC	Morecambe Rally	Lancashire/Cumbria
3-Aug	Sprint	Yes ? LAC	3 Sisters Sprint	3 Sisters, Wigan
18-Aug	Hillclimb	Yes Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
24-Aug	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
25-Aug	PCA	Yes Accrington MSC	Summer PCA	Lymm Services
25-Aug	Autosolo	Yes Accrington MSC	Summer Autosolo	Blackburn Services
25-Aug	Autotest	Yes CSMA NW	Summer Autotest	Blackburn Services
31-Aug	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
1-Sep	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
08+09-Sep	Stage Rally	Yes Wallasey MC	Promenade Stages	New Brighton Promenade
8-Sep	Road Rally	No Spadeadam MC	Countdown Navigation Rally	
15-Sep	PCA	Yes Bolton-le-Moors CC	Bolton September PCA	Camelot Theme Park, Lancashire
15-Sep	Autosolo	Yes Bolton-le-Moors CC	Bolton September Autosolo	Camelot Theme Park, Lancashire
21 Sept	Road Rally	No Hexham & District MC	John Robson Navigation Rally	Northumberland
28-Sep	Road Rally	Yes Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
29-Sep	Autotest	Yes Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham
29-Sep	Stage Rally	Yes PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool
11-13-Oct	Stage Rally	Yes Mull Car Club	Mull Rally	Isle of Mull
13-Oct	PCA	Yes Bolton-le-Moors CC	Bolton October PCA	Camelot Theme Park, Lancs
13-Oct	Autosolo	Yes Bolton-le-Moors CC	Bolton October Autosolo	Camelot Theme Park, Lancs
13-Oct	Stage Rally	Yes Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
19-Oct	Road Rally	Yes Bolton-le-Moors CC	Bolton Road Rally	
20-Oct	Autosolo	No Knutsford	Autosolo	
20-Oct	Autotest	No Knutsford	Autotest	
23-Nov	Stage Rally	Yes Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
23-Nov	Stage Rally	Yes Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes Accrington MSC	Winter PCA	Lymm Services
8-Dec	Autosolo	Yes Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

# 2013 SD34MSG Championship Rounds at a Glance

## SD34MSG Stage Rally Championship

Date	Event	Club
<b>July</b>		
7th	Envile Stages	WarringtonDMC
<b>September</b>		
08/09	Promenade Stages	Wallesey MC
29th	Heroes Stages	PDMC & GPMC
<b>October</b>		
11-13	Mull	Mull CC
13th	Adgespeed Stages	Wigan & DMC
<b>November</b>		
8/9th	Poker Stars Stages	IOMAS
23rd	Neil Howard Memorial Stages	BLMCC
23rd	Hall Trophy Stages Rally	CDMC

## SD34MSG None Race/None Rally

Date	Event	Club
<b>June</b>		
16th	PCA / AS / AT	BLMCC
23th	PCA	Accrington MSC
23th	AS / AT	CSMA NW
<b>July</b>		
13th	AS	U17Club NW
14th	PCA / AS	U17Club NW
14th	AT	CSMA NW
<b>August</b>		
3rd	Sprint	LAC
18th	Hillclimb	Pendle
24th	PCA	U17Club NW
25th	PCA / AS	Accrington MSC
25th	AT	CSMA NW
31th	Sprint	L&CCC
<b>September</b>		
1st	Sprint	L&CCC
15th	AS / PCA	BLMCC
29th	AT	L&CCC
<b>October</b>		
13th	PCA / AS	BLMCC
20th	PCA	Knutsford MC
<b>December</b>		
7th	PCA	U17Club NW
8th	PCA / AS	Accrington MSC
8th	AT	CSMA NW

## SD34MSG Junior Championship

Date	Event	Club
<b>June</b>		
16th	PCA	BLMCC
23rd	PCA	CSMA (NW)
<b>July</b>		
13th	PCA	U17Club NW
14th	PCA	U17Club NW
<b>August</b>		
25th	PCA	U17Club NW
26th	PCA	Accrington MSC
<b>September</b>		
15th	PCA	BLMCC
<b>October</b>		
13th	PCA	BLMCC
20th	PCA	Knutsford MC
<b>December</b>		
7th	PCA	U17Club NW
8th	PCA	Accrington MSC

## SD34MSG Road Rally

Date	Event	Club
<b>June</b>		
15/16	Memorial Rally	GPMC
<b>July</b>		
6/7	Kick Energy Rally	MMC
21/22 (?)	Morecambe Rally	Morecambe CC
<b>September</b>		
08/09	Countdown	Spadeadam MC
28/29	Clitheronian	CDMC
<b>October</b>		
20/21 (?)	Bolton Rally	Bolton LMCC
<b>November</b>		
15th	John Robson	Hexham DMC

## SD34MSG Marshals Championship

All SD34MSG Member Club Events  
See SD34MSG Calendar for Dates (Page 9)



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# 2013 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

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

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

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

**None Race** A = saloon cars up to 13ft long and up to and including 1400cc.

**/None Rally** 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.

# 2013 Championship Tables

## Road Rally Championship

O/A	Driver	pts	Club
1	Pete Tyson	10	CDMC
2	Andy Ritchy	9	CDMC
3	Tony Harrison	9	CDMC
4	Pete Jagger	8	BLMCC
5	Paul Buckel	7	CDMC
6	Derek Long	0	BAC
7			
8			

O/A	Navigator	pts	Club
1	Neil Harrison	10	CDMC
2	Maurice Ellison	9	CDMC
3	Paul Taylor	9	CDMC
4	Chris Williams	8	CDMC
5	Steve Butler	7	CDMC
6	Mark Shepherd	6	G&PMC
7	Andrew Long	0	BAC
8			

## Junior Championship

O/A	Competitor	pts	Club
1.			
2.			
3.			
4.			
5.			

## Stage Rally Championship

O/A	Driver	pts	Class	Club
1	Arron Newby	82	C	CDMC
2	Phill Jennings	81	C	WaDMC
3	Graham Chesters	54	B	G&PMC
=4	Phil Merrills	53	C	S061MC
=4	Steve Johnson	53	A	U17MC
6	Hazel Johnson	52	A	U17MC
=7	Danny Brown	27	A	U17MC
=7	John Gorton	27	C	CDMC
=9	Jim McDowall	26	B	Mull MC
=9	Michael Judson	26	C	CDMC
11	Keith Dowthwaite	0	C	Wall

O/A	Co-Driver	pts	Class	Club
1	George Jennings	81	C	WaDMC
2	Steve Butler	80	A	CDMC
3	Steve Coombes	54	C	G&PMC
4	Jason McTear	53	C	CDMC
=5	Gary Heslop	27	D	HMMC
=5	Darren Riley	27	A	U17MC
=5	Mark Shepherd	27		G&PMC
= 8	Ian Rayner	26	B	CDMC
= 8	Paul Blanchard	26	C	CDMC
= 8	David Barrett	26	A	AMSC
=11	Chris Melling	0	D	Lightn
=11	Alan Barnes	0	B	G&PMC
=11	Tony King	0	C	Wall

## Individual Championship

O/A	Competitor	Q	pts	Club
1.	Steve Johnson	Y	40	U17MC
2.	Hazel Johnson	Y	34	U17MC
3.	Steve Price	Y	33	BLMCC
4.	Steve Butler	Y	29	CDMC
5.	Matt Faulkner	Y	20	U17MC
6.	Dave Barratt	Y	18	AMSC
7.	Daniel Barker	N	37	U17MC
8.	Simon Robinson	N	35	U17MC
9.	David Robinson	N	30	U17MC
=10.	George Jennings	N	29	WarDMC
=10.	Phillip Jennings	N	29	WarDMC
12.	Arron Newby	N	20	CDMC
=13.	Phil Merrills	N	19	S061MC
=13.	Stephen Lewis	N	19	CDMC
15.	Jason McTear	N	18	CDMC
16	Stephen Kennell	N	16	CDMC

## Non Race/Rally Championship

O/A	Competitor	pts	Club
1.	Simon Robinson	40.94	U17MC
2.	David Robinson	31.03	U17MC
3.	Steve Price	28.12	BLMCC
4.	Steve Johnson	22.68	U17MC
5.	Matt Faulkner	20.44	U17MC
6.	Steve Lewis	19.71	CDMC
7.	Steve Kennell	19.69	CDMC
8.	Hazel Johnson	18.75	U17Mc
=9.	Ian Bruce	10.00	BLMCC
=9.	David Goodlad	10.00	BLMCC
11.	Daniel Barker	9.59	AMSC
12.	Angela Jones	9.52	U17MC

**Marshals Championship Table** - See page 13  
**SD34MSG Inter Club League** - See Page 14



# 2013 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last Updated  
16th May 2013*

### Accrington MSC

David Barratt 20

### Bolton-le-Moors MC

<b>Chris Fletcher</b>	<b>30</b>	Steve Price	20
Peter Sharples	20	James Swallow	20
Ian Perrot	10	Ian Harcourt	10
James Sharples	10	Julie Sharples	10
John Richardson	10	Hannah Speakes	10
Chris Beamish	10	Jack Mather	10
Eric Wilcockson	10	Steve Crawley	10
Alex Brown	10		

### Bury AC

### Clitheroe & DMC

<b>Maurice Ellison</b>	<b>30</b>	<b>Paul Moon</b>	<b>30</b>
Matt Kiziuk	20	Gav Holmes	10
Paul Buckle	10	Simon Boardman	10
John Gorton	10	Steve Butler	10

### CSMA (NW)

Eve Fisher	20	Graham Bray	20
------------	----	-------------	----

### Fylde MSC

### Garstang & Preston MC

<b>Les Fragle</b>	<b>40</b>	Steve Hudson	10
Steve Kenyon	10	A.Benson	10
Margaret Duckworth	10	J.Raynor	10
D.Nolan	10	J.Bleakley	10
K.Coombes	10	G.Chesters	10
S.Coombes	10	M.Shepherd	10
P.Hackson	10	A.Jackson	10

### High Moor MC

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

### Lancs & Cheshire MC

### Manx AC

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

<b>Alan Shaw</b>	<b>30</b>	Andrew Brown	20
Ian Brown	20	Ray Duckworth	10
Peter Wright	10	James Wright	10
Steve Dixon	10	Mick Tomlinson	10
Chris Andrews	10	Rod Brereton	10

### Stockport 061

<b>Mark Wilkinson</b>	<b>40</b>	<b>Ken Wilkinson</b>	<b>40</b>
<b>Steph Wilkinson</b>	<b>30</b>	<b>Andy Chambers</b>	<b>30</b>
<b>Phil Hesketh</b>	<b>30</b>	<b>Sarah-Jane Dunhill</b>	<b>30</b>
<b>Daniel Chambers</b>	<b>30</b>	<b>William Kelly</b>	<b>30</b>
<b>Julian Russell</b>	<b>30</b>	<b>Rob Yates</b>	<b>30</b>
Alan Ogden	20	Rick Elkin	20
Andy Turner	20	Matthew Turner	20
Daryl Evans	20	Keith Miles	20
Chris Miles	20	Geoff Callaghan	20
Terry Andrews	10	John Coulson	10
Natalie Payne	10	Sarah Payne	10
Richard Chambers	10		

### U17Club NW

### Wallasey MC

### Warrington & DMC

<b>William O'Brien</b>	<b>30</b>	<b>Denise Burns</b>	<b>30</b>
<b>Robbie O'Brien</b>	<b>30</b>	<b>Mark Carter</b>	<b>30</b>
<b>Allan Burns</b>	<b>30</b>	<b>Chris Wellburn</b>	<b>30</b>
Ann McCormack	20	Jo Mackman	20
Dave Read	20	Steve Prince	20
Colin Cresswell	10	Ian Heywood	10
Colin Burgess	10	Mike Spears	10
Stuart Deeley	10	June Deeley	10

### Wigan MC

Lance Rawlinson	20	Alan Bibby	10
-----------------	----	------------	----

### 2300



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Steve and don't forget to mention that you've  
seen us in the SD34 magazine for a further dis-  
count against your next van or car.

**Matt Kiziuk**

## SD34MSG Inter Club League

Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	407	1	1
Warrington & DMC	319	2	3
Stockport061	295	3	4
Clitheroe & DMC	264	4	5
Wallasey MC	140	5	6
Accrington MSC	105	6	8
CSMA (NW)	33	7	14
Division B		Position	
Club	Points	Div	O/A
Lancs & Cheshire CC	131	1	7
Wigan MC	83	2	9
Garstang & Preston MC	70	=3	=10
Manx AS	70	=3	=10
High Moor MC	46	5	12
Pendle & DMC	20	6	13
Mull CC	19	7	15
Division C		Position	
Club	Points	Div	O/A
U17MC-NW	369	1	2
Fylde MSC	15	2	15
Bury AC	0	=3	=17
2300	0	=3	=17
Lightning MSC	0	=3	=17
Motorsport NW Ltd	0	=3	=17



This was our first attempt at the Altratech, we gave it a miss last year because the Whites wouldn't have suited the Clio at all. The 205 copes so much better on the rough stuff and given it is a round of the SD34 championship and has a good reputation we decided to give it a go. The Regulations had a sample of the navigation we could expect on the night, it was all to be done off printed maps supplied at the start. I got it in to my head that this would mean it was preplot and it was only with a few days to go I read a bit closer and realised it was actually run as a Navigational Event. On that basis I thought it might be a good idea to check the sample navigation, couldn't be too hard could it?... erm... it was!!... It was very confusing actually, I hoped it would be better on the night.

For some reason 061 have a slightly different way of forming classes to most events and we were back running as Novices and seeded fairly low at 47 out of the healthy 60 Car entry, which I found a little odd. I decided it was because we hadn't done the event before so they give better places to those returning. There was a really good atmosphere at the start, scrutineering and documentation were slick and well organised the venue, Altratech's valve factory in Buxton was well equipped for our needs.

The Clerk of the course also took time to explain to me and a couple of others who asked how the navigation worked. There were a few tricks I wasn't used too, the 'London Maps' system had numbers scattered around randomly on them, some sections were to be set by following these numbers, but not in numerical order, also some of the numbers were decoys and not used. Other sections were on tulips, except not all the roads were shown, if a white wasn't to be used it didn't appear on the tulip, the same went for Herringbones. Tulips were numbered, but arranged out of order with gaps in the number sequence. It sounded logical enough, but I still couldn't get the example to work.... The timing also promised to be tricky too, being a navigational, they were running some regularity sections with secret IRTC's, penalties would apply for early arrival with no waiting outside controls. You could however ask for your minute at the end of an regularity section, but not at an IRTC... confused?... many of us were!

Running 47 meant we had a fair wait to get going, but we kicked off just after midnight with two special tests around the perimeter of the start venue, the first was a bit of a mess for us. The 205 is on a single carb and it suffers fuel surge sometimes on sharp bends, it did it with a vengeance this time and bogged down badly giving us a time of 38 seconds. The second run was better a full 4 seconds quicker a respectable time given the 1.4 Engine in the Pug.

It was a short run out to the first section then into the real event. The first section looked very much like the practice one, (in fact I think it was the same but I still can't figure out the practice nav!) and it was bit of a struggle, I had a fair idea where we were supposed to go, but there were a number of Cars around us that had other ideas. After a bit of puzzling we managed to find the end the first IRTC without actually going off the route, but dropped 3.10 in the process.

The next bit caught us out by being easier than expected and we booked in a minute early. Two more sections packed with code boards and with tricky tulips went well enough with no time dropped (or gained!) and brought us to the start of the Black Harry quarry complex near Stoney Middleton, a local delight which we hadn't had experience of before. There was a nasty little trick right at the start with this, a NAM about fifty yards into the section with a code board followed another fifty yards latter by a passage control. Lots of crews were caught out as they charged off into the section before reading the instructions, only to realise they had missed the NAM.



**Steve & Ian Mitchell**



**Alex Green / Alan Barnes**

We were lucky (or more switched on???) and realised just in time to turn sharp left into the NAM and pick up the board, just as the car in front of us came back head on at us having doubled back. The rest of the Black Harry section was very tricky for us, the navigation around the Whites wasn't easy and we wrong slotted up a blind alley looking for another NAM a penalty of 6.35 was the price but at least we had all the code boards. The next section was a Herringbone we waited at the start and watched the car in front (car 49 Storer/Fenton) as they set off after a quarter of a mile they slotted left, giving us a pointer as to where to go. Come our minute the instructions came through the window and Steve shot off after car 49 as I got to grips with the Herringbone, except something didn't stack up and it took me a few minutes to realise the left slot was wrong!. We doubled back just as car 49 reappeared!, then had a cracking run around the yellows to the next IRTC, just squeaking in our minute just behind Car 49 again!. We later realised the wrong slot had done us a favour, loads of crews had been caught out here and booked in early, some so early they incurred a fail for breaking the dreaded three quarter rule. The final section before the petrol halt had a confusing divert for a White which was too rough, the handout was wrong but we followed everybody else and ended up in the right place at roughly the right time too, though we did drop a couple of minutes dropping down a really rough white (god knows what the original one was like!).

The second half started with a cracking run up the Goyt Valley, the mist hampering our progress somewhat, but we pushed on and just dropped a minute, though the mist caught us out, as we later found we were penalised for missing a code board, I never noticed it on the timecard at the time though. The next section had a ridiculously rutted White near Dove Head, dropping us a minute with another minute going on the next section. The short section from S16 to ITRC17 was tight with a Herringbone and three code boards to contend with and we lost 3.17. A couple more minutes went by on some more rough sections before we arrived back at the Black Harry Quarry complex. This was the final fling of the event and started with a very steep rough white, blocked by a dead Peugeot and rock fall from a hole on the wall, (I don't think the two were linked!). We just squeezed past and scrambled up through the ruts, doing our best to follow the vague instructions, arrows and other Cars around the rough roads of the quarry. Frustratingly we lost the last code-board of the event somewhere in the darkness, dust and mist and dropped a further 4.25 a fair proportion of it due to the blockage early on.

It was steady run back to the finish venue the Waterloo Pub near Buxton for an excellent Breakfast. the event had been a struggle for us, the navigation instructions were tricky to follow and we never really seemed to get into a rhythm, I wasn't expecting much of a result. A few discussions with other competitors had us wondering though, a rumour was buzzing about that a lot of people had really struggled, a number of the front runners had fallen foul of the tricky NAM at Black Harry and others had collected big early penalties and fails for missing controls. Early results however looked pretty good for us, the first half had us in a top twenty position, though the two missed codeboards in the second half took us down to 23rd overall and third in class. We narrowly missed the award for beating the seeding, that went to our friends in car 49 who finished a very creditable 14th and won the class.

The event has caused something of a storm in Road Rally circles, the top five retired, some through mechanical issues, but others along with a number of other crews gave up as they were simply not enjoying it. I do wonder however what a Rally organiser has to do these days, our last outing on the Illuminations ended well for us, but again with a lot of disquiet but that time for the opposite reason as it proved to be too easy. The main argument with the 061 seems to centre around the navigation instructions, I've sent these out to a number of navigators to get their opinions, they have come back varying from tricky to downright impossible. I've been through them again myself and to be fair they do work, but missing the unused whites and the gaps in the numbering system were confusing on the night. Let's all collectively move on then, next up is the G&P Memorial, hopefully the balance will be right and we all have a good event.





It has to be said that I was really looking forward to the **Altratech 061**. Having done the event several times now and always enjoyed it despite not finish for the last three years; I came away from this year's event slightly numb.

I took the previous week of work (a) to get my days in and (b) to carry out some work on the car which all went fine.

Saturday arrived and for once I didn't have to do anything to the car so I could just relax although I had started to come down with a cold. Picked Steve up around 6:00pm and off we went

Talking to Steve on the way down it was evident that he also was suffering from a cold and it was a real stinker, he was all blocked up with a cold and a banging headache. Not what you need when facing a night on the left side of the car.

We got through noise and scrutineering with no problem, parked up, signed on and then the most important thing of all. I went to get the coffees

There seemed to be a good CDMC presence which was good to see. Had a good natter with everyone and before long it was time for the drivers briefing. I don't know way they call it that because it's only the navigator you see with note pad and pencil.

The C of C did his bit but there was some very confused looks on some well known faces after the briefing. We weren't too bad as we sort of got what he was on about with the regularity controls??

So we all departed the Flowflex premises in order to start the first special test. There were two tests in total run back to back 00:36 was the time for the first run 00:33 was the time for the second. Once completed we then had to make our way to N2. The time allowed to run both tests and get to N2 was combined and we only just made it.

Now as I said earlier I was really looking forward to this event, as last year it was all very straight forward navigation, everything seemed to flow well and we were going great until very near the end the fuel pump packed up and had to be picked up by the RAC. The results showed that at the time of retirement we were 10<sup>th</sup> overall. Well what a difference a year makes.

We set off from N2 down a long straight road and I was wondering when Steve was going to tell me where to go at the junction. The call never came. "Which way Steve"? "err" was the reply. Then I spotted a marshal waving a torch to my right. "Its right " and I set off, into the first passage check. The marshal then asked Steve to copy down a long phrase or sentence in boxes, designed to take time out of you which worked. The marshal was then very obliging and shouted next left, onto a white. One I remembered from previous events.

Steve was still plotting not helped by being bounced about on the white. When we reached the end of the white we took a left, by the next junction Steve was still trying to make the instruction work. It's fair to say we were struggling. We turned right. After a short distance we came across the car in front of us clearly having the same difficulties as we were. We did eventually roll into IRTC3 dropping 02:02 minutes. That unfortunately set the scene for the entire night.

The feedback from the marshals indicated that everyone was having a nightmare and that some of the top runners were missing.

We did eventually manage a finish in the end but it was a real battle and from a drivers point of view very frustrating. But I have to say a massive well done to Steve he had to cope with all that was thrown at him whilst not feeling at all well which takes some doing.

And if you're interested we were 25th overall with 45:45 minutes of penalties of which 15:00 I think was for a WD at a passage check in the quarry.

Would I go back next year? Yes probably.



**Paul Buckel / Steve Butler**



**Pete Tyson / Neil Harrison**

**Photos : Jez Turner**



Andy Ritchie / Maurice Ellison

The promised trailer never arrived so it was a drive down to Buxton in the Rally car with the hope that nothing broke on the event. Nothing may have broke but we still came home a little earlier than we both thought we would.

The Altratech061 Road Rally runs on a navigational Permit and uses a system of pre-printed O/S maps with a series of 'points' marked on the supplied maps. At controls you are given route instructions to find your way around the correct route.

The event starts at Flowtech in Buxton and uses the yard for 2 Tests before you get into the Rally proper. These tests are a sure fire way of getting a winner should more than one crew clean the event.

For the 1st time in a long time the Noise Check is done at 90° to the centre of the car - 74db - happy with that

On the tests we drop 34s on each of them.

Having finished the tests we get our 1st handout and we make our way to N2. Book in and get our handout a series of out of order tulips. I was not at all sure that we were anywhere near being on the correct route but book into IRC3 and we have dropped 1m6s. Overshoot the odd junction and drop 2m at R4, and drop another 3m at S6.

I am still very confused and very surprised that we have not yet missed a code board or a passage check. So far I have not got a clue how its going but I am not a happy bunny with the way things are.

Book into S7 and away we go - drop 2m at S8 and then from T9 to R11 really cock it up. Back and forth all over the place - we drop another 9m 10s at R11. Total time dropped in 1st half 18m24s & got all the code boards (not at all sure how)

Make our way to halfway and a deathly hush in the car. Neither of us are enjoying this much. (Think the comments on BRF say it all) (Despite all its faults - I enjoyed the 'Lummies more than this!)

'Wanna go home? Yep !!!!!!!!!!!!!!!

So we turn tail - don't go to T12, don't hand in time card and its an early bath

Andy was suffering from a pulled muscle (done at work Saturday morning) in his shoulder and was dosed up on Codeine to numb the pain. The codeine was sort of working but the effects of 'toing and froing' were taking there toll and had some influence on the decision. (He took the week off work following the rally)

**Maurice Ellison Car 28**

## 34 Little Gems

- 1 - I'd kill for a Nobel Peace Prize.
- 2 - Borrow money from pessimists -- they don't expect it back.
- 3 - Half the people you know are below average.
- 4 - 99% of lawyers give the rest a bad name.
- 5 - 82.7% of all statistics are made up on the spot.
- 6 - A conscience is what hurts when all your other parts feel so good.
- 7 - A clear conscience is usually the sign of a bad memory.
- 8 - If you want the rainbow, you got to put up with the rain.
- 9 - All those who believe in psycho kineses, raise my hand.
- 10 - The early bird may get the worm, but the second mouse gets the cheese.
- 11 - I almost had a psychic girlfriend... but she left me before we met.
- 12 - OK, so what's the speed of dark?
- 13 - How do you tell when you're out of invisible ink?
- 14 - If everything seems to be going well, you have obviously overlooked something.
- 15 - Depression is merely anger without enthusiasm.
- 16 - When everything is coming your way, you're in the wrong lane.
- 17 - Ambition is a poor excuse for not having enough sense to be lazy.
- 18 - Hard work pays off in the future, laziness pays off now.
- 19 - I intend to live forever... So far, so good.
- 20 - If Barbie is so popular, why do you have to buy her friends?
- 21 - Eagles may soar, but weasels don't get sucked into jet engines.
- 22 - What happens if you get scared half to death twice?
- 23 - My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."
- 24 - Why do psychics have to ask you for your name?
- 25 - If at first you don't succeed, destroy all evidence that you tried.
- 26 - A conclusion is the place where you got tired of thinking.
- 27 - Experience is something you don't get until just after you need it.
- 28 - The hardness of the butter is proportional to the softness of the bread.
- 29 - To steal ideas from one person is plagiarism; to steal from many is research.
- 30 - The problem with the gene pool is that there is no lifeguard.
- 31 - The sooner you fall behind, the more time you'll have to catch up.
- 32 - The colder the x-ray table, the more of your body is required to be on it.
- 33 - Everyone has a photographic memory; some just don't have film.
- 34 - If your car could travel at the speed of light, would your headlights work?





# BERWICK CLASSIC RALLY

## 4/5th May

Our first crack at Classic Rallying was the Devils organised by Kirkby Lonsdale MC.

We enjoyed ourselves so much that we decided to do a few more and entered the Ilkley Jubilee.

The Jubilee was in a different class to the Devils. Slick and professional with documentation that was outstanding - we were far from ready for this level of professionalism, and neither was the car, however we learned an enormous amount and decided to have a go at the Berwick Classic. We had also had the benefit of an instructional evening with Mike Garstang at a KLMC night and felt a little more prepared (informed might be a better choice of word than prepared).

The 'new' engine got picked up from Paul Gardners on the Tuesday before the event and was fitted on the Wednesday and other than firing it up to put it on the trailer to take up to Berwick we had no idea how it would run.

Paul picked me up from outside the Heaves Hotel on the Saturday morning and we had a very pleasant run over to Belford where we booked into our hotel - the Blue Bell in Belford (18 miles south of Berwick). The hotel turns out to be a brilliant place in a pretty little village and costs a lot less than the Travel Lodge up the road. We unload the car from the trailer and set off to Berwick on Tweed for scrutineering and get the first chance to see how the new engine is.

The run up the A1 to Berwick leaves us feeling optimistic of our chances (not that we are seriously thinking of a win but an improvement on our seeding - we are seeded at 24 - would be more than acceptable, remember this is only our 3rd go at this type of event) the engine has loads of grunt and revs readily. Wayhay !!!

Scrutineering takes forever. The scrutineer seems to be spending a lot of time on each car and the queue moves very slowly. Eventually he speeds up and everyone is through, signed on and ready to go.

We get the road book and find we start with a regularity (mixture of spot heights and 6 fig refs) to get us out for the first test of Saturday night. Regularity 1 shows that I still have not mastered regularities and we are 57s late (the eventual winner Ross Butterworth & Ali Proctor only drop 6s). Then its into the first of the 8 planned evening tests - all to the West & South of Berwick. (would be difficult if any were to the East - thats the North Sea)

The problem we have is that the test diagrams are not to scale and not exactly as drawn, I am not complaining - its the same on all of the events we have done - you have to be able to quickly adjust between whats on the ground and whats on the diagram - the better more experienced crews get it right and us 'Novices' struggle. The other problem is the engine - runs brilliant but some of the tests are a little bit tight and when the revs drop below 2000rpm it splutters a bit (well a lot) until we get back up over the 2000rpm mark and there for we cant get the tail out for the 180<sup>0</sup>s round the cones and we are dropping 10 to 15s per test (on top of any errors). Paul Gardner is aware and says its a simple fix (re jet the Carb) but we will lose about 5bhp (so we will only have 150bhp in future then - we are more than happy to take that).

With one thing and another everything starts to run behind schedule and when we get to the last two tests of the evening it is dark. We fancy the run with spotlights on, but the organisers decide to cancel these two tests. So its back to Wooler and we hand in our time cards. Wooler is only 8 miles from our Hotel. We head back to the Hotel after grabbing Fish & Chips in a Wooler (Giant sized portions of Cod for £4.50) and plot the 16 tests that are on for Sunday.



**Ross Butterworth & Ali Proctor**



**Boring these Historic Rallies  
No Action !!!**

***Continued on page 20***



# Berwick Classic Rally

## Continued from Page 19

Sunday morning (following an excellent breakfast) sees us on the quayside at Berwick for the rest of the event. A quick chat with a few of the people that we know (and quite a few that I don't - very sociable these Classic Rallies) and a check to make sure my route tallies with others and we are off - 16 tests to look forward to and two regularities to worry about!.

The Tests are all to the West and North of Berwick this time and we have the same problem - cant get the rear to break away if we have had to drop the pace and again we are dropping 10 to 15s per test on these.

After 7 Tests its the second regularity. This regularity all takes place on private land through a wood and the instructions are given in the road book as "AA turn right, BB turn Left, CC Turn Left . . . and so it goes on. Must be improving - only dropped 36 secs on this one! Or so I thought - Ross Butterworth/Ali Proctor only dropped 1s.

Then its onto the third and last regularity of the day before we call a halt for lunch. I am dreading this regularity. The instructions read "Sections of Regularity 3 are on Private road, one section being not as map, All road junctions (including whites) are listed. Follow the instructions given for each in order (plotting on the map is not required) - Cross Roads, straight on: Side Road, turn right : Crossroads, Care, Turn left : Crossroads turn left . . . . And on it goes (a total of 22 instructions). I am very busy keeping track of the time, watching the trip, consulting the speed tables, telling Paul to slow down and immediately seeming to tell him to get his foot down, looking for side roads, and all the while trying to keep track of where we are on the map in case we make a wrong turn (after all - its lunch next and Paul is looking forward to Lunch). WELL - call it luck but we clean this one - NO PENALTIES. Am I chuffed or what! Trouble is - I am that ecstatic about it that I wrong slot and cant find the lunch halt venue. Paul is not amused with the possibility of missing Lunch. Find my way - eventually - to the halfway halt and lunch.

Lunch over and done with and back on the road - 9 more tests to go and no more regularities, shame that - I am now looking forward to doing them, if only to see if the one that I cleaned was just a fluke (probably was). Then we get to Winterfield Park Test and on one section I call 'Keep Left > Slalom Rt > Slalom left' should have been 'Keep right > Slalom left etc' WRONG bloody test - Maximum! Bugger and lots of expletives!

Some brilliant tests and an absolute cracking event.

Organisation brilliant (other than the slow scrutineer)

Back next year without a doubt

We finished 17th O/A and 5th in class out of a field of 54 starters.

Chuffed to bits

Evening meal and awards at the Whitekirk Golf & Country Club (swop a few tall tales with Mike Garstang and Bob Hargreaves - Bob finished 2nd O/A) and then back to the Blue Bell in Belford and after a quick half I am ready for bed - absolutely knackered (its only 10pm - must be getting old!)

You may have noticed that the whole event report seem to revolve around food - cant think why !



Maurice Ellison / Paul Brereton





# Manx National Rally



## Bird Takes Dramatic Third Manx Rally Victory

Langwathby driver Paul Bird racked up his third victory on the Manx National Rally with a scintillating performance in difficult conditions to take the win by just 3.4 seconds after 20 dramatic stages around the Isle of Man lanes.

Driving the MinxFlix.com, Fuchs Titan, Rapid Solicitors and Kick Energy-backed, Pirelli-shod FBP Ford Focus WRC07, Bird followed up his victories in 2009 and 2010 on The Island and in doing so, took maximum points on the REIS Get Connected MSA Asphalt Rally Championship. But the Cumbrian MotoGP and British Superbike team owner's rally wasn't without problems on the Manx Auto Club Ltd's classic 120-stage mile two-day event which threatened to deny him victory right to the very finish.

After finishing runner-up to Melvyn Evans and Aled Davies on the event last year, Bird seconded Davies into the co-driver's seat, as part of their bid for the 2013 Championship, and during Friday evening's early stages in the mixed conditions, the pair held second place behind the Subaru of Evans before hitting the front on SS6 with quickest time on Glen Roy 2. Bird held on for the next couple of stages in darkness to hold a slender one second lead at the overnight halt at the TT Grandstand.

Into Saturday's stages and despite the odd brush with the Manx wildlife and scenery, Bird increased his lead and after the first loop of four stages, held an 11 second advantage over Evans despite not setting fastest time on any of the tests. He put that right by going quickest on the next stage in Druidale and was on the pace in The Curraghs but it was on the very next stage that disaster struck. Only a few hundred metres into the 6.24-mile Tholt-y-will stage, the left rear tyre punctured leaving the 2005 ANCRO National Rally Champion to struggle through, eventually dropping 50 seconds and shedding copious amounts of bodywork as the flailing remnants of the tyre destroyed the rear of the Dom Buckley Motorsport-prepared car. Despite dropping to third place overall, Bird responded in typical fashion by setting fastest time on the next stage to move up to second place and courtesy of another fastest time on SS17, took the lead back which he wasn't to relinquish over the remaining three stages.

A ten second advantage going into the penultimate test in Braaid 2 saw Bird and Welsh rival Jason Pritchard bear the bogey meaning all was to play for on the final test on the 11.8-mile test through The Baldwins and once again, there was high drama on the sting in the tail. As Pritchard scorched through to set fastest time, Bird noticed that the engine temperature on the Focus was giving cause for concern so was faced with the dilemma of easing off sufficiently to ensure the car made it to the finish, it was an anxious wait but news filtered through that he had taken victory by a mere 3.4 seconds much to his relief!

Paul Bird: "That's the hardest I've ever had to drive around the Isle of Man and don't want to do that in a hurry again! We were unlucky to get the puncture which dropped us a shed load of time otherwise we would have had a lot more in hand but when the oil light came on coming down Injebreck, I thought we'd blown it. Jason did really well to push us so hard, fair play to him and I'm sad that Melvyn retired otherwise it would have been a great battle as he's the undoubted master round here. It's fair to say my heart was in my mouth a few times but I'm ecstatic to have taken my third Manx Rally victory and thanks to Aled and the team, great job boys!" The result sees Bird provisionally move into the joint lead of the REIS Get Connected MSA Asphalt Rally Championship

### Results (after SS20)

1	Paul Bird/Aled Davies	Ford Focus WRC 07	1:44:26.6
2	Jason Pritchard/Phil Clarke	Ford Focus WRC 05	1:44:30.0
3	Damian Cole/Darren Garrod	Ford Focus WRC 05,	1:47:50.7
4	Nigel Cannell/Michaela Cannell	Mitsubishi Evo 9	1:49:02.5
5	Stephen Simpson/Patrick Walsh	Subaru Impreza WRC	1:49:39.3
6	Graham Coffey/David Gamblin	Subaru Impreza S12B WRC	1:50:39.6
7	Andrew Leece/Graham Fargher	Mitsubishi Evo 6	1:51:23.9
8	John Indri/Pete Johnson	Darrian T90 GTR	1:52:24.6
9	David Hardie/John McCulloch	Subaru Impreza	1:52:42.2
10	John Stone Lee Carter	Skoda Fabia WRC	1:52:49.1



Bird / Davies



Pritchard / Clarke



Stone / Carter



Cole / Garrod



Indri / Johnson



Leece / Fargher





# Manx National Rally



## Manx Heartbreak For Impressive Newby

Carnforth teenager (& Clitheroe & DMC member) Arron Newby cemented his growing reputation as one of the country's brightest prospects with a brilliant performance on this weekend's Manx National Rally but when dicing with the established stars of the REIS Get Connected MSA Asphalt Rally Championship, he was forced out when holding an impressive top four placing.

After victory on the Chris Kelly Memorial Stages Rally in February, whereby he and local Manx co-driver Rob Fagg took the lead in the Eurostars

Motorsport.com Manx Rally Championship, the 18-year-old was keen to test himself against the very best drivers and cars and from the off, he was competitive.

Driving the Pirelli-sponsored and TEG Sport -prepared Subaru Impreza, the 18-year-old Lancastrian was keen to add to his list of successes over the past year since taking to the four-wheel drive car and a steady start in the tricky late Friday evening stages around the Manx lanes saw him set ninth fastest time on the opening stage before upping the pace to hold an amazing fourth overall after the two Ramsey tests before arriving at the Douglas overnight halt in a fine fifth place overall and leading his class.

Saturday saw another mixture of conditions meaning tyre choice was always going to be a compromise but the Pirelli tyres worked wonderfully well as normal as he continued to be a thorn in the side of the established stars but it was on that opening loop that his hopes were dashed when the TEG Sport team noticed a gash in the fuel tank guard, which in turn had damaged the Kevlar fuel tank, and had started leaking fuel. Rather than risk a fire and the safety of both the crew and damage to the car, the team reluctantly withdrew the car in Service.

Arron Newby: *"I was really looking forward to pitching myself against the UK's big guns on tarmac and was confident after our result here earlier in the year. I was pleasantly surprised with our times on Friday night setting top five times and even a third fastest on the first Ramsey stage considering the Subaru is a modified Group N car. I was really up for it going into Saturday's stages and we were again competitive but something pierced the fuel tank on SS12 and we had no option but to retire. We'll be back stronger next time and thanks to Rob who did a brilliant job on the notes as well as the TEG Sport team, Pirelli and VP Fuels."*

Stuart Newby, TEG Sport Team Owner: *"What a performance against a top class entry, I'm just gutted for the lad. To set third fastest times on a couple of stages and to be mainly in the top five was nothing short of magnificent and he really was driving well. We noticed damage to the fuel tank in service and quite simply couldn't risk continuing so took the very hard decision to park the car up. One thing I would like to say is thanks to all the top drivers who came over to console Azz, which speaks volumes as to how well he was going. We'll be back to fight another day."*



## Top Thirty Finish For Swift On Manx Rally

Darlington rally driver Paul Swift travelled over to the Isle of Man this weekend and came away with a superb top thirty finish on his debut on the gruelling Manx National Rally. Partnered by Barnard Castle co-driver Giles Dykes in the Smith and Allan Oils-sponsored 2.4 litre Millington Ford Escort Mk2 with additional backing from PSI Global.co.uk, the seven times British Autotest champion and defending AS Performance North of England Tarmac Rally and Fuchs Titan Race ANCC Stage Rally Tarmac Champion finished 29th overall and 9th in class but had to endure his fair share of drama throughout the 120 stage mile event. A steady start during Friday night's stages saw Swift excel in front of a large crowd on the Ramsey spectator stages, where he set seventh and 12th fastest times on the two short one-mile tests, to arrive back at the overnight halt in Douglas in 29th overall and eighth in class. Saturday saw mixed conditions around the fast Manx lanes and after a trouble-free morning, Swift ended up off the road on the Tholt-y-will stage, luckily without impacting anything solid. On the next stage, another off saw him venture into a ditch but thanks to the help of spectators, he was soon back in action without too much time loss. As a result, Paul had to battle his way back into contention from 41st place which he did and despite breaking the exhaust late on, where he was aided by a local farmer who helped him fix it, he arrived at the TT Grandstand finish in a well-deserved top thirty position. Paul commented:

*"We came for a finish and that's what we got but there were a number of occasions we thought we wouldn't make it as we pushed our luck at times. I had some fun in front of the big crowd in Ramsey on Friday as those stages were a giant Autotest which suited me! On Saturday we had a straight-on into a bush and luckily, there was no wall or anything behind and I have to say a big thanks to the Welsh lads who got us out of a ditch on the next stage. The exhaust blew late on and with the aid of a local farmer, who loaned us some tools, we managed to fix it and as a result we got to the finish. The conditions were tricky and at times I was out on dry tyres only to come upon it being soaking wet which was very scary and it was hard to read the road conditions at times. But I'm overjoyed to get a finish on the Manx National Rally and its been a huge experience for us."*







# Manx National Rally



## The Manx National....or at least half of it Ross Miller/Steve Butler

I'm sort of getting used to it now – starting a rally three days before the start. On the single venue stuff I'm used to there's none of this “recce-ing” (sp) malarkey. Single venue, you gets your stage diagram at signing on, draw some pretty coloured lines on it and away you go. With this pace note stuff there's at least two days of driving round saying “this bit's tight” or “how the hell are we going to get around this hairpin” or, from my non-road rallying driver “are you sure this is right, there's grass growing down the middle of the road?”. To me, this was shaping up to be just like a road rally, only with notes. I couldn't wait to get going.

A final bit of recce on the Friday whilst the lads get the car through scrutineering and then off to the shakedown. All seems fine, but tyre choice is a hot topic. The weather is changeable to say the least. As anyone who's been to the Isle of Man knows, the road conditions can be violently different from one part of a stage to the next, never mind from stage to stage. After some debate, we decide the smart money's on full wets.

Stages 1 & 2 – Glen Roy and Maughold. We were a bit tentative and off the pace. To be fair, Ross had been unwell during the day and was the first to admit he should be quicker than the times we set. Stages 3 & 4 – two quick runs around Ramsey and then off to Stage 5, Ballure. There's a particularly tricky hairpin on this stage and most crews were wondering how to tackle it. Sadly, we didn't get the chance to try. Due to an incident the stage was cancelled after about half the field had gone through, so it was back to service. Stages 6 & 7 were Glen Roy and Maughold again. Still not on song in the dark. Ballure, stage 8 was still cancelled so back to service and on to mull over why we were going backwards down the order.

Now I can't drive the proverbial greasy stick up a dog's ....., so I usually refrain from offering helpful hints to the drivers I sit with. However, on this occasion I summoned up the courage to suggest to Ross that he might be backing off a bit when he should be pressing on, or braking a bit early. Red rag to a bull.

Saturday, Leg 2, Stage 9 – Druidale. Search Youtube for “Mark Higgins Honda Civic”. I don't know if we were going anywhere near as quick, but it felt like it. Now we're shaping up. Stage 10 – Curragh's. After a lengthy delay, we were underway on 30 second starts to try and pull some time back. Ross declared that he wanted to catch the Legacy that was in front of us, and then the Fiesta S2000 in front of that. I'd really got into the swing of calling the notes by now and was egging him on – no backing off! Within about 4 miles of the 11 mile stage, we'd caught and passed the Legacy. I should mention that it was pouring with rain, so not ideal conditions. I think I was overdoing the “encouragement” at one point as I was pushing Ross to brake later for the next square right. He doesn't usually say much during a stage, but I heard this very calm voice in my headset as we're approaching the bend - “Steve, I don't think you realise just how fast we're going”. Okay, I'll let you drive. By the end of the stage, we arrived just behind the S2000. Had the wipers not packed up in the middle of the stage, I reckon we'd have caught him. Difficult to drive at 100mph with one hand out of the window trying to release stuck wipers!

Stage 11 – Tholt-y-Will. Through the “Oh God” cattle grid (search youtube “Ari Vatanen Oh God”) – but there was a chicane just before it, so no drama today. Round the hairpins and then the unbelievably quick final section. There was no backing off going on here and no need of encouragement from me. I don't think it was possible to go any quicker. We just about caught the S2000 again.

Stage 12 – Creg-ny-Baa. Can't say I remember this stage too well, it was just a blur. Suffice it to say we must have been flying. Second fastest Nat B and 21<sup>st</sup> overall for the Nat A and Nat B events combined. I can't seem to find the combined results now, but I seem to remember that we had climbed from 58<sup>th</sup> the night before up to 41<sup>st</sup> overall and 7<sup>th</sup> Nat B. We were on a charge.

Stage 13 – Druidale 2. Well, it would be stage 13, wouldn't it. I'm not superstitious, but..... On the start line, 5,4,3,2,1, GO – what the hell is that noise? Broken drive shaft. We did the rest of the stage in two wheel drive and only 16 seconds slower than the first run through. We couldn't carry on without causing more serious damage so it was a tow back to service, pack up, go and watch the last stage and then lick our wounds in the bar. As ever, a big thank you to the organisers for putting on a super slick event. The delays were managed impeccably. And also to the marshals who had a variety of conditions to cope with. See you all next year.



**Steve Butler – from the left hand seat.**



# Manx National Rally



Graham Coffey headed over to the Isle of Man to take part in the Manx National Rally 2013

The Manx event took a disappointing turn in 2012 when a broken input shaft put Graham out of the rally.

Having finished the event 5th overall in 2010 and 6th overall in 2011, Team Coffey were out to prove they could do better than their 11th place seeding!

Graham was fired up for the event. This was a combination of having just returned from Germany, where he took part in the Saschen Rally finishing 4th overall, and a bet with fellow Rally Driver John Indri.

Team Coffey took part in a successful Shakedown on the Friday and the dull, wet weather brightened up for the start of the rally.

The sun was shining but the evening stages were eventful. Graham hit a kerb in his WRC Subaru S12b on the Ramsey Stage. This incident led the crew to think that they had a puncture as there was a bad vibration coming from the car.

Graham had chosen the soft anti roll bars for the evening stages and he was not happy with the handling of the car. The car was too soft and this made it too bouncy over the bumpy stages.

Team Coffey ended the evening in 13th position overall.

The weather on Saturday took a turn for the worse and was very wet but Graham put in some good stage times.

Team Coffey managed to get back up to 5th place overall. However, there were a few mishaps. Graham hit a bale and this ended up with the car hitting a bank causing damage to the door and front. This incident cost Coffey 15 seconds.

The tyre choice for the final loop of stages were the medium intermediate tyres. Graham should have gone for a soft tyres. This tyre choice lead to the loss of 5th place to Steve Simpson.

Graham finished 6th overall with a total time of 1:50:39.6, taking 2nd in Class and also winning the Team Award with Damian Cole and Peter Taylor. To top off the event Graham also won the Coffey/Indri bet!

The next Team Coffey event takes place on 30th May to 1st June 2013 when we head to Germany for Thuringen Rally 2013. An event that Graham finished in 3rd overall in 2012.

**Victoria Myers Team Coffey Manager/Solicitor at Graham Coffey & Co Solicitors**

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

[www.facebook.com/teamcoffeyrally](https://www.facebook.com/teamcoffeyrally) **TEAM COFFEY**

The only cow in a small town in Ireland stopped giving milk. The town folk found they could buy a cow in Scotland cheaply. So, they brought the cow over from Scotland. It was absolutely wonderful, producing lots of milk every day and everyone was happy. They bought a bull to mate with the cow to get more cows, so they'd never have to worry about their milk supply again. They put the bull in the pasture with the cow but whenever the bull tried to mount the cow, the cow would move away. No matter what approach the bull tried, the cow would move away from the bull, and he was never able to do the deed. The people were very upset and decided to go to the Vet, who was very wise, tell him what was happening and ask his advice. "Whenever the bull tries to mount our cow, she moves away. If he approaches from the back, she moves forward. When he approaches her from the front, she backs off. If he attempts it from the one side, she walks away to the other side." The Vet rubbed his chin thoughtfully and pondered this before asking, "Did you, by chance, buy this cow in Scotland?" "The people were dumbfounded, since no one had ever mentioned that they had brought the cow over from Scotland. "You are truly a wise Vet," they said. "How did you know we got the cow from Scotland?" The Vet replied with a distant look in his eye: "My wife is from Scotland"

I was chatting with this woman at the pub last night and we ended up exchanging numbers.

"You didn't even ask for my name." I said.

She said, "There will be no need for that. When you give me a ring, I can call you handsome, honey pie or Vanessa depending on the one that suits me."

"Vanessa?" I asked surprised. She said, "Yes...If my husband is around."

A dwarf goes to a very good but very busy doctor and asks "I know you are busy but do you treat dwarves?"

The doctor replies "Yes, but you will have to be a little patient".





## Allingham Pipped at Post on Plains

Stalybridge rally driver Alex Allingham and Cumbrian co-driver Chris Williams continued their run of excellent recent form with a convincing 8<sup>th</sup> overall and 2<sup>nd</sup> in Class N4 on last weekends SJR Plains Rally, only the second outing for the pairing after an exciting and titanic rally long scrap for Group N honours with rivals Tom Naughton and Mark Glennester. The event, based in Welshpool covered 45 miles of some of Mid Wales toughest stages in the forests of Gartheiniog, Dyfi, Sweetlamb and Hafren and made up the third round of the MSA Welsh Rally Championship.

After Allingham and Williams took victory in style on March's Mid Wales Stages on their debut outing, they were keen for a strong repeat performance to back up that result and continue their Welsh Championship assault in their Riverside Property Services sponsored ex Prodrive Subaru Impreza N10.

The event started with a tough opening test, the fast eleven miles of Gartheiniog greeted crews with changeable road conditions varying from wide dry gravel to wet and slippery mud, however the Kumho Tyres were more than up to the job and the crew set second fastest time only 4 seconds behind the Group N leader. Dyfi was to be the second stage of the day and this time Allingham and Williams pushed hard, surviving two moments and a near miss with a log in the road, again setting second fastest time but this time only a second shy of the leader meaning they headed for their first Auxiliary Service just 5 seconds shy of the N4 lead and lying a respectable 9<sup>th</sup> overall.

That 5 second gap between second placed Allingham/Williams and pace setters Tom Naughton/Mark Glennester (Evo 9) was as big as the margin would get all day, as both crews set exactly the same time through the 5 miles of Hafren South before the only major service halt of the day. It was at Service that the battle lines were drawn, with the rest of

the Group N contenders now nearly 40 seconds in arrears the scene was set for a titanic scrap for the Group N honours during the afternoon loop of three stages. The opening stage of the afternoon was the Sweetlamb Hafren stage that Allingham and Williams had taken the lead of the Mid Wales Stages on just 10 weeks earlier and another almighty push saw them set their first fastest time of the day and slashing Naughton's lead to a mere 1 second.

A repeat of the mornings 11 mile Garthienog test was next and the fifth stage of the day would prove decisive. Knowing that the final 1 mile spectator friendly Woodyard stage would give them little time to gain any advantage over their rivals after Gartheiniog Allingham and Williams set off into the stage with an all or nothing approach and emerged from the test setting a time of 10 minutes and 23 seconds, the fastest ever time Allingham has set for the stage, however Naughton and Glennester's Mitsubishi Lancer Evo 9 would set a time of just one second faster than that of Allingham's meaning the battle for Group N honours went down to the wire at the Woodyard with now just two seconds separating them.

In a last ditch attempt to gain the 2 seconds needed to take victory the Richard Allingham Cars backed crew took everything spare and classed as excess weight out of the car again setting off into the 1 mile spectator stage with an all or nothing approach, gaining the spectators approval by being the highest and most spectacular over the jump, however the stage wasn't quite long enough for them to sneak victory stopping the clocks on exactly the same time as their rivals meaning they had to settle for 8<sup>th</sup> overall and 2<sup>nd</sup> in Class N4 as well as taking away 4<sup>th</sup> amongst the registered MSA Welsh Rally Championship contenders.



**(Continued on Page 26)**



## Plains Rally Continued from Page 25

At the finish in the centre of Welshpool, 29 year old Allingham said, 'We're very happy with today's performance and result, it's been a great battle but of course it's disappointing to miss out on winning Group N by such a small margin. We survived a couple of near misses this morning but after Sweetlamb we knew we had to keep pushing as hard as we could and pile as much pressure onto Tom as possible in the hope he made a mistake. Unfortunately for us he didn't. We knew coming into today that we had to be at 100% all day and at times we were at 110%. Neither Tom nor I have ever set a faster time in Garthienog before today so that just shows how hard both of us were pushing and what sort of pace we're on. Looking at those ahead of us, the top 6 places were filled with World Rally Cars or B13 specification cars and we've only missed out by 2 seconds on being the best of the rest. 8<sup>th</sup> overall and 2<sup>nd</sup> in class is still a great result for us in what is now a ten year old Group N car. Chris has been faultless on the notes all day so a huge thank you to him and the Kumho Tyres have worked perfectly in the mixed stage conditions we've faced today which has helped greatly.'

23 year old Williams from Barrow added, 'It's been another fantastic day's rallying. It's been a while since I've been in a dog fight like that one today and it makes it even more exciting. We found a good rhythm straight away this morning and never looked back. We again worked hard on our pacenotes all week and it's certainly paid off. When I started to compete in rallying in 2006 I could only dream of finishing in the top 10 of a BTRDA event and now I've achieved it, this is possibly one of the best results of my career. To have won on our first outing and then claim 8<sup>th</sup> today on our second..... it's been a dream start to Alex and I's partnership.'

This result sees Allingham and Williams climb to 5<sup>th</sup> in the MSA Welsh Rally Championship standings with four rounds remaining. Allingham and Williams next outing



Photo : Keith Lamb (Gemini 9)



Photo courtesy Simon Clarke

Bentham's David Wright got his rally season back on track in style with a convincing class win on the Plains rally, round 4 of the BTRDA rally championship. After disappointing retirements on the Malcolm Wilson rally in March and the Tour of Hamsterley in April Wright was keen to put in a strong performance on the Welshpool-based event in his Kumho Tyres, Proflex, Drenth, York Brewery, Millers Oils, Owen Developments and Grove Hill Garage-supported GPM Mitsubishi Evo 9.

The rally started with stages in Dyfi and Gartheiniog and Wright was immediately on the pace, setting fastest time in his class as well as mixing it with the more powerful World Rally class cars at the top of the leaderboard.

Despite a slight misfire Wright maintained his class lead after stages three and four in Hafren and Sweet Lamb. The final two stages were troublefree and Wright pushed extra hard in the last stage to set second fastest time overall.

"We had a good rally, it was a great feeling to get a decent result after everyone's hard work in getting the car right after our accident in March," said Wright. "The pace of the rally was really quick from the start, the dry and grippy surface suited the World Rally class cars so it was very difficult to beat them."

"I'm very happy with the class win though and we also finished fourth overall so we get a good haul of points for the championship."

Wright will continue his BTRDA championship campaign with the Dukeries rally in June.

Songasport.co.uk



Photo : Keith Lamb (Gemini 9)



## MSA British Rally Championship Pirelli Richard Burns Foundation Rally

### Korhonen breaks ten-year Finnish BRC drought

**Jukka Korhonen and Marko Salminen** finished the final stage of the Pirelli Richard Burns Foundation Rally 42.5 seconds clear of the chasing pack, making the 29 year old the first Finn to win a round of the MSA British Rally Championship since Jari-Matti Latvala ten year ago.

The pair led from start to finish in their Citroën DS3 R3T, building a lead of around a minute before easing off on Sunday when Alastair Fisher/Gordon Noble's early challenge was curtailed by a puncture on Saturday's fifth stage. The victory was a smooth one; car and team working seamlessly on the eighty mile event, with Korhonen admitting that he had speed to spare if needed. With the win comes a maximum points haul towards a championship title that he had vowed to win as long ago as last year – so far, so good.

Fisher was lucky to only drop around a minute, clipping a rock that cost several others many minutes, the Ulsterman then able to climb back from fifth with five fastest stage times from the ten available.

Top seeds Tom Cave and Ieuan Thomas regained third, having also dropped to fifth after the first loop of stages on Saturday. They were unlucky to catch a trailing car from a previous event, but while John MacCrone/Phil Pugh and Osian Pryce/Dale Furniss initially benefitted, they both succumbed to punctures, allowing Cave back ahead.

BRC regular for the last few years Jonny Greer had Kirsty Riddick alongside, the pair taking a well-deserved fourth, but admitting that the pace was just too hot although he was happy with his improvement as the event progressed.

MacCrone was rarely out of the top finishers on the ten stages, but the stage five rock and subsequent puncture effectively put an end to hopes of a podium finish. However, the Scot did finish with a flourish with a fastest time on the very last run, allowing him to grab fifth place, albeit over four minutes adrift of the leader.

#### MSA British Manufacturers Championship

With a blanket of DS3s across the top five in the overall classification, it is inevitable that Citroën lead the British Manufacturers Rally Championship with maximum points. But it is also testament to the marque that the two older C2R2 Max models running further down the order also finished the event.

#### BRC Teams Cup

The BRC Teams Cup got underway with a win by DGM Sport courtesy of Fisher's excellent second place overall, although his team-mate Mark Donnelly didn't fare so well, retiring after a big jump damaged the car. Second is Morris Lubricants DMS, despite having just Tom Cave scoring points for the new team, but it is just the top placed driver who scores, so they are still in with a shout as the season progresses. Culina Palletforce Racing is third following John MacCrone's fight-back, but team-mate Peter Taylor was frustrated not to be higher, hoping for more speed as the season progresses.

#### BRC RallyTwo, Pirelli Star Driver & Fiesta Sport Trophy

MacCrone's fifth was at the expense of Fiesta crew Steve Røklund and James Aldridge, who nevertheless stamped their authority on the new BRC RallyTwo category and Fiesta Sport Trophy. An excellent drive to sixth overall in their Fiesta R2 was more than enough to earn Røklund the first Pirelli Star Driver nomination of the season.

Their winning RallyTwo margin of well over a minute belies the potential for extremely close competition between the R2 class runners. Jon Armstrong/Martin Brady had posted a time just four seconds behind Norwegian Røklund on the opening test, but clipped a bridge and bent the rear axle, having a miserable Sunday too, with a bent front suspension arm.

#### Mantis Best Presented Car Award

Reigning MSA British Junior Rally Champion Garry Pearson had Tom Hynd back alongside, taking a very creditable second place in RallyTwo on their first gravel event in the pristine Fiesta. The immaculately turned-out car attracted the attention of BRC sponsor Mantis Instant Shine, presenting them with the first Mantis Best Presented Car trophy and with it a cheque for £250.

Like Korhonen, another driver with a vow to win is Daniel McKenna who, partnered by Arthur Kierans has promised to grab himself a PSD nomination. But despite giving second best to two Fiesta rivals after a dreaded stage five puncture, he posted five fastest RallyTwo times and proved he will be a force in future.

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*Continued from Page 27*

### **RAVENOL BRC Newcomers Award**

Armstrong may have had a suspension-bending time on his first Pirelli RBF rally, but he did at least take top points in the RAVENOL BRC Newcomers Award, the end-of season prize worth £2000 in product-support. He was followed home in the new category by Swedes Matias Olsson and Patrik Barth who had a similarly torrid time. They struggled with an engine that refused to rev above 5000rpm, unsuccessfully spending hours on Saturday night trying to resolve the problem.

### **MSA British Junior Rally Championship & Twingo Trophy**

Third newcomer and leading MSA British Junior driver was Harry Threlfall with experienced co-driver Andy Bull on the pacenotes. The Somerset youngster had made the long journey and huge leap to the BRC, but was not overwhelmed by the experience. Far from it, he was almost certainly the most enthusiastic driver in the field, beaming and revelling in the new experience. Their main rivals for the Juniors and Twingo Renaultsport Trophy UK, father and son Ben and Jason McKay, had started to close the early gap, but disappointingly retired on stage eight with a broken engine

### **Impressive Thompson races to rally success**

CLITHEROE and District Motor Club's Russ Thompson claimed victory in the Pirelli Rally's BRC Challenge on Saturday. Thompson teamed up with co-driver Andy Murphy in a Renault Clio and took first place by 19 seconds.

Blackburn's Matt Griffin was forced to retire from the Cumbrian event after a bolt in his Renault Clio's gear linkage broke on stage three. Griffin returns to action at the Jim Clark Rally at the end of the month.

He was unluckily forced to retire on in Carlisle. Griffin and map man Chris Spilsted had high hopes ahead of the first round of the rally, testing driving skills through the Kielder Forest. "The weekend didn't go to plan, but it is all good experience and we'll bounce back," said Griffin. "It was a pity because we started the rally in great spirits, but we soon realised that the problems we had earlier in the year, with the car not handling as it should, had returned. "That wasn't the reason we had to retire, though. "We were on stage three and a bolt in the gear linkage broke and, unfortunately, that left us stranded. "I did manage to fix the problem with three cable ties, but we were up against the clock and had run out of time." The next round of the British Rally Championships is the Jim Clark Rally, which takes place on closed asphalt roads in the Scottish borders from May 31-June 2. Griffin, driving a Renault Clio 172 Cup car this year, added: "Hopefully, we can fix the problems before then and come back strongly. "It wasn't my strongest surface as regards driving but we'll give it a good go. "Despite problems in our first race, I'm reasonably confident that we can make decent progress this year. "The competition is going to be very tough but we are both ready for the big challenge ahead this season."



Getting the opening round of the MSA British Rally Championship underway, Lancashire's James Ford and Steve Hartley began the Pirelli Richard Burns Foundation Rally with high hopes after pre-season testing in their Millennium Coupling Company backed Citroen C2. Setting off from the centre of Carlisle, the pair faced ten stages in the daunting forests of Kielder for the weekend. A steady pace saw them just outside the top 20 after the first loop of stages despite a moment on stage two, speaking at service James said "We had a close call on the second stage that took some confidence away from us, we're pleased with our pace and hoping we can gain more time on the second pass through the stages."

The second loop of the day began well for the CNC Mills and HP Haulage Ltd Citroen, the team stepping into the top 20 before the final stage of the day. "It was going really well, we'd rebuilt our confidence and the pace was on the up. But coming into a chicane on the last stage we ran a little wide and ended up in one of these famous ditches. The car was undamaged but we just couldn't get the car out." Slightly despondent, James was still enthusiastic for the second day of the rally. "Thankfully, the rules allow us to restart tomorrow, sadly with a near ten minute penalty that's dropped us to the back of the field." The second day was met with a change in weather as overnight rain meant the stages we now more treacherous than the previous day. Featuring two runs of two stages, James was out of contention for an overall position but hoping to pick up as many championship points as possible. "The conditions are terrible, its hard work in there with the fog that's lying between the trees. Your relying so much on the pace notes we made I'm really having to trust what Steve is telling me."

The second run of the stages went better for the pair, who took forty seconds off their times for the first loop. "It's good to see an improvement in times considering the conditions are no better for that run, it shows the confidence is growing in the car and the pace notes." This was only the second event that the pair had competed where they had made their own pace notes, a skill that will grow over time with experience.

Finishing 18th overall and eighth in class, James' championship campaign will head to the Scottish Borders town of Duns for the Jim Clark Rally where the tarmac roads will suit the French pocket rocket and James hopes for better luck.





## Try your hand at motorsport with Clitheroe and District Motor Club and Lookers Preston

Visitors to the Myerscough College open day on June 9<sup>th</sup> 2013 will be offered the opportunity to "have a go" at motorsport thanks to Clitheroe and District Motor Club and Lookers Preston.

Each year, a local car club puts on an autotest display at the Myerscough College open day to highlight the motorsports section of the college. This year, Clitheroe and District Motor Club have taken up the challenge and as well as an autotest display, they will be giving people the opportunity to have a go at a production car autotest in a car provided by Lookers Preston.

Autotests are one of the cheapest forms of motorsport and provide people with an easy access into motorsport. They involve manoeuvring a car around a course against the clock without touching any of the cones used to lay out the route. Penalties are given for touching cones or going the wrong way around the course.

As well as the live displays, there will also be a display of various club members cars from all aspects of motorsport and a display of new Hyundai's and Citroen's from Lookers in Preston.



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*Jon Armstrong in action on the  
Pirelli Richard Burns Foundation Rally*



## MSA British Rally Championship Armstrong takes first BRC LIVE Media Trophy nomination

Jon Armstrong became the first finalist selected for the brand new BRC LIVE Media Trophy in association with Prodrive on the Pirelli Richard Burns Foundation Rally, the opening round of the 2013 British Rally Championship.

The 18 year old Fiesta R2 driver from Northern Ireland, along with his co-driver Martin Brady, had impressed the judges with their commitment to this new trophy and the pre-event PR and marketing coverage they achieved, handling much of the promotion themselves rather than a specific PR agent.

Having had a difficult first morning in the Kielder Forest stages, he was informed that he had won the first finalist position live on air by trophy judge, Neil Cloughley at the first interview point for BRC LIVE by SRG, after the event's first three stages.

The pair seemed over the moon to have won the opportunity to go before the Media Trophy judging panel at the Prodrive HQ in Banbury at the end of the season. The news came as a sweetener to what was a difficult weekend and proved that any registered BRC competitor has the opportunity to compete on an equal basis.

The prize for the winner of this trophy is a much-sought-after opportunity to test a works specification Prodrive built Mini John Cooper Works S2000 rally car at the company's Warwickshire test facility.

BRC competitors had been tasked with generating PR about themselves, their teams and the championship, resulting in the BRC Media office receiving more marketing and PR information than ever from competitors and their PR representatives.

The next round of the BRC is the Jim Clark Rally on May 31st to June 1st and the crews will be tasked with gathering as much local newspaper and local radio interview coverage about their first round experiences and their hopes for the next round. The driver and team seen by the judges to have achieved the most coverage up to May 30th will be selected as the next finalist to face the judges at Prodrive later this year.



# 100 Years of motorsport

The Higginson Tour was an event to commemorate the first motorsport win by a Vauxhall 30-98 vehicle when Mr Higginson won the Waddington Fell Hill-climb on 4<sup>th</sup> May 1913. The two day event, run as a Touring Assembly, was based at the Gibbon Bridge Hotel near Chipping and attracted 33 vehicles including various models. I offered to marshal on the event and it turned out to be an excellent two days especially the first day.

Day 1 involved a run to Holker Hall and back and I was to act as a start marshal however when I arrived, Chris Lee of Lancashire Automobile Club, the organising club, said that three of the drivers didn't have a navigator and would I like to take part. Having snapped his hand off I was introduced to my driver and his car and it wasn't long before we were on our way. The route set out via a series of tulip diagrams took us across to Dunsop Bridge and up the Trough of Bowland road. I have been over that wonderful road many times but this was a real treat. This car might have been built back in 1924 but in no way was it a plodder as the 4.2 litre engine powered us up and down the twisty section, passed Abbeystead and then we flew passed Jacksons Tower towards Quernmore and on to Caton for a fuel stop. What a difference to today's vehicles, no seat belts, basic seating, limited suspension, no power steering, hydraulic brakes on the front wheels and cable on the rear wheels !

We crossed the River Lune and headed across to Milnthorpe and with time to spare we, and another car driven by my drivers sister, pulled in to Levens Hall for a coffee. Immediately we were asked if the staff could have a picture taken in front of the Hall and we were happy to oblige. These two cars have been owned by the family since their father bought one and then built the second one as a 'special' model. A beautiful book about the 30-98 includes an old photo taken with a car in Little Langdale in the Lakes and my driver had always wanted to replicate it with his car so a detour was hatched. Unfortunately the 'special' was suffering from an oiled plug so they opted to go to Holker Hall while we continued to Little Langdale after another top up of fuel. Thankfully the traffic was very light so we easily achieved the goal and made it to Holker Hall in time to have a splendid buffet lunch. I had nothing but praise for the skill of my driver in handling such a heavy vehicle over those narrow twisty roads at speed.

The route back took us passed Kirby Lonsdale and was to take us over Lythe Fell but we continued along the A65 and turned through Clapham and over the top, through Gibson Forest and to Slaidburn to rejoin the intended route. No it wasn't because I got us lost, it was because my driver particularly wanted to go that way. Sadly it wasn't long before we were back at the hotel and my exciting trip was over. It was a day I'm not going to forget, what an experience and to add it all the sun shone all day !

Day 2 was to recreate the original 1913 event which involved a hill-climb up part of the Waddington Fell road. It would not be a timed event but with the excellent assistance of the Police the section of road was temporarily closed three times while blocks of cars could climb the hill free of traffic. Using old photo's the organisers managed to find the original start and finish lines and banners were erected at the appropriate spots. At the drop of a Union Jack cars headed up the hill at regular intervals. Unfortunately the cars didn't need navigators for this day so I had to resort to marshalling at the start.

Having climbed the hill the cars were parked in the quarry at the top of the hill and then we all moved down the hill to Waddow Hall for another excellent lunch – I quite like this type of motorsport, very civilised, so much so that I will be marshalling the lunch halt on the forthcoming Manchester to Blackpool run !!.

*Les Fragle*





# DCC Stages

## (Dunferline Car Club)

### 27th April

Another rally win for Chris Anderson and Chris Thirling. After their splendid 3rd overall on the North West Stages, the Durham crew followed up with an emphatic victory at the DCC Stages. From the off they'd opted for caution for the first tight square left into the complex as a mixture of cold tyres, loose mud / debris could have spoilt the whole day before it had even started. No dramas to the flying finish and they were both happy with the run through SS1 – although the rear tyres had gone off before the end of the stage. The little Fiesta had dropped only 1 second to the fastest time but with a 4 second lead over those behind. The configuration of the next 2 pairs of stages suited the car better with not as many square corners and some fast flowing sections, At the half way point, they were happy with a comfortable gap of almost half a minute to the nearest pursuer. Into the fifth test and the Ford enjoyed a great drag out of the first split with Stuart Walker's Mitsubishi to set the pace for this pair of stages. Into the final run and it became evident they had taken the best out of the tyres on stage 7 as the car was just hanging on in some of the faster corners. Chris was delighted to have had a trouble free day and take another victory. Having elected to play their 'Joker' too, the double points awarded now sees both of them lead their respective tables.

Ross Fernie and John Young with their Subaru Impreza STi, the current Scottish Tarmac Champions know this venue well after finishing 3rd overall on the 2012 event. And one year on, they were keen to improve on that placing with consistently quick times in the morning runs. Sadly these times were just a few seconds shy of the rapid Fiesta on each test so at the lunch halt they trailed by 23 seconds. Ross tried to persuade Chris that he was driving too fast but the truth was he couldn't get his Subaru to go any quicker. Another trouble free run was just hampered a little on the final stage when a vibration affected his concentration but didn't stop him taking another excellent 3rd overall. Coming in 5th place were Stuart Walker and Julie McGuire in the Mitsubishi Evo 8. Their only worry all day was about the right rear wheel carrying too much positive camber. They weren't sure how it happening but they just kept tightening up the wishbone after each stage and hoped for the best.

Nick Thorne and Ian Murray in the Honda Civic, starting from a lowly number 48, they were one of several crews who were unhappy with their seeding. However, after the opening pair of runs, they were lying in 18th place and continued that rise up the timesheets to 15th at half way. They bolted on some new tyres for the afternoon's reversed stages and were delighted to reach 11th overall at the end of the day. The upside of having a poor start number was that they were awarded the 'best improvement on seeding' trophy !



*Continued on page 32*



# DCC Stages

## Continued from page 31

Jon and Alison Trenholme were next up in the Subaru Impreza. They had concerns about the car running too hot before the rally and had tried fitting new hoses. This didn't seem to make much of an improvement on the day and they were regularly seen topping up the cooling system. At the lunch stop, they were lying down in 33rd but they were content that the problem wasn't getting any worse so pushed on to finish in 19th place. In 21st place was Lewis Mac-Dougall who was sitting alongside Steven Hay in his Vauxhall Corsa.

Drew Barker and Shona Hale had tweaked the suspension of the Corsa before the rally to try and improve the handling. The wee Vauxhall decked out in tartan livery, was going better but now caused some worry with the engine temperature running on the high side. Things didn't get any worse in the afternoon and they pushed on to finish in 30th place.

First retirement was the Vauxhall Astra of Ray Cummings and Peter Littlefield. They'd made a good start on the 1<sup>st</sup> stage but slipped back on the next one after a change to harder tyres. Reverting back to the original setup proved the right choice as they were back up to 10th overall after stage 3. The small water leakage from the expansion tank was topped up at each service and didn't cause too much concern. Unfortunately on stage 4 the lack of power half way through the test was more worrying so Ray switched off to save the engine. Richard Stewart was unlucky to roll his car at the final split of the 4th stage when his car and another touched. Luckily for him though he escaped unhurt – sore but unhurt. Oh, and he's now looking for another Corsa shell ! The Vauxhall Astra of local crew of Alan Cowan and Katie Stimpson broke a drive-shaft over the wee jump at the end of stage 6 but managed to drive out of the stage. They pulled the shaft out to change it but a bit stayed in the diff and they struggled trying to get it out despite the best efforts of the assembled services crews around trying to help so it was game over ! Three retirements and they were all Vauxhalls ...

Thanks to Dunfermline Car Club for all their efforts in providing another different challenge, which proved to be very popular. The weather had been kind - dry and sunny all day with just the occasional cool breeze to remind everyone it was still spring.



The news that Hugh Hunter had put his Ford Focus WRC up for sale and would not be journeying down to Minehead to defend his Butlins Somerset Stages Rally title heralded the prospect of a new name being added to the prestigious list of winners of the third round of the REIS – Get Connected BTRDA Rally Series. The only other victors this century, Andy Burton and Will Nicholls, wouldn't be there either and a glance at the list of 'Previous Winners' was proof positive that the most recent one in the 2013 entry was Pete Elkins whose moment of glory at the wheel of a Sunbeam Lotus came exactly two decades ago!

Although the Westbury Ford Dealer now pilots a Focus WRC, it was fully twelve months since he'd driven the car competitively – the Somerset Stages last year – and that outing lasted for less than a stage before a loud bang heralded an earlier than expected return to Wiltshire. So, even he would have bet against the chance of a repeat of the 1993 win! In that case, whose turn would it be this time? A perceived unfamiliarity with the territory, as was the case on both the Wydean and Malcolm Wilson Rallies and would be likewise in Somerset, doesn't seem to have entered the heads of either Connor McCloskey or Francis Regan. They arrived in the south-west as leaders of the BTRDA Gold Star Championship, having taken a popular victory in the Forest of Dean and followed it up with second-place points in the Lake District. Would their dominance continue? Well, yes, as it happened, but it would also be true to say that they didn't have things all their own way – at least to start with! Last-minute car problems had seen to it that Charlie Payne was missing from the starting line-up in Minehead last year, a 6th place in 2011 being his last finish there. Having enlisted the services of Paul Spooner, who was also absent in 2012 but who beat him by one place (in Mike O'Brien's Focus) two years ago, it would be reasonable to expect that the 'new' partnership would take time to gel. In the event, fastest times on each of the first two stages, Knowle and Chargot, put that one to bed straight away, but then it was McCloskey's turn to get the bit between his teeth. FTDs on eight of the remaining nine stages – just a cautious(!) approach to the first run up Porlock Toll Road costing him a few seconds – put the Irishman into the lead which he maintained for the rest of the day.

Payne/Spooner were second, but only by a handful of seconds, while Kevin Rowledge/ Andrew Bargery's first Championship event of the season ended with 3rd place in their Subaru Impreza WRC. Pat Naylor/Ian Lawrence took top Group N points with 4th overall – their Lancer EVO9 had been ahead of the similar cars of Jamie Anderson/ Ella Flynn and Luke Francis/John Roberts before both were forced out with mechanical bothers.

A delighted Pete Elkins brought his Focus home in 5th place, just two seconds in front of the Impreza of Rob Smith/Ross Weir. Simon Rogers' Lancer EVO6 rounded off the Top Ten and, with three finishes under his belt, the Radlett driver holds third in the points table, behind McCloskey and Payne. Scott Faulkner's EVO9 was 2nd in the Group N battle and he, too, has a 100% finishing record thus far, good enough for 4th. Sympathies must go to Jim McNeil/Kim Baker who put in some excellent times to hold third for the early part of the event until problems on Porlock knocked them back, but a class win hopefully provided some consolation.



# The Barrow Taxi Column *aka Mr Paul Brereton*

30<sup>th</sup> April there was an autotest at Tony Harrison's garage, put on by Maurice Ellison & Clitheroe car club. (*Correction Paul - the Cof C was Steve Lewis - All I did was ask Tony if we could run an Autotest there one evening and I was entry sec.*) Jeff's wife was working so I rang him and asked if he fancied a run over with me. He jumped at the idea (as usual) so we boddied off over to High Bentham. In the afternoon I had picked up my Mk 1 Escort engine from Paul Gardner and I must say he has made a fantastic job of it. The boys at our garage are fitting it today Wednesday so that Maurice Ellison and I can go and have a go at cone hopping on the Berwick this weekend. When I got back from Paul's one of my guys said 'Where are the coil and the wiring loom for the distributor?' Oh heck, I got on the phone to Paul straight away. 'Oh yes they are here in a box' he said. I told him I would be going to an autotest at High Bentham later and would he mind leaving the gear outside his garage and I would pick it up some time later in the evening. This was fine but about twenty minutes later he rang me back and said 'One of my guys is steward of the meeting at Bentham tonight so he will bring them across for you. That was what happened and everything turned out nice again! It was a fantastic night and I thoroughly enjoyed chatting to a few mates and watching the tests. Jeff and I were impressed at the number of young people watching and competing. There were two or three either learner or new drivers having a go and we were amazed at how quickly they gained confidence and after a few runs round were visibly improved. This shows that these tests can be a great help in learning car control and self confidence behind the wheel. No problems with confidence from a whole group of guys though and there were some impressive times posted. I don't have room for too much individual comment because Maurice limits me on what I am allowed to say. His actual words were 'You bloody taxi drivers talk too much on all subjects you know nowt about so button up big boy!' We get on really well together as you can imagine. The truth is I don't know the results but I was greatly impressed with the standard of driving. So next thing on the agenda The Berwick Classic rally on the 4<sup>th</sup> and 5<sup>th</sup> May. I had been chatting to Tot and Maureen Dixon about the event on KLMC club night and Maureen said that she and Tot always stay two nights for the Berwick. 'What are you and Maurice doing' she asked. Well I was a little taken aback and said 'Steady on Maureen, Maurice and I are not romantically attached' Talk of partners and friends can be so misleading these days! Anyway after a chat with Moz we decided it made sense to stay two nights over there and we are glad we did because it was a tiring weekend for two old timers. I know Moz is writing a report on the rally so I will try not to labour the points he picks up on. I will, however, repeat that the car was not driven before the event only to load it onto the trailer.



As I was driving on I said to Paddy in our garage that it was misfiring. He asked if I was sure as it has always run a bit lumpy. I assured him that it was and he lifted the bonnet to find a badly burned plug lead which had not happened in the car so we assumed it happened when the engine came off the dyno with a hot exhaust. Anyway that was a simple fix and we threw another spare lead in the boot just in case. We got to our hotel where they had told us that we could park our truck and trailer up their back driveway. The Blue Bell Hotel in Belford was a lovely old building, nice clean and fresh and a lot cheaper than Travelodge who had upped the price to £70 per night per room because it was bank holiday. We got booked in and took the car to scrutineering and that was a story Moz will tell. Orft we jolly well went on the first regularity which Moz has learned to really enjoy! I had consulted gypsy Rosie Lee the week before to read the tea leaves and she told me that she could see a dark character who is controller of a motoring journal who would be surprising everyone with a change of heart on navigation matters. When she mentioned ME I said 'Oh my god, Myalgic encephalomyelitis?' 'No' she said 'I think it's this guy's initials clearly visible through this tea bag'. I can see that in 2014 he is going to write an article saying everyone should be force fed regularities and plot and bash. He will write saying 'These young uns will have to learn how to do it like what me and the rest of the old crew had to do' I was aghast, could she be talking about Maurice Ellison I wondered but then I realised that it just couldn't be, what a nightmare. We have now realised that a decent hand brake is an essential and Maurice has been doing some research on the matter while he was in the Isle of Man marshalling. Also the rebuilt engine is a real treat but Paul Gardner had set it high for maximum BHP which meant that low down in the revs she was choking up and it was hard to get back onto cam after lifting off the throttle going into tight turns round the cones. Chatting to Mike Dent he agreed that this set up is not suitable for what we want and that the carb. would need resetting. Moz must have been talking to someone from Paul Gardner's on clubnight because Paul rang me and said he had heard of the problems we were having and said I should go down and get my original main jets back from him, which I have now done, and it now seems to run better though I need to take it out for a bit of a road test which I have not so far had time to do.

***Continued on Page 34***



## The Barrow Taxi Column - *Continued from page 33*

I will leave it to Moz to describe the event but I should say that I thoroughly enjoyed myself and it was an absolute pleasure to do. Lots of really nice people in the north east where we are always made most welcome and it was good to see some of our road rally buddies and fellow club members making the trip over to Berwick. We have an entry on the Lakeland Classic in July but the new running date for the VK conflicts. Maurice, who is to be commended for his sheer enthusiasm, is doing the VK with Andy and then travelling up to do the Lakeland on Sunday. I was sat thinking and decided it was a long time till July with nothing to do so I put a notice on BR forum asking if anyone fancied navigating for me on the GPMC Memorial. Bingo ! 5 minutes later I got a reply from Clive Jones of Welshpool who is wanting to gain more experience on English rallies. Clive is an expert and I have assured him that he will enjoy this event, one of my favourites, and that a few Welshmen make the trip over for it. Clive is also bringing his 15 year old son who is a keen marshal so I will be asking someone to take him under their wing for the night. On Sunday 19<sup>th</sup> May I had been asked to take the Mark 1 Escort to a small local show at the Backbarrow Motor Museum. There were some 75 entries, mostly modern cars although there were a few of us Ford fiends tucked away in the bottom corner. It was a good turnout and an enjoyable day with no rain for a change (when is summer going to get here?) Anyway I had asked Jeff Almond if he fancied the day up there and we had some good natters with a lot of different petrol heads then Jeff, myself and Malcolm Grisedale (who had brought his immaculate Mk 2 RS 2000 droopsnoot) adjourned to the restaurant for a bit of lunch and then had a good look around the museum just coming out in time for the presentations. The event was won by a genuine AC Cobra.

After the show we went for a run through the lanes around Hawkshead

Over to Coniston and back through Foxfield. The Escort is still choking up on tickover but running well over 3000 and I am not a happy bunny but we will get to the bottom of it eventually. 20<sup>th</sup> May was a navigation night at the Heaves hotel. Katy Mashiter runs these excellent training sessions at regular intervals and the last two have been on regularities and the use of Brantz meters. Maurice was eagerly on the front row soaking up all this knowledge, living up to the gypsies prediction. He had just got back from the 061 at the weekend and he was full of praise for plot and bash (not) I think Rosie Lee got it all wrong (just as Maurice did. On the 061. lol) . Hot off the press Andy/Moz have withdrawn their entry on the VK due to mechanical problems I believe. So Moz wont have to stay up all night and day for the Lakeland classic. (I do worry about him, he will not accept that he is past it, unlike me !).

**Paul**

*(Cheeky Monkey!!! - I am still in my PRIME - well I would be if I could remember where I had put it - Moz)*



### CETUS STAGES RALLY



STEVE Johnson's tiny Nissan Micra is packing a massive punch on the track. The Accrington driver and his 21-year-old daughter Hazel were both in splendid form at Wigan's 3 Sisters circuit, successfully driving their one litre Micra into a top five finish in the one litre class at the Association of North West Car Clubs event. "The conditions were some of the worst I've seen, heavy rain and standing water on the track, so it is a real challenge for both of us," said Steve. "Hazel had problems on the first stage with her intercom, but she bounced back with a super time on the second stage. "She was only three seconds behind me afterwards (second stage). Hazel's really driving well and getting used to the car." Steve, who eventually finished behind Ryan Burns and Phil Sergeant, added: "By stage seven the track had started to dry out, and I was posting some really consistent times." Founded by multiple rally and autotest champion Johnson, the North Western Car K11 Micra Challenge was created to bypass the escalating costs that are normally associated with stage rallying. "We were racing on £30 Falken tyres, so it just goes to show that you can compete at a really good level without spending a fortune." Steve, who is out in front in the K11

Challenge, added: "I'm leading so there's a lot to play for this year." Falken Tyres is backing young talent in motorsport through a new sponsorship and support scheme that enables drivers access to subsidised and free tyres. The Japanese manufacturer is providing tyres for the Association of North Western Car Clubs K11 Micra Challenge and the Under-17 Motor Auto Solo Championship for Standard Cars. In addition to the K11 Micra Challenge, Falken is also supporting the under 17 Motor Club which provides opportunities for 14 to 17 year olds to gain experience in vehicle handling in a controlled environment away from the public highway.

**Lancashire Telegraph**

Another Busy Month (May) has been & gone - how did I find the time to compete, work and go to club nights?

**The Berwick Classic** took up the Bank Holiday weekend in May. Terrific event - enjoyed it enormously. Finished 17th O/A - massive improvement on our previous two Historic Rallies - think I might be getting my head round the regularities (Note : only think -- will see how we fare on the Lake-land Classic in July). The new engine got put in on the Wednesday before the event and has a lot of grunt (155bhp) but does not seem to want to pick up until its doing over 2000rpm - might need some work on the carb but I really don't have a clue - as a mechanic - I make a damned good chef!

In between the Berwick and the Manx CDMC had the misfortune of me as guest speaker - poor souls - Oh how I made the audience suffer. Looking forward to having **Malc Graham** (on his own) at Clitheroe (Waddington Working Mens Club) on **Tuesday the 25th of June** - Tales of Humorous 'Daring Do' will abound - don't miss it. This was originally planned for the 18th of June but Malc got a surprise Birthday present that will have him driving a BMW M3 round Oulton Park (Track Day) on the original date, so expect lots of Oulton Park tales

On the weekend of 10/12May, it was a trip across the water for the **Manx National**. The weather over on the Isle of Man is so changeable - one minute its bright sunshine next minute I am soaked to the skin. Managed to marshal on six stages and still find time for a bit of spectating in between. Came home on the Sunday totally 'cream cracked' but had a terrific time. At 6am on the Sunday morning, met Denis Quinn (had been servicing for Darren Atkinson and didn't he do well!) on Douglas seafront - seems he cant sleep later than 4am - too many years getting up early to deliver milk

Whilst I am marshalling on the shakedown stage of the Manx I get a call from my driver (Andy)

*"Are you all ready for the Rally tomorrow night (Altratech Rally)?"* he asks.

*"What ? - I'm on the Isle of Man for the Manx"* is the reply. *"Are you going to be back in time tomorrow?"* he asks. *"Not a hope in hell, but what are you going on about - its NEXT week"* I say.

Andy *"Oh no its not its Tomorrow"* Me *"if it is then it looks like I will have to try and grab a flight back"*

Andy *"Oh yes it is tomorrow - I have taken time off work"*

Me *"Hows that got any bearing on when the Rally runs . Can you check?"* Andy *"I will check and phone you back"*

Call back comes in after half an hour *"You're right its next week - panic over"*

I had a great time over on the Manx and it got me thinking (you can probably smell the sweet aroma of burning wood) : The ferry over to the Isle of Man (inc Car) 2 nights B&B and dinner out for less than £240. What does it cost to go to Mull - I have never been so I don't know, but it was a cracking good three days over on the island with some fantastic stages and the organising club are always short of marshals. I will be going back for sure. **Next IOMAS event is the Poker Stars on November 8/9th** - anyone fancy joining me for the trip

Was out on the **Altratech 061 road rally** on the 18/19th May. Not a lot to say. Found it tough we had dropped 18m24s by Petrol (All down to me not being able to work out the complex navigation quickly enough) plus Andy was suffering with a pulled muscle in his right shoulder and we were not enjoying it, so we headed home to catch up on the beauty sleep (I need a lot of it these days)

The CDMC **Autotest/PCA is at Myerscough** on the **9th of June** Looks like its going to be another good event.

**G&PMCs Memorial Rally** is coming up on the **15/16 of June** Which means I cant do the **Shaw Trophy** on the Sunday. I am getting too old to burn the candle at both ends.

**July** is also starting to look a little bit hectic too. We now have the new date for the **Kick Energy** (formally the VK) now on the 6/7th which I was going to do with Andy and I promised to do the **Lake District Classic** with Paul on Sunday the 7th - was going to be a tad tired so we pulled the entry for the Kick Energy (its not the only reason but it is one of them), and that is then followed by **Greystoke** on the 14th before we tackle the **Morecambe Rally** on the 21/22nd. Although I have heard that the Morecambe Rally might be moving dates to be a week later (now 28/29 July ?) nothing confirmed yet, and the **Illuminations** looks to be on again this year on its traditional date of the 20/21st October now that the Bolton Rally seems not to be taking place. Again no confirmation, but it has now appeared on ANWCC website. One event that has moved dates and also managed to let me know is the **John Robson - now on on the 15th November**

Thankfully August looks a little bit quieter (better watch what I say - Bet I am moaning in August that there is nothing to do and I am bored!) I thought I was a busy bee but Steve Butler shows me how to do it - he must never be home - he has three drivers that he sits in with - and then he gets grief from me to write reports.

Dont know about you but I have been listening to the news about 'Google Glass' (A computerised pair of Spectacles that have a 'heads -up capability) with fascination. I doubt I will be splashing out the rumoured £1000 for a pair but they sound a very useful accessory. Built in Sat-Nav, Average speed AP, a 'must have' piece of kit that can be quickly stowed away from the sight of Marshals, scrutineers etc (thats if they spot them at all) - wonder who will be the first to have this 'dodge' on events - I am sure somebody will.

I can picture Derek (*I don't do t'internet*) Shepherd having apoplectic fits at the sheer mention of them !

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





# CONTROL



## MARSHALLING POST

With Gareth Adams



It always seems to be feast or famine as to event scheduling throughout the year, nothing for 3 or 4 weeks then 3 successive outings.

The first of which was the Tour of Hamsterly, with a bumper entry as it was part of the new RAC championship, previous rounds of which had been cancelled for various reasons. It was an early start to get up there in time for signing on, but being early landed me the job of assisting with sign on for Commander Brodie. This was probably some form of punishment for what I wrote about him last year! Stages 3 and 6 saw me on the Arrival time control ably assisted by Carla Richardson, before moving to marshal the hairpin at the Grove for stage 7.

It was a good day with some delays here and there, but they didn't detract from the event. The number of spectators was amazing with the threat of losing a stage due to blocked exit routes from the stage. Take a look on youtube at the numbers of people out watching, you would think that you were in Portugal (except for the weather). My only criticism of the event, which will probably upset some, was the lack of variety of car. I think twenty consecutive cars were escorts, followed by another 30 or so split by the odd Vauxhall, Toyota, Datsun, Sunbeam and BMW etc.

The following weekend saw the Pirelli with a revised schedule. Normally the event runs Fri evening and Saturday. This year the event was Saturday and Sunday. Sign on was 9:30 for Archies Rigg. I believed that I was to be Start Marshal, but a change of plan saw me on the Flying finish. I was assisted by Phil Senior. It's a good job the weather was nice, because we were rather exposed, with nowhere to park the car at the control. I dread to think of the sort of mess we (and the paperwork) would have been in some 7 hours later after the first car at midday. No real dramas really except drivers trying to overtake on the flying finish line and the timing system struggling to cope with two cars close together in only recording 1 time.

An overnight halt for me in Newcastleton, saw me head into the forest of the same name for 7.30am. I was posted at junction 5 with Pat Gosden. We were the midpoint recovery & rescue with Mewla 5 radio, Extractor rescue, Calder response and Atlas recovery. We had a good laugh and were subject to a number of yumps in the track.

There were various attack methods from the unaware to the over cautious. A few landed heavily on their noses, but remarkably there was no damage or incident. The stage was run 3 times for some, and it was difficult to really keep track of who you were expecting each time.



There has been some discussion on internet forums as to the new arrangements. Competitors seem to think that they are no better with the Sat / Sun format. For me (and other Marshals) its probably worse, with no chance to call in at rally HQ and the early start on the first day.

My final event to write about is the Barbon Hill climb. This is now a joint venture with Kirkby Lonsdale and Liverpool motor clubs. I went up on Friday evening to assist with set up, which we accomplished in a little over 2 hours. It was good to see a number of helpers there to assist in the various jobs.

There was an entry of about 60 cars from various and always interesting single seaters, Westfields, Rally cars and production cars. Some modified, others not. Unfortunately the weather forecast was not good and it rained quite hard for most of the morning with showers after lunch. I spent most of the day pushing cars out of the wet bottom paddock onto the track. We only managed one practice run as opposed to 2 which we normally have. The afternoon saw the first of the championship runs. Some cars managed to switch to slick tyres for these but we had a constant battle with the time as we had a number of recoveries to enact. Only one car was damaged from memory with broken suspension linkages.

The second championship round was cancelled due to time constraints, but the national B class got their second run. A few competitors decided not to run due to the water on the track, but there were still about 40 that did. If you have never been up for a look, its well worth it, especially when the weather is nice, then there is another opportunity on the 15<sup>th</sup> June.



**Gareth Adams**

# Inside the Industry With Paul Gilligan

## April Sales

The UK car industry recorded a whopping increase in April of almost 15% over April last year. In trouble Peugeot were over 8% up year to date, brother Citroen over 15% up. Vauxhall having gone back to big discount fleet business are almost 17% up. Audi continue to trounce BMW, now they have sold almost 25% more cars so far this year, but I have to wonder if BM will take this lying down for much longer?

Thanks to the UK European car sales in April were above the same month last year for the first time for a long time. Without the UK Europe still lags badly with no sign of the bottom to the downward graph yet.

In spite of this rosy picture most dealers I talk to are not too happy. One exception is the Land Rover dealers who are having a great time. Jaguar dealers, in spite of a 25% increase in registrations are not seeing black ink on the bottom line. The arrival of F Type will help, although most think this wonderful car over-priced however good it is.

Volume dealers are selling mainly small cars at very thin margins, and the new car deals make similar cars under 2 years old difficult to sell. For example a new Fiat 500 is available for £119 deposit, and £119 per month finance payment. A year old one is over £200 a month. At the other end of the market a Jaguar XJ is £56000. However about 10% discount is available = £50500. If you take Jaguar Finance on a Personal Contract Purchase Plan they will GIVE you another £9000 towards your finance deposit, so the £56000 XJ is £41500. This enables people to drive a £56000 Jag for 3 years for about £20000! No wonder dealers can't sell their ex demo cars!

## Mercedes Sharpen The Knife

My regular reader may remember that I reported last month that Mercedes had reduced discounts having been warned by Glass's Guide that their pursuit of volume was harming residual values. As I said sales slowed dramatically. Manufacturers can do without sales for just about as long as a human can do without oxygen, and sure enough, May 7<sup>th</sup>, Mercedes discounts were increased to at least previous levels.



Mercedes-Benz

## US Sales On Fire

The US seems to be boom or bust. Only a few years ago GM and Chrysler were in fact bankrupt, and Ford escaped that by a small margin thanks to brilliant management by their (then) new CEO Alan McNulley. Now US sales are well up and the domestic manufacturers (having perhaps learnt some expensive lessons) are the main winners. Against last year GM are up 23%, Ford 18%, Chrysler 11%. Toyota down 1%, VW down 10%

The US market is forecast to be around 15.3 million new cars (and pick ups) this year when UK will be about 2.1M and Western Europe about 12M, so the US is still where it counts.

## VW Ambitions Have No Bounds

I've mentioned before that VW are determined to be the World Number One. A small part of that big jigsaw is Skoda. They have been given by VW Group a "small" objective i.e. to achieve a 50% increase in global sales in 3 years. A new SUV, larger than the Yeti is part of this plan, but perhaps more important a new plant in China will increase capacity there to 500,000 cars a year, and Skoda are also looking to big volume gains in Russia, where it already sells over 100,000 cars a year, far more than the UK already.



## Even BMW Feels The Pain

BMW reported a drop in first quarter 2013 profits, but only down 3% to £1.1BN. The drop in European sales is hurting but sales elsewhere, US and China in particular, cushioned the blow.



## GM Europe Pleased – Losses Down to \$200M For Q1 2013

It's an amazing world when GM can be "pleased" to announce that their European operations have lost "only" \$200M in the first quarter of 2013, a vast improvement on a loss of \$300M last year. So they now only need to reduce losses by a bit over \$2M a DAY to break even?



## Car Sales In Africa

Last month I wrote about the enormous growth in car sales in India. Now I've decided to loom at Africa. An equally enormous continent, and very much the sleeping giant. Last year Africa bought about 1.7M vehicles, less than the UK. Toyota were number one with 14% share of the market. Toyota have only 4.5% share of the UK market. For me two reasons for Toyota's dominance in Africa – first the Hilux pick up is simply the best, second those Safari Rally wins aren't ever forgotten.

In some markets the figures are by European standards tiny, only around 12500 cars and pick ups were sold in Kenya last year. However Kenyans make cars last a long time, cheap cars are imported, and the number of cars and commercial vehicles on Kenyan "roads" has grown enormously in the past 30 years. I use the "roads" term advisedly having been there, but when I went on the Safari in 1982 there were not 10% of the current number of vehicles, a good reason why we will never see it's like again.

I remember well standing at a service point on the foothills of Mount Kenya early on Easter Sunday morning watching a works Nissan (Jayant Shah) and a works Opel (Rauno Aaltonen) racing downhill on tarmac into a 45 right then 90 right onto the loose. Rauno was in front, overshot the junction, didn't want to eat dust for 30ks, big hand-brake, big charge through the bush, big jump, LANDED in front of an unimpressed Janty. *(Continued on Page 38)*



## ***Inside the Industry with Paul Gilligan*** ***Continued from Page 37***

A friend who was with me who has a great sense of the history of our sport said when they were racing downhill on the tarmac "The Mille Miglia is alive and well, and living in East Africa!"

Sadly no longer.

Sorry, off subject, beats talking about sales figures!

### **The Industry In 2033**

I'm much flattered that Stuart Turner apparently reads this rubbish every month, and when he was with us for our Stoneybeck evening recently passed me an article from The Economist forecasting the motor industry in 2033, 20 years on.

Too long to reproduce in full but key points are:

- Toyota takes over Honda
  - VW merges with Tata to become world number one
  - Fiat-Chrysler merges with Suzuki and India's Maruti
  - IBM buys Ford
  - GM Europe merges with Peugeot/Citroen
  - Enormous discoveries of shale gas worldwide make gas the most popular automotive fuel
- Driverless cars on the increase, in some major cities compulsory to cut accidents and congestion  
Sadly the Economist neglects to mention motor sport at all!

***Paul Gilligan***  
***pg@gvcontracts.co.uk***



***NB Paul writes his monthly article for The Wigton Motor Clubs newsletter 'Startline' and has agreed to forward me his copy each month for you to read. This may explain some of his references to earlier articles and events***

## **MG Cumbria Classic Tour of Cumbria**

**Sunday, July 14th**

A 90 mile tour starting from Tebay visiting a variety of transport related places of interest with plenty of time to "stand and stare."

The entry fee of £36 includes coffee, lunch and admission fees.

Open to all MG and other fine cars of any age.

**Entry forms on the website**

**[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)**

**or ring Graeme on 01900 825642**

As I staggered into the house, my wife said, "If you ever come home early from the pub, I'll die of shock." "Stop trying to bribe me", I slurred.

A big row has broken out in the Irish Olympic Synchronised Diving Team after Paddy accused Mick of copying him

Sad news from the Nestle factory today as a man was crushed to death by hundreds of boxes of chocolate. He tried in vain to attract attention but every time he yelled "The Milky Bars are on me!", people just cheered

## **1983 1000 LAKES RALLY** **THE WAY IT WAS**

Most readers of a certain age will remember that rallying used to be a very different sport 30 or more years ago long before the current standard WRC format was adopted. Rather than one defined service area assistance was often available after almost every special stage, and time lost servicing had to be made up on the subsequent road section. This led to some very dangerous and totally politically incorrect practices and I know that all readers (particularly perhaps the older ones) will join me in applauding the efforts of the various governing bodies in stamping out these activities.

I was reminded of this subject when I read an interview with Hannu Mikkola (to me the greatest of the Flying Finns) as part of the build up to this year's 1000 Lakes Rally. Yes I know that THEY now call it Rally Finland I call it 1000 Lakes! The subject was the 1983 event which Hannu eventually won in his Audi Quattro, and he went on to win the World Championship that year also. Anything in bold or italics are my words not his.

Hannu experienced gearbox problems on the very first stage and the time for repairs resulted in road penalties dropping him to 149<sup>th</sup> after Stage 2. Of course the events were much longer then and even entailed driving at night when tired (*highly dangerous surely?*) so there was time to catch up. Then fuel injection problems took more time to repair, leaving the crew to average 122kph/76 mph on minor roads to reach the next time control on schedule.

Hannu: "I knew the road quite well, lots of jumps and rows. I was worried about police activity, being caught in a speed check brought big penalties. We got Lasse Lampi who was ahead of us on the road in a private Audi to radio back if there were any speed traps (there weren't) and he also got all the other traffic to keep well to the right so we could blast down the wrong side of the road. (*What the good Mr Lampi did with the oncoming traffic is not mentioned.*) We made the control with 5 seconds to spare."

On the very next stage an engine mount failed and enough time had to be made up on the next road section to have it changed before the next special stage.

Hannu: "I knew there would definitely be police activity on that road section, so we took a different road entirely and went absolutely flat out to build up enough time to have the mounting changed."

I'm sure that readers will agree with me that rather than being lauded as World Champion Mr Mikkola should be just emerging from a corrective institution having eventually paid his debt to society. As I say thank goodness the era of Health & Safety has arrived to protect us all!

***Paul Gilligan***



# OUT & ABOUT With Gemini

**The 2013 Magnificent Golden Microphone Trophy along with cash awards of £150 to the winners.**

Following the first six rounds in this years championship here are the leaders.

Peter Langtree G 48 on 25 points  
Tony Jones G 56 on 24 points  
Ian Davies G 23 on 20 points  
Stuart Dickenson G 13 on 17 Points  
Chris Woodcock G 25 on 17 Points  
Remember this year it will be 5 points for a Rally and 2 points for a Bike Ride.

***The Plains Rally BTRDA***  
***Saturday 18th May 2013***  
**To all Safety Radio Crews**  
**A Very Large Thank You for**  
**your help on the day -**

I have already received several emails from Radio Crews confirming how much they enjoyed the event, marvelous weather almost wall to wall sunshine, great entry, event ran on and ahead of time by some 30 minutes ahead on some stages, a great event and ready for the next one.

I finally would like to advise you that this years WRGB rally will be using all these stages and more in November and as sole radio staffing officer I would like to invite you all to come and help us, I will also be sending out other invites soon so please don't be offended if you get it again. Additionally the next round of the BTRDA rally in this North Wales area the Cambrian Rally on the 19th October will also need your help please.



**The Wales Rally GB will be held in North Wales in 2013, moving from its base around the Welsh capital Cardiff.**

The event is traditionally the finale of the FIA World Rally Championship and retains that honour in the calendar, and will be held 13-17 November.

The headquarters and service park will be located on a new site being prepared on Deeside in Flintshire. The ceremonial start will be hosted in Conwy, with the finishing line set for neighbouring Llandudno.

The competitive action will feature a more compact route, with the majority of the timed Special Stages set in some classic Welsh forests. Finland's Jari-Matti Latvala of Ford has won the event - which has been held in south Wales since 2000 - for the past two years.

The Welsh government's Minister for Economy, Science and Transport, Edwina Hart, said: "This is exciting news for the Wales Rally GB and for north Wales.

"The event has always drawn the crowds in north Wales in previous years and I'm sure this move will refresh the event for spectators and competitors alike.

"The spectacular scenery and landscapes of north Wales will provide the perfect backdrop for Wales Rally GB, which will be the pinnacle for the UK domestic rally season and an exciting finale for the high-profile World Rally Championship this year."

**Wales Rally GB**  
**13th to 17th Nov**  
**Recruiting Radio**  
**Crews Now**  
**Contact Bill Wilmer**

**2013 Events Dates**  
**RADIO CREWS REQUIRED**  
**For the following Events**  
**Contact : Bill Wilmer**  
**Gemini Communications**

**Blackpool South Shore MC**  
**Keith Frecker Memorial**  
**Sunday 9th June**

**Warrington DMC**  
**Envile Stages**  
**Ty Groes - Anglesey**  
**Sunday 7th July**

**Westmorland C.C.**  
**Greystoke Stages**  
**Greystoke**  
**Sunday 14th July**

**Bala & DMC**  
**Gareth Hall Memorial**  
**Trawsfydd Ranges**  
**14th July**

**Stobart Rail**  
**Pendragon Stages**  
**Warcop - Cumbria**  
**Sun 22nd Sept**

**P&DMC + G&PMC**  
**The Heroes Stages**  
**Weeton,**  
**Sun 29th Sep**

**Cambrian**  
**National Rally**  
**Cloceanog / Penmachno**  
**National Stage Rally**  
**Sat 19th Oct**

**Wales Rally GB**  
**Final WRC Round of 2013**  
**NORTH WALES**  
**13th to 17th Nov**  
**Book your place NOW**

**Bolton-le-Moors CC**  
**Neil Howard Stages**  
**Oulton Park**  
**23rd November**

**Clitheroe & DMC**  
**Hall Trophy Stages**  
**Blyton**  
**23rd November**

***Gemini Communications Team***

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***Bill Wilmer 07973-830705***



# Gemini

(Part Two)

## Something Completely Different

### Report Dyfi Enduro May 5th 2013 Communications

There was no communication problem during the day and all posts were strength 5. Comms with Dyfi 1 in the park in Machynlleth were fully readable 3-4 from the control site. 50ft mast in use on Red channel.

All operators were in position by 11.00am.

Dyfi 1 had set up a radio in the broom wagon, and provided handhelds to the paramedic (quad bike) and Tegid, chief marshal (motor bike).

Weather conditions were clear and bright during the event.

#### Incident report

There was only one incident that required significant medical intervention.

Call received at 13.23 from Gemini 56 at post 8 that he had need of the paramedic to assess a cyclist in the St John's ambulance. Paramedic could not be contacted until 13.32 when he was located at the feed station (post 14). He was immediately despatched via the public road (the most direct route) back to post 8 where he arrived at 13.44. By this time the St John's ambulance crew had placed the rider (no 207) on a spinal board.

At 13.55 I was informed that by Gemini 56 that the paramedic had gone up the nearby hill to contact the county ambulance control. The rider was apparently suffering from concussion and was to be hospitalised as a precaution. The paramedic returned to post 8 at 14.18 stating that county were sending a road ambulance to the scene to collect the rider. This ambulance arrived at 15.00 and the patient was transferred to Bronglais hospital. The bicycle was collected by the broom wagon. Later discussions with the paramedic revealed that he was intending to get the air ambulance, but both local units were in use and not available.

There were no other significant injuries reported.

#### Other Matters

The idea of locating marshals with local route knowledge and off road cycling experience at all radio points was a good idea. Perhaps next year they could have their bikes with them so they could be sent locally to investigate any issues that might arise?

Although the broom wagon had a radio, he never reported in all day so I had no idea where he, or the tail of the event, was. He should report in as he passes and closes each marshal point as it keeps a tighter control of the event.

I do not know if the starting procedure was any different this year, but there were no comments about 'bunching up' of riders on the descents as happened last year. If the air ambulance had been called to the incident it would have found it difficult to locate the point from the air due to the terrain. It would be useful to have the OS grid reference of all the marshal points to pass to the ambulance service should the need arise in the future.

## Clitheroe & DMC EVENING AUTOTEST & PCA At Tony Harrisons - High Bentham



### Clitheroe District Motor Club Autotest and PCA

was an excellent event. All 17 competitors taking part in the event had a fun night at Tony Harrisons Garage in Bentham, on Tuesday 30th April 2013. The results were:

#### Autotest

1st. O/A	Duncan Wild	201.1,
1st C3	Ayrton Harrison	240.3,
1st A3	Dave Robinson	259.7,

#### PCA

1st O/A	Matt Worden	180.5,
1st D3	Faye Robinson	197.5

This was a spectacular event, something the club should put on more often. It was something exciting to take part in and something quite easy to do. The idea of the event is to get around the track as fast as you can, but having to follow the cones, a penalty was applied if you hit a cone.

Also for my first ever event that I have competed on, I found it quite easy to do it wasn't completely easy to do though as I haven't really driven before but I loved this event. I did find the event well organised and fun.

There was all different type of cars taking part in the event. The cars slowly started to arrive, some of the cars taking part in the event were driven to the event some were brought on trailers. As the night progressed there were quite a few laughs for example at the beginning, Maurice Ellison was running signing on, he was organising it on a fold up table in the car park. He put the sheets needed for the event on the table. Then a big gust of wind came and blew all the sheets off around the car park, so we were all chasing after them. We managed to pick all them all up and put rocks on them but the bit that was funny was when everyone was running around trying to pick them all up.

So thanks once again to the whole organising team, thank you for a great event and I hope to see another of these events being organised. I would definitely like to come down and take part and hope to see some more new faces coming down to take part in the event.

*By Katie Woodcock*

# Flying Scotsman 2013



Some more Flying Scotsman Photos - this time from Alan Shaw

Once upon a time, in the Kingdom of Heaven, God went missing for six days.

Eventually, Archangel Michael found him on the seventh day, resting. He enquired of God, 'Where have you been?'

God pointed downwards through the clouds.

Archangel Michael looked puzzled and said, 'What is it?' 'It's a planet,' replied God, 'and I've put LIFE on it. I'm going to call it Earth and it's going to be a great place of balance.'

'Balance?' inquired Michael, still confused.

God explained, pointing down to different parts of the Earth. 'For example, North America will be a place of great opportunity and wealth, while South America is going to be poor; the Middle East over there will be a hot spot, and Russia will be a cold spot. Over there I've placed a continent of white people and over there is a continent of black people.'

God continued, pointing to the different countries. This one will be extremely hot and arid while this one will be very cold and covered in ice.'

The Archangel, impressed by God's work, then pointed to another area of land and asked, 'What's that?'

'Ah,' said God. That's the North of England, the most glorious place on earth. There are beautiful people, seven Premiership football teams in the North West alone, and many impressive cities; it is the home of the world's finest artists, musicians, writers, thinkers, explorers and politicians. The people from the North of England are going to be modest, intelligent and humorous and they're going to be found travelling the world. They'll be extremely sociable, hard-working and high-achieving, and they will be known throughout the world as speakers of truth.'

Michael gasped in wonder and admiration but then proclaimed, 'What about balance God, you said there will be BALANCE'

God replied very wisely, 'Wait till you see the bunch of plonkers I'm putting down South to govern the country!'



**Wigan racer Tony Lynch achieved his pre-event aims in the latest round of the Monster Energy British Rallycross Championship** after storming to his first victory of the 2013 season at Knockhill.

Success at the Scottish circuit allowed Westhoughton-based Tony to move up the championship standings, with the victory being the maiden success for his **Lucas Oil Team Geriatric** squad since making the switch into the BMW MINI class at the start of the year.

Tony went into the third meeting of the season eager to challenge at the front of the field, with extensive development work having been carried out on his car following the second round of the campaign at Mallory Park.

With improvements to both the engine and suspension, as well as a new exhaust system from new team supplier Milltek Sport, Tony made the trip north in confident mood. When on-track action got underway with rain falling, the improvements to the MINI were made clear as Tony ran at the front through all three heats – securing victory in heat two alongside a brace of second place finishes. In challenging conditions, pole position for the final put Tony in the ideal position for the start, and he maintained his place at the head of the pack when the lights went out. Making a push through the opening lap to build an advantage, Tony then elected to take the Joker Lap – an alternative route drivers have to take once each race – at the end of lap two. Rejoining in the lead, Tony mastered the appalling weather to take the chequered flag first ahead of brothers Kris and Keifer Hudson, bringing him firmly into contention for the championship crown in his first season in the category.

"For the first two rounds of the season, we knew we were in damage limitation mode because of how late things came together to run the MINI," Tony admitted. "However, with the changes we had made prior to Knockhill, this weekend was the first time we had gone into an event with confidence that we would be able to challenge for victory. "The boys had worked really hard on the car following Mallory Park to make improvements, but I have to admit I was surprised just how good it was when we got on track for practice. They did a fantastic job and we were quick straight away.

"Even though there were a few tricky moments in the conditions as I'm still learning the limits of the car, we showed our pace to qualify on pole position for the first time this year and then the final went exactly to plan. I got the gap I needed before taking the Joker Lap and when I rejoined out front, I knew that the race was mine to win unless I made a mistake.

"Winning third time out is a fantastic achievement for us and a great reward for the boys for the work they have done, and also for the sponsors who continue to support us as we wouldn't be there without them. We've shown what we are capable of and hopefully the win will be the first of many."



# WRC - Rally Argentina



Sebastien Loeb claimed an emotional eighth victory in Rally Argentina on what is likely to be his final gravel event in the FIA World Rally Championship.

The reigning world champion finished a punishing fifth round of the season 55.0 seconds ahead of Sebastien Ogier, bringing an end to his fellow Frenchman's run of three straight wins.

It was Loeb's 78th world rally win and almost certain to be his last away from asphalt. The 39-year-old is tackling a limited programme of four rallies this season as he switches to circuit racing and opted for Argentina as his sole gravel outing.

Such was the desire from the passionate Argentine fans to see Loeb's farewell that an estimated 80,000 people lined the final El Condor stage.

Ogier dominated the early part of the four-day, 14-stage event, winning five of the first six stages in his Volkswagen Polo R. But he could not break Loeb, and when he went off the road for almost 40 seconds yesterday morning, Loeb transformed a 17 second deficit into a lead.

After puncturing a front left tyre on the next stage, Ogier was happy to throttle back, content in the knowledge that Loeb's programme means he cannot be a contender for a 10th drivers' title.

Jari-Matti Latvala finished third in another Polo R after a fierce final day tussle with Evgeny Novikov. The Finn dropped almost two minutes yesterday with a puncture and started today 8.2 seconds behind the Russian's Ford Fiesta RS.

Latvala won all four stages, including the bonus point-paying Power Stage, and his podium was secured when Novikov spun early in the final stage.

Thierry Neuville finished fifth in another Fiesta RS, the Belgian constantly working to improve the set-up of his Fiesta RS. Mikko Hirvonen was second after Ogier's problems, but a puncture followed by electrical troubles with his DS3 cost more than six minutes and he slipped to sixth.

Mads Ostberg recovered to seventh in a Fiesta RS after damaging his car's steering and a driveshaft in the opening leg.

Andreas Mikkelsen snatched eighth from Dani Sordo on the last stage after gearbox problems compounded the Spaniard's first leg roll. Martin Prokop completed the top 10 after he, too, rolled in the opening leg.

# WRC - Rally de Portugal

Victory on Rally de Portugal made it three wins from three rallies for Volkswagen Motorsport's Sebastien Ogier.

The Frenchman, 29, took the lead of the Algarve-based event on Friday's third test, after early leader Mads Ostberg crashed his Ford Fiesta RS. Ogier, and co-driver Julien Ingrassia, went on to win by 58.2sec from Citroen Total Abu Dhabi team driver Mikko Hirvonen in a Citroen DS3. The result extended Ogier's lead in the FIA Drivers' Championship and he now has 102 points, 54 ahead of Hirvonen in second.

The win was the tenth at World Rally Championship level for Ogier, who has won the Portuguese round twice before with Citroen in 2010 and 2011.



To do it this time however he had to overcome an energy-sapping virus and a transmission problem on the Sunday morning that almost cost him the lead. At the end of the rally-closing Power Stage, having earned another three bonus championship points, Ogier was understandably relieved. Volkswagen began Sunday's competition on course for a 1-2 finish, with Jari-Matti Latvala second in another Polo R. But like Ogier, Latvala also hit trouble on the opening stage. A broken driveshaft cost the Finn more than four minutes and he lost his place to Hirvonen. His car fixed at the midpoint service, Latvala went on to finish 3m06s behind Hirvonen. He rounded off the rally with a bonus point on the Power Stage and was delighted by his new-found confidence in the Polo R. Evgeny Novikov was fourth in a Fiesta RS, more than a minute behind Latvala. The Russian finished 5m27s off Ogier's lead and was still unable to explain his lack of pace. A consistent drive netted Nasser Al-Attiyah fifth in another Fiesta RS. The Qatari completed 2m25s behind Novikov and put his experience of cross-country rallying to good effect on the tough Portuguese stages.

Andreas Mikkelsen was sixth on his first event in Volkswagen's Polo R. Adapting from Super 2000 to World Rally Car machinery, the Norwegian youngster was satisfied with what he had achieved. Dennis Kuipers was on course to finish seventh until his Ford Fiesta RS developed an engine problem at the end of SS14. The Dutchman retired on the road section to SS15.

This moved Martin Prokop to seventh in a Fiesta RS while Ostberg in a similar car salvaged four points for eighth after restarting on Saturday. Ostberg also collected two bonus points for finishing second on the Power Stage.

## Barritt so proud to take on ace Kubica

PENDLE rally star Daniel Barritt has admitted Robert Kubica's performance at the Rally of Portugal was one of his highlights of the event. The professional co-driver from Barrowford went head-to-head with the Polish driver, who is targeting a return to Formula One as he continues to recover from a life-threatening injury sustained in a crash two years ago.

Barritt teamed up with promising Welshman Elyfn Evans as the pair made their series debut at the World Rally-2 Championships in Portugal.

Barritt said: "Robert Kubica is extremely talented, with tons of natural driving ability – when he was driving on the gravel he was awesome and it was amazing to watch. "We were very close to his times, though, and until we were forced out of the rally we were ahead of him." Barritt and Evans were running second to 2012 Finnish Rally Championship winner Esapekka Lappi when they were unluckily forced to retire with a rare input shaft failure on the second day of the event in their Ford Fiesta RRC. However, Barritt, a member of Clitheroe and District Motor Club, says confidence is high after a glimpse of the opposition.

"This is a big year and I'm working with one of the top young drivers in Britain, these are really exciting times for both us. I've ridden as David's navigator before but it takes time to find that understanding of the way a driver works, so hopefully we are going to be together for several years and forge a strong rallying partnership."

The Burnley-born co-driver added: "We're not too far away I don't think. "We went to Portugal to learn the car and we were surprised at how well we were going until the gearbox problem.

"Our next major rally is in Finland and hopefully we can build on what we achieved in Portugal and see if we can get a win under our belts this year."

Barritt's sporting hero is Blackburn superbike legend Carl Fogarty and he said: "Carl's incredible determination to win was awesome – you can learn so much from watching guys like that." Daniel admits his father David proved a major influence on his career development and said: "I competed in a dozen rallies with my dad, and competed in my first stage rally two months after my 16th birthday.

"I'm very grateful for everything he has done to help me. "Rallying has become a way of life for me – and I'm really looking forward to the mighty challenge of the next 12 months."

**Lancashire Telegraph**

Elfyn Evans reaped the rewards of his 2012 title winning season by cashing in the first of five prize drives on the Rally Portugal.

By taking victory in last year's WRC Academy, the FIA's young driver category, Evans, 24, earned himself a five-round WRC programme in a 4WD car this year.

Graduating from the two-wheel drive Fiesta R2 he campaigned in 2012, Evans took the wheel of an M-Sport run Ford Fiesta RRC making his WRC season debut in Portugal, where he and co-driver Daniel Barritt competed in the WRC 2 category.

The youngster will return to the WRC 2 series with M-Sport's latest challenger – the Ford Fiesta R5 – when it is released later in the year.

Evans' Fiesta carried the full Qatar M-Sport team livery, and ran from the team's service area alongside the Ford Fiesta RS WRCs of Mads Østberg, Evgeny Novikov, Nasser Al-Attiyah and Thierry Neuville.

## Ferrari's Fernando Alonso sent his home crowd into raptures by beating Lotus driver Kimi Raikkonen to win the Spanish Grand Prix.

He took his second victory of the year and moved into third place in the championship with a four-stop strategy while Raikkonen did three.

Ferrari's Felipe Massa was third and Red Bull's Sebastian Vettel fourth. Mercedes' Nico Rosberg and Lewis Hamilton faded to sixth and 12th after starting from the front row. The Mercedes cars struggled with high tyre usage, their bugbear for several years, and were unable to hold onto their positions at the head of the field.

Rosberg, who did three stops, managed his tyres better than Hamilton, who made four, but was unable to sustain a competitive pace.

Alonso laid the foundations for his victory by moving up from his fifth place on the grid to third with a superlative passing move on the first lap, overtaking both Raikkonen and Hamilton around the outside of the fast Turn Three. Alonso trailed Rosberg and Vettel until the first pit stops, during which he leapfrogged Vettel, and took the lead from Rosberg again around the outside into Turn One at the start of lap 13. From then on, the question was whether Alonso could build enough of a lead to enable him to make an extra pit stop and still beat Raikkonen. He did so comfortably, rejoining from his third stop on lap 36 just five seconds behind Raikkonen, both with one stop remaining and Alonso on much fresher tyres.

It took Alonso only two laps to catch and pass Raikkonen, from where the Spaniard cruised to the 32nd victory of his career, moving him ahead of Nigel Mansell into fourth place in the all-time winners' list behind Michael Schumacher, Alain Prost and Ayrton Senna. It also significantly boosted his championship hopes, closing his deficit to leader Vettel from 30 to 17 points. Raikkonen stays second, just four points behind the German. Hamilton slipped from third to fourth place in the championship, but is 22 points behind Alonso and only five ahead of Massa. After losing the lead to Alonso, Raikkonen was left comfortably ahead of Massa, who made a bid to close in on the Finn before Raikkonen responded with six laps to go to show he was in control.

Vettel appeared for a while to be trying the same three-stop strategy as Raikkonen, stopping at similar times to the Finn in the early part of the race. But without the race pace to challenge for the lead, he made a fourth stop only three laps after Alonso's and had to settle for fourth. Vettel's team-mate Mark Webber took fifth place on a four-stop strategy that had him in last place on lap eight following an early stop, the Australian moving back through the field with a measured drive as the race progressed.

Scot Paul di Resta and Force India continued to impress with a typically smooth, understated drive to seventh place. Di Resta closed right in on Rosberg in the final laps, but failed to pass the Mercedes, despite getting alongside him on the run to Turn One with three laps to go. Jenson Button, meanwhile, moved up from his poor 14th place on the grid on a three-stop strategy to finish eighth, just ahead of team-mate Sergio Perez, who did four from eighth on the grid, while Toro Rosso's Daniel Ricciardo took the final point in 10th.



## **Nico Rosberg has completed his domination of the Monaco Grand Prix weekend with an assured victory.**

The Mercedes driver had been fastest in practice and qualifying on the streets of the Principality and duly recorded his second career win in unflustered style after what proved an eventful, and long, race.

However, the drama may not have ended just yet with Mercedes racing under protest following an official complaint from both Red Bull and Ferrari against a 'secret' three-day test at Barcelona in the days after the Spanish GP.

World Champion Sebastian Vettel finished second with his Red Bull team-mate Mark Webber completing the podium ahead of Lewis Hamilton.

Starting second on the grid behind his team-mate, Hamilton held station during the early laps but lost out when a crash involving Felipe Massa brought out the safety car. The race was subsequently halted for 25 minutes when Max Chilton's Marussia collided with the Williams of Pastor Maldonado. Both Massa and Maldonado suffered sizeable head-on impacts, thankfully without injury, although the Brazilian was detained at the track's medical centre for a while.

It was a busy day for the safety car, which hadn't previously made an appearance this season. It came out for the second time with 15 laps to go after Romain Grosjean's Lotus collided with the Toro Rosso of Daniel Ricciardo.

Force India's Adrian Sutil finished fifth ahead of McLaren's Jenson Button, with Ferrari's Fernando Alonso, Jean-Eric Vergne (Toro Rosso), Paul di Resta (Force India) and Kimi Raikkonen (Lotus) completing the top ten.

The protest launched by Red Bull and Ferrari against Mercedes, specifically the 'secret' tyre test they undertook after the Spanish Grand Prix, dominated the build-up to the race.

The beef Mercedes' rivals have, of course, is that the test might have given them an advantage. Certainly the tyre wear of their W04 has been woeful at times during races but it's also the case that, of all the tracks on the calendar, Monaco is the easiest on rubber. Might they get it right this time? Also: to one-stop or not to one-stop? That was the related question facing teams after the usual frenetic activity during the opening laps. The pit-stop window opened on lap 26 when Webber pitted from fourth place but hands were forced when Massa crashed at Sainte Devote four laps later.

The shunt was almost identical to that he suffered in P3 on Saturday morning, with the F138 veering left and hitting the Armco at around 170mph before ploughing straight on. As Massa climbed out - feeling some discomfort in his neck - the safety car came out. Vettel pitted immediately but both Mercedes stayed out. They pitted in tandem the following lap but the timing of the safety car favoured Rosberg - who was first in - over Hamilton, who was shuffled back to fourth place.

Racing resumed on lap 39, with Rosberg again stealing a march. Everyone was looking to try and get to the chequered flag without changing tyres again at this stage, but they were all given the chance to do just that seven laps later when Maldonado's Williams slammed head-first in the barriers at Tabac corner. The Venezuelan was alongside Max Chilton at the time, with the Marussia driver seemingly unaware of Maldonado's presence on his blindside.

Racing got underway for a second time after a delay of almost half an hour, with every frontrunner bar Raikkonen confident of eking out their supersofts.

Perez had already given indications that he meant business by passing Button and then Alonso at harbour front chicane just before the red flag. The Ferrari driver had actually held the position but only after cutting the corner. Alonso was subsequently ordered to hand the place back as he awaited the re-start. It was a difficult afternoon by the Spaniard's standards and he lost another place to Sutil at the hotel hairpin on lap 57, just before Grosjean launched a rearward assault on Ricciardo as the pair exited the tunnel. The safety car duly came out again, with Perez's eventful afternoon continuing when he made contact with Raikkonen - again at the harbourfront chicane.

The Finn suffered a puncture as a result and was in danger of failing to score a points-finish for the first time in 23 races. However, he managed to claw back tenth place from Nico Hulkenberg Sauber on the very last lap.

As Raikkonen pitted, Button pushed Alonso down another position at La Rascasse, but Perez's aggression only brought retirement after his car picked up suspension damage.

The result means that Vettel's lead in the Drivers' Championship is now 21 points, with Raikkonen leading the chase. Red Bull, meanwhile, hold a 41-point lead over Ferrari in the constructors' standings.

***Mercedes now face an investigation by Formula 1's governing body the FIA after being accused of taking part in an illegal tyre test. Red Bull and Ferrari lodged an official protest at the Monaco Grand Prix after discovering tyre supplier Pirelli used Mercedes to do a three-day test. In-season testing in F1 is forbidden. Pirelli says it has a contract with the FIA allowing limited testing. The Monaco GP stewards are to prepare a report for the FIA. A statement said the governing body "may bring the matter before the International Tribunal". The body, effectively for these purposes the FIA's court, can impose any number of penalties, ranging from exclusion from the world championship to a fine.***



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## Registration open for free Go Motorsport Live! tickets

Anyone wishing to attend *Go Motorsport Live!* at Silverstone on 7 July 2013 can now register for their free entry ticket at [www.GoMotorsport.net](http://www.GoMotorsport.net)

*Go Motorsport Live!* is a new event for National Motorsport Week (29 June – 7 July) and is designed to show the public how accessible motor sport can be. This year it concludes the week-long celebration of the sport just one week after the British Grand Prix (30 June).

Motor clubs, championships, teams and other organisations will set up static displays, which will complement a live Production Car Autotest with free passenger rides, plus a Trials demonstration. Silverstone will also offer discounted driving experiences and tours of its world-famous facilities, and visitors will be able to watch the Formula Student finals taking place. Meanwhile marshalling clubs will be on hand to advise potential recruits and highlight the role as part of the MSA's Year of the Volunteer. Ben Taylor, MSA Director of Development & Communications, said: "The inaugural *Go Motorsport Live!* is shaping up to be the cornerstone of National Motorsport Week 2013. Fans will be able to head back to Silverstone just one week after the British Grand Prix and find out just how easily they can get involved in the sport, whether as a competitor, volunteer or motor club member.

"Visitors will be able to get a taste of grassroots motor sport from the passenger seat, meet an array clubs and championships, and get up close to all sorts of competition cars, from karts and club hatchbacks to dragsters and touring cars. Best of all, it's free to enter; all you need to do is head to

[www.GoMotorsport.net](http://www.GoMotorsport.net) and register for your free ticket."

*More than 20 motor clubs, championships, teams, manufacturers and organisations have already signed up to be a part of Go Motorsport Live!. Any others wishing to get involved should contact Jess Fack via [jess.fack@msauk.org](mailto:jess.fack@msauk.org) by 31 May 2013.*

# ANWCC - Marshals Fire Training 9 August

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## FIREFLY AUTOTEST SUNDAY 16<sup>th</sup> June

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Little boy gets home from school and says "Dad, I've got a part in the school play as a man who's been married for 25 years." His Dad replies "Never mind Son. Maybe next time you'll get a speaking part!!"

"Have you ever seen a twenty pound note all crumpled up?" asked the wife.

"No," I said.

She gave me a sexy little smile, reached into her cleavage and pulled out a crumpled twenty pound note.

"Have you ever seen a fifty pound note all crumpled up?" she asked.

"No," I said.

She gave me another sexy little smile, reached into her knickers and pulled out a crumpled fifty pound note.

"Now," she said, "have you ever seen 30,000 pounds all crumpled up?"

"No," I said, intrigued.

"Well, go and take a quick look in the garage."

## SD34MSG Inter-Club Table Top Rally Challenge

Pos	Name	Points
=1	Steve Butler	22
=1	Terry Martin	22
3	Maurice Ellison	19
=4	Matt Worden	16
=4	Tony Vart	16
=4	Steve Lewis	16
7	Matt Kiziuk	14
8	Chris Woodcock	12
=9	Sam Hargreaves	10
=9	Danny Hartley	10
=9	Paul Buckel	10
=10	Gavin Holmes	8
=10	Ian Farnworth	8
12	Jez Turner	7
=13	Pete Whittaker	5
=13	Dave Whittaker	5

## Kick Energy Rally of Derbyshire 6th / 7th July 2013

### Right then..... here we go again!

Firstly, sorry for the late response, we were trying to get a definite from the RLO before committing to the date and didn't want to stir any rumours by making suggestions with dates.

The Kick Energy Rally of Derbyshire will now be run on the 6th / 7th of July, starting and finishing from Robinson, Chesterfield.

100 miles, approx. 6 miles of unsurfaced "white" road.

Petrol will be available near the start, after 50 miles and near the finish.

The format remains unchanged, there will be no plot n bash navigation, just a short, sharp, well run event on map 119.

Those who were running on the original event will be receiving an email in the near future from Fran explaining what will be happening entries wise.

## DONINGTON HISTORIC FESTIVAL

It is with great regret that the directors of Donington Park Racing Limited, operators of Donington Park Circuit, have to report that, following an accident in a race for historic touring cars held as part of the race meeting taking place on Sunday 5th May, the driver of car number 67 (a 1965 Mini Cooper S), Christian Devereux of Chiswick, London succumbed to the injuries sustained at approximately 16.30 hours.

The organising race club, HSCC and Donington Park Racing Limited, together with the circuit's medical and emergency services, will now be co-operating with both the Leicestershire Police and motorsport's Governing Body, the Motor Sports Association, in order to determine the cause of this tragic accident.

## Kirkby Lonsdale MC The Cars the Star Motor Show Sunday July 14th Heaves Hotel, A590, Levens 10am onwards

## Bolton-le-Moors Car Club Ltd June Autosolo & Production Car Autotest Sunday 16th June 2013

Bolton-le-Moors Car Club Ltd, will promote a **National B & Clubman Autosolo**, along with a **Clubman Production Car Autotest** on Sunday 16th June 2013, at Makro, Liverpool Road, Barton Moss, Eccles, Manchester, M30 7RT  
Map Ref 109/739964.

Regs : [www.bolton-le-moorscarclub.co.uk](http://www.bolton-le-moorscarclub.co.uk)

## Go Motorsport Live!

This event that is taking place at M65 Junction 4 Services the week after NMW 2013.

See <http://www.nationalmotorsportweek.co.uk/>

The day is a celebration of all things club Motorsport and we are looking to incorporate a mixture of static displays/stands, demonstrations and passenger experiences. It is aimed at the public who do not necessarily know how easy it is to get involved and hopefully inspire them to do so. The two primary objectives of the day are to show how diverse motor sport in the UK is and most importantly how easy it is to get involved so there is a big emphasis on the grass roots. I will keep you updated as more details become available and more people confirm their attendance.

Please see below for the key facts on the day from what has been confirmed so far:

**Date:** Saturday 13<sup>th</sup> July 2013 **Time** 13:00 to 16:00

**Venue:** M65 Junction 4 Services

**Displays:** car clubs and cars in different motorsport disciplines, motorsport rescue,

**Demonstrations:** Production Car Autotest,

**Passenger experiences:** PCA, free for those that sign up for Pre Driver days - 14+ learning to drive.

**Stand space:** free and on a first come first serve basis.

**Entry and parking for visitors:** free

Please see the young driver information attached. Learn to drive safely from 14 years old.

More information contact Steve Johnson.

Go Motorsport Regional Development Officer (North West)

07718-051 882

[www.u17mc-northwest.org.uk](http://www.u17mc-northwest.org.uk)

Whichham and District Motor Club  
**SHAW TROPHY**  
16 JUNE 2013

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Two events to appeal to all competitors with a mix of special tests and short regularly scheduled.

The Shaw Trophy Classic Rally. For all pre 1982 classic cars.

The WDMC Targa Rally. For all modern and classic cars running to the new MSA Targa regulations.

50th ANNIVERSARY 1963 - 2013

- 80 miles roads in the scenic Tyne Valley and Mid Northumberland
- Around 14 Special Tests, with some new formats for this year
- Start and Finish at the High House Farm Brewery, Mether

For more information please contact Guy Whicham on 01891 846545 / 01891 822196 or e-mail [guy.whicham@boltonleemoorscarclub.co.uk](mailto:guy.whicham@boltonleemoorscarclub.co.uk) and further details will be available at.

ENTRY FEE ONLY £30

IF IN NEWBORN OR GEAR







Association of North East & Cumbrian Car Clubs

If the ANECCC ever update their Website or get round to answering my email to them - then I will show dates of their meetings here



**ANWCC**  
Association of North Western Car Clubs

**Next Meeting**

**Monday August 12th**

Tofts Cricket Club, Booths Hall,  
Chelford Rd., Knutsford,  
Cheshire, WA16 8OP  
[www.anwcc.org/](http://www.anwcc.org/)

**The Next SD34MSG Meeting**  
**Wednesday 17th July**

(3rd Wednesday of every other month)

**8-00pm,**

Hartwood Hall Hotel, Chorley. PR6 7AX  
Just off M61 at J8 109 / 583 181

**ANCC**

**Next Meeting**

**8th July 2013**

Whitcliffe Hotel,  
Cleckheaton (104 / 186 255)



Motor Sport Group

**G&PMC**

**Memorial Rally**  
**15/16th June**

**MARSHALS WANTED**

**Contact**

**Andrew Benson**

**Mob. 07810-154041**

**Maps 97, 98, 102, 103**

**Start**

**Myerscough College, Stumble Inn**

**102/ 498 399**

**Finish : Salmesbury Village Hall**

**[www.gpmc.org.uk](http://www.gpmc.org.uk)**



**[www.drhphotography.org.uk](http://www.drhphotography.org.uk) Or 07858-880511**



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**Ian Dodd**

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# CHESTER MOTOR CLUB LTD BASIL DAVENPORT MEMORIAL TROPHY SPRINT

The Anglesey Circuit

## Saturday 8th June 2013

# DAVE MOORE MEMORIAL TROPHY SPRINT

The Anglesey Circuit

## Sunday 9th June 2013

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

# The Liverpool Motor Club BARBON HILL CLIMB

## Saturday 15th June 2013

Regs : [www.barbonhillclimb.co.uk](http://www.barbonhillclimb.co.uk)

### INCORPORATING ROUNDS OF :

- \* ANWCC HILLCLIMB CHAMPIONSHIP
- \* CHESTER & LIVERPOOL MOTOR CLUBS' SPEED CHAMPIONSHIP
- \* LONGTON AND DISTRICT MOTOR CLUB NORTHERN SPEED CHAMPIONSHIP
- \* THE PRE-WAR AUSTIN SEVEN CLUB, BERT HADLEY MEMORIAL CHAMPIONSHIP
- \* WIGTON MOTOR CLUB BROCKBANKS SOLICITORS CROSS BORDER SPEED CHAMPIONSHIP
- \* YORKSHIRE SPEED HILL CLIMB AND SPRINT CHAMPIONSHIP

# The Liverpool Motor Club Aintree Sprint Dates

## 29th June

## 7th September

The Liverpool Motor Club will promote National B Permit Sprints at Aintree Motor Racing Circuit, Aintree Racecourse, Melling Road, Aintree, Liverpool, L9 0LQ.

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

## ANWCC Marshals Monthly Draw:

Don't be missing out - as I'm sure you are all aware we at Gemini Communications are members of ANWCC - They have a marshals monthly draw of £25 on offer. All you need to do to qualify to be in this monthly draw is to notify Cambrian 12 David Thomas E-mail Address(es): [anwcc@talktalk.net](mailto:anwcc@talktalk.net) within a month or ASAP after attending any event run by a member club of the ANWCC. It won't be a problem if you notify David and it's not a member club, he will sort it for you.

Some of the Gemini team who have already been past winners over the last few years are:-

Graham Bray 3 wins, Eve Fisher 3 wins

Mark Wilkinson 1 win, Chris Jarvis 1 win

Gareth Williams 1 win, Ian Winterburn 1 win

Peter Langtree 1 win. Also Steve Johnson who reads this mail on 4 wins Don't be missing out

I thought it would be useful to detail what information is required for clubs to have an activity publicised on the NMW website, please see below:

Please send over the following details of your NMW event to Helen Jones on

[info@nationalmotorsportweek.co.uk](mailto:info@nationalmotorsportweek.co.uk)

- Event Title
- Event Start Date and End Date
- Event Timings
- Venue address
- Contact details - Name, email address and telephone number
- Website
- Short description of your event

The event will then get added to the calendar on the NMW website.

**Do not forget,**

The MIA have asked us to really push the free competition to win £500 for clubs that take part in the week – all details can be found here: <http://www.nationalmotorsportweek.co.uk/assets/flyer---nmw-2013---msa-club---500-award-info.pdf>

[www.nationalmotorsportweek.co.uk/assets/flyer---nmw-2013---msa-club---500-award-info.pdf](http://www.nationalmotorsportweek.co.uk/assets/flyer---nmw-2013---msa-club---500-award-info.pdf)

**3 Northwest clubs did very well last year.**

**Once again if you want help or advice just give me a call.**

**Please support National Motorsport Week:**

**29 June – 7 July 2013**

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

Regards

Steve Johnson

Accrington MSC - CSMAClub - F1000RC

[www.u17mc-northwest.org.uk](http://www.u17mc-northwest.org.uk)

## The John Robson Road Rally & The Hexham Historic Rally, November 2nd

the NorthEast's ( And possibly the counties) last remaining road rally will run this year on November 2nd and will feature a 100 mile route over some classic lanes in Northumberland. Starting and Finishing in Chollerford where rally headquarters will be the local village hall, the all asphalt route will go over some old favourites on maps 80, 81 and 87. With a friendly organising team and a great format the rally includes pre- rally refreshment and the famous Hexham "Apres Rally" buffet for a remarkably low entry fee of under £50.

## WHITE ROSE CLASSIC TOUR



Sunday  
16th June  
2013

HRCR  
Scenic Tour

FURTHER DETAILS AT

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

Organised by LINDHOLME MOTOR SPORTS CLUB (Doncaster)



## DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

contact

**Gemini Communications**

**Bill Wilmer 07973-830705**

**w.wilmer@btinternet.com**

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**Saturday 29th June 2013**

**Carlton & DMC Ltd**

**Huntsman rally**

Tri-permit event [No comp licence for Clubman]

Better quality tests

Shorter more testing regularities

A free training day for novices.

Low value for money entry fee

Total entry limited to 50

Please make a note in your diaries now

Marshalls required for the special tests and road sections and are promised a good day out.

Potential competitors can register initial advance interest. Early enquiries to Vince [Secretary] at [vince.cdmc@gmail.com](mailto:vince.cdmc@gmail.com).

0115-9720333 or 077-998-02107

Open to Historic, Classic, Road rally and Endurance cars

Regs : [www.carltondmc.co.uk/](http://www.carltondmc.co.uk/)

## Bala and District Motor Club

to update you on our events;

**PK Memorial 29th/30th June**

This will again be based at Rhug farm, Corwen. There will be 4 early evening gravel surface special tests followed by a road rally with the first car finishing in the Corwen area at around 3am.

**Gareth Hall Memorial Rally 14th July**

The event will again run as the only event on Trawsfynydd Ranges this year. Approx 22 miles over 12 stages in 3 loops of 4 stages

Regulations for both events will be on the club website; [www.balamotorclub.co.uk](http://www.balamotorclub.co.uk) from the 28th of May.

As well as competitors, both events require a significant number of marshals, and if you can help with one or both of the events we would be grateful to hear from you.

## RALLY OF THE TESTS

**31<sup>st</sup> October – 3<sup>rd</sup> November**

We are now ready to recruit the hundreds of marshals we need for this years event, we see a particular need on Friday daytime in north/mid wales and then in the Kirkby Stephen/Kendal area on Saturday afternoon/evening, but as we had nearly 1000 marshals in total last time we will find you all a job!

As always your help is very much appreciated and we hope to find you some thing of interest to do in November So to register please visit

[www.craevents.eu/Events/rally\\_of ... /marshals/](http://www.craevents.eu/Events/rally_of.../marshals/)

and we will then keep you informed over the next six months

### ROUTE OUTLINE/EVENT INFORMATION

Following comments from competitors in 2012, the event will contain much less "on the move" plotting, a descriptive routebook for the link sections on the two evening runs and shorter days giving more time for socialising. However, the event's traditional values will be maintained - namely to seek out the classic test venues, to drive the most scenic ro

Getting the action underway, the traditional Thursday evening Prologue will be a 2-hour evening run around the lanes south of Chester, comprising a test and a few regularities to allow crews to get into the swing of things.

Next day, the rally starts in earnest (at 8am) as the route heads into the mountain roads and forests of North Wales for a day of scenic regularities and challenging special tests. Venues range from airfields and forest tracks to farm roads and a couple of kart circuits. Crossing back into England, a short evening section - including a visit to one of the "Testers" favourite venues - takes crews to Stoke, where the first car is due in at shortly after 7pm.

Another 8am start on Saturday sees the event head north via a series of tests and regularities across the Cheshire Plains to lunch at a fine fortified manor house, close to Preston. Then it is on into Lancashire and Cumbria to explore the scenic but testing roads of these traditional rally heartlands. The day concludes with a super evening road rally section before stopping for the night on the shores of Lake Windermere (first car due around 8pm).

More classic sections follow on Sunday as the event traces a new route east across the Pennines into the Yorkshire Dales. A final brace of challenging tests and regularities in the Vale of York precedes the mid afternoon finish in the traditional spa town of Harrogate, where many an RAC Rally winner has been welcomed in the past by the cheering crowds.

Early interest in the event is strong with many ROTT regulars as well as event first-timers booking their place on the entry list. For more information, visit the CRA website:

<http://www.craevents.eu> or contact Jeremy Dickson on 00 44 (0)1656 740275 or email [jeremy \(at\) craevents.eu](mailto:jeremy (at) craevents.eu).

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**Sunday, 7th July 2013**



A counter towards the

**Gates Tyres**  
Historic Rally Awards

**Mini Cooper Register**  
**Northumberland Borders Rally**  
**23rd November**

100 mile route P&B Navigation.

Mainly OS map 81

Regs & further information from

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## Format unveiled for the DMACK Carlisle Stages

The format of the new DMACK Carlisle Stages, round three of the West Wales Rally Spares R.A.C Rally Championship, on Saturday 22 June has been unveiled.

Details of the event are now confirmed, with a route containing 45 stage miles and just 65 road miles. The rally will have a superb start venue, rally HQ and service area at Longtown, just north of Carlisle, and will be one of the most compact gravel rallies of the season. Organised by the Roger Albert Clark Rally Motor Club, the route will take in eight stages in some of the region's best-loved forests. The action starts with a four-mile stage in Chamot Hill, followed by a four-mile stage at Arthur's Seat and seven-mile stages in Newcastleton and Kershope. After service back at Longtown, the four stages will be repeated. Chamot Hill and Arthur's Seat have not been used for around five years.

The event running order will be the same as for the Tour of Hamsterley, with a first group made up of Category 1 historic cars and 1400cc cars. Next up will be the main R.A.C. field, which will be followed by the modern runners.

The rally will be based at the premises of the R J Murray & Sons Haulage Company in Longtown, Carlisle: just five minutes from junction 44 of the M6. The venue will host documentation, scrutineering, service area and overnight secure parking within a warehouse. Scrutineering will be held from afternoon to early evening on Friday, and then the cars will go into the secure overnight park.

As well as catering for contenders in the WWRS R.A.C Rally Championship, the DMACK Carlisle Stages will be open to all other cars and is ideal preparation for anyone planning to enter the 2013 Roger Albert Clark Rally, which runs across similar forest stages.

"We're delighted with the way the DMACK Carlisle Stages is coming together," said rally manager Colin Heppenstall. "The start venue is perfect and we are very grateful to the team at R J Murray & Sons for their enthusiastic support for the rally. We have a very compact route, which will start at 10am and have the first cars back at the finish at around 3pm."

Regulations for the event should be available now at [www.racallychamp.org/Carlisle\\_Stages/cs\\_home.htm](http://www.racallychamp.org/Carlisle_Stages/cs_home.htm)



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## Rally Mini Midlands Saturday 22nd June MIRA, Nuneaton

Following representations from competitors and championship organisers, the team behind the highly successful Rally of the Midlands have decided to stage a one-day single venue event on the date previously booked for the 2013 multi venue event.

The MIRA proving ground near Nuneaton, will be the location for the rally on Saturday, June 22, with competitors having more than 60 miles of sealed surface stages in a compact one-day format. "With the lack of availability of Mallory Park and Bramcote Barracks we were not able to stage our annual multi-venue event, but the team wanted to make sure the date remained in competitors minds for 2014 and felt that a single venue event would achieve this," said Clerk of the Course, Richard Hinton.

RALLY MINI MIDLANDS is a round of both the AWMCC Kingsway Insurance Heart of England Rally Championship in association with DMACK tyres & Threshfield Garage Ravenol Oil ANCC Stage Rally Championship 2013

Full details of the event along with entry forms and supplementary regulations available at [www.rallyofthemidlands.co.uk/](http://www.rallyofthemidlands.co.uk/)

## PRO-TEC PERFORMANCE

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Morecambe Car Club  
*The Morecambe Rally*  
21/22<sup>nd</sup> July (or is it?)  
*Regs available from ?*

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## The Keith Frecker Memorial Weeton Stages Sunday 9<sup>th</sup> June 2013

Welcome to the 15<sup>th</sup> running of our annual rally at Weeton. As usual we aim to provide a no nonsense event run by competitors for competitors utilising the smoother parts of Weeton camp. Brief details as follows:

- Location - Weeton Camp nr Blackpool
- 55 miles on good tarmac/concrete (stages designed to use the smoothest roads not the rough stuff)
- Entry fee is an 'inflation busting' £225.00
- A round of the following championships:  
ANWCC Stage Rally Championship  
KLCC Championship
- New for 2013 - Extra Class for 1000cc cars  
& Sunday morning Scrutineering
- Enter on line at [www.bssmc.com](http://www.bssmc.com)
- For more information contact:  
Entries enquiries [entries@bssmc.com](mailto:entries@bssmc.com)  
Marshals contact [andy.kennedy@bssmc.com](mailto:andy.kennedy@bssmc.com)

General enquires [adrian.atkinson@bssmc.com](mailto:adrian.atkinson@bssmc.com) 07919 694903

*We look forward to receiving your entry*

## rallytech.com

COMPOSITES FOR MOTORSPORT

## CLITHEROE & DMC CLITHERONIAN ROAD RALLY



**28/29<sup>th</sup> SEPTEMBER**  
**O/S maps 97, 98, 102, 103**  
**All PRE-PLOT route**  
**Regs : [www.cdmconline.com](http://www.cdmconline.com)**



## Stobart Rail Pendragon Stages 22nd September 2013

Eden Valley Motor Club, Kirkby Lonsdale Motor Club & Northallerton Automobile Club will once again promote the Stobart Rail Pendragon Stages a National B status event on Sunday 22nd September 2013. More details about this year's event will appear on the event website when available.

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



## The 2013 Mini Epynt Stages will take place on Sunday June 2nd on Epynt.

The format remains the same!  
1 day Single Venue Style event

No Recce

45 miles of the finest Tarmac in the UK  
Route Notes Available @£10 from organisers  
Route contained within the western side of the ranges

All cars welcome, although our usual recent winners class not eligible for overall honours.

As usual we are hoping for a fast filling entry,  
(5 postal days in 2012) last year

Regs available ELECTRONICALLY ONLY!! on

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

from Weds May 1st



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## West Cumbria Motorsport Club P & R Benn



**GREYSTOKE STAGES RALLY 2013**

Sponsored by **P & R BENN**

## GREYSTOKE STAGES RALLY Sunday 14th July

With the regulations now approved by the MSA the organising team, from the West Cumbria Motorsport Club, of this year's P & R Benn Greystoke Stages Rally can release more information about the event for all considering coming along to what is turning out to be one the best forest single venue rallies in the calendar.

The date for the 2013 rally is Sunday 14th July as usual at the Greystoke Forest complex near Penrith in Cumbria.

Once again the organisers are grateful to Malcolm Wilson and M Sport for the use of the forest for the day.

As last year the event will have a maximum entry of 55 cars and with entries being in high demand already competitors are advised to submit their entries as soon as the regulations and entry forms are posted on the event website (<http://www.greystokestages.co.uk>) in early April.

This year a new link has been set up on the website to the event Facebook page where additional snippets on information will also be posted.

The 2013 entry fee will be £320 for 37 top quality stage miles this representing only a small increase on 2012 fee with the organisers facing some increased costs that cannot be avoided. However without the wonderful support of the various event sponsors it is likely entry fees would have to be higher. Backing the 2013 are rally are main sponsor P & R Benn of Cockermouth, High Hill Garage in Keswick lend their support again alongside AS Design Cumbria, The Hurdith Hill Hotel and Goodfellows Tyres all West Cumbrian businesses that the organising team are most grateful to. As always spectators are most welcome but the organisers must ask that they follow the prescribed routes to the venue which will also appear on the website and that they only park in the free car parking facilities that are provided. No cars should be parked on the roadside especially areas that will be taped off and signposted accordingly on the day.

## Blasting Magic Turnbull Trophy, Albemarle - July 7<sup>th</sup>

Northumberland Tynemouth motor club are again running the Turnbull Trophy on the airfield at Albemarle (Ouston). This year we are pleased to announce the event is sponsored by local company Blasting Magic. The date for your diaries is Sunday 7th July.

After initial route check recently there will be just under 80 stage miles spread over 8 stages. The regs are being compiled and will be available in early to mid May.

## Three Castles Classic Trial

Dave Thomas, the Chief Marshal on the Three Castles Classic Trial running in North Wales from Tuesday 5th to Saturday 8th June, is on the look-out for volunteers willing to assist by marshalling, either in teams or individually on tests or regularities, plus there are some other types of controls that require important marshals.

If you can help please contact: Dave V Thomas, Chief Marshal, Tel. 01492 584872 or 07788 995345.

Three Castles Classic Trial, 5th-8th June 2013

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



# Acknowledgements

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

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

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

A Special mention of gratitude to  
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and last but not least, Chairman / Secretary/  
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The intention is to publish this EMag  
on the last day of each month.

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

**Deadline for copy is Thursday 27th June**  
**for the July edition which is due out on**  
**Friday 30th June 2013**

**PLEASE Email Reports etc. to**

Maurice Ellison at : [sd34news@gmail.com](mailto:sd34news@gmail.com)

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

## 2300 Club

intend to run the  
**Mullard Trophy Rally**

On

**14th September 2013.**

This will be an event along the lines of  
the old Clitheroe 800 Rallies.

The CoC will be Ian Grindrod.

More Information will be available at

**[www.2300club.org](http://www.2300club.org)**



**Myerscough  
College**

Providing opportunities for all

**Myerscough College  
Open Day and Country Fair**

**Sunday 9th June**

**Clitheroe & DMC**



**LOOKERS**



**AUTOTEST & PCA**

**Regs available from**

**[www.cdmconline.com](http://www.cdmconline.com)**

**G&PMC  
Memorial Rally**  
**15th June**

**Regs available from**

**[www.gpmc.org.uk](http://www.gpmc.org.uk)**



**National  
Motorsport  
Week**

**29 JUNE - 7 JULY 2013**