

spotlight



Motor Sport Group

May 2012

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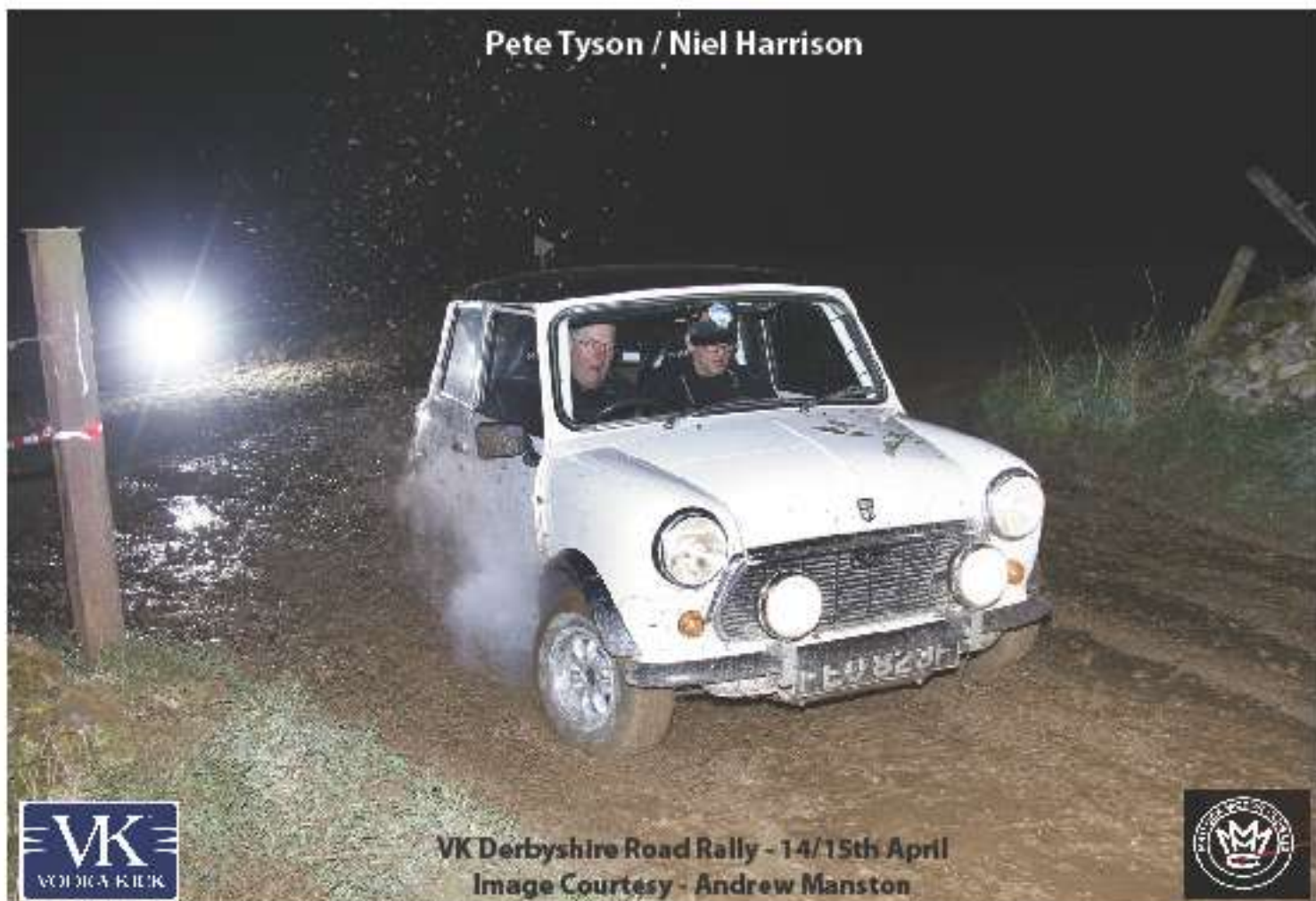
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SD34MSG

Pete Tyson / Niel Harrison



VK Derbyshire Road Rally - 14/15th April
Image Courtesy - Andrew Manston



Chairmans Chat

Sorry not much to say this month other than to raise the comment about clashes of stage rallies. As most will be aware suitable venues for stage rallies are at a premium and their availability can be driven by various factors, for example, military issues for Weeton Army Camp, intense use at the Anglesey Circuit, etc. When we compile our championships it would be ideal to, let's say have twelve rounds so that gives us one a month so competitors could plan their season easily and there be time between rounds to allow for modifications or mending of their cars. However it is not an ideal world and the availability of venues has resulted recently in three stage rallies in successive weekends – Jack Neal Memorial Stages at Blyton, Lee Holland Memorial Stages on Anglesey and SMC Stages at Weeton and this, as might be expected, has resulted in lower numbers of entries as competitors could not be expected to do all three in such a short time. I have to be honest and say I don't really know what the answer is other than to encourage clubs to try to minimise the clash of events in the calendar by either continuing to look for new venues, as I'm sure they are, or by trying to persuade venue owners to give some flexibility on dates, again I'm sure they are.

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



Scouting for future Navigators - see page 24

Gazzard Accounts

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



Gazzard Accounts Ltd

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Manx Auto Sport Ltd

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SD34MSG Peter Sharples
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The Club Meets at 8-30pm Every Tuesday
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Stockport 061 MC

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The Club Meets at 8pm onwards
Every Second Thursday @ High Lane Conservative
Club, 23 Buxton Rd., High Lane, Stockport SK68DR
The 4th Thurs of the month is an 'Away' event
Website: www.stockport061.co.uk



Mull Car Club

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

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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



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



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

Wigan Motor Club



Chairman David Hind
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Secretary Alan S.Bibby,
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Website : www.wiganmotorclub.org.uk

LANCASTER MOTOR CLUB



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

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Website : www.lancastermotorclub.com

Fylde MotorSport Club



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Secretary Sandie Taylor,
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Meet at the The Victoria Hotel, Cleveleys
every first Thursday of the month
Website www.fyldemotorsportclub.co.uk

WHATS ON AT CLITHEROE & DMC

**Membership
renewals for 2012 now
available**



SATURDAY 9th June 50th Anniversary Celebration West Bradford

On the **9th June** 2012 C.D.M.C will be holding an informal get together for members past and present to celebrate 50 years of the club.

The venue will be the West Bradford village hall.

Tickets are £10 per person and available from:-

Trevor Roberts - 07973 362919

Dave Barritt - 07836 349295

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

1st May : Visit to The Titanic Exhibition in Colne. Meet at Church Street 8pm. and after at the Red Lion Pub. Further information contact Dave Barritt - 07836349295

8th May : Committee Meeting



5 & 6 May

Ty Croes Weekend Sprint

10 May

Social Night, The Roebuck

12 June

Treasure Hunt And Club Supper

14/15 July

Club Display & Promotion

Aviation and Transport Show

12 July

Indoor Model Autotest The Roebuck

9 August

Noggin n Natter, The Roebuck



Saturday 12th May Cetus Stages
Three Sisters Race Circuit, Wigan.
Monday 14th May Post Rally Meeting.
Monday 28th May Club Meeting.
Monday 11th June Club Meeting.
Monday 25th June Club Meeting.

Wallasey Motor Club: Promenade Stage Rally



shortlisted for Wirral Tourism
Event of the Year 2011

Award. Results to be announced 1st
March check out website!

Anyone who attended **this year's
dinner dance**, I'm sure, will agree
that as usual is was a cracking evening
and great social event. It was great to
see the usual suspects, and some new
faces celebrating last year's achieve-
ments in various forms of motorsport.
This year, the guest speaker was ex-
WRC winning co-driver, **Phil Mills**.

Phil took a slightly different approach to
after dinner speaking, and asked for all
the tables to prepare some questions
for a Q&A session after the meal rather
than the traditional non interactive
speech – which went down very well!
Following the Q&A session, Phil also
helped with the WMC awards



Lancaster Motor Club

Scatter Rally

June 21st

Start & Finish

Longlands Hotel

Just off M6 Junc 35

97 / 511 713

7-30 for 8-00

WANTED

YOUR :-

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

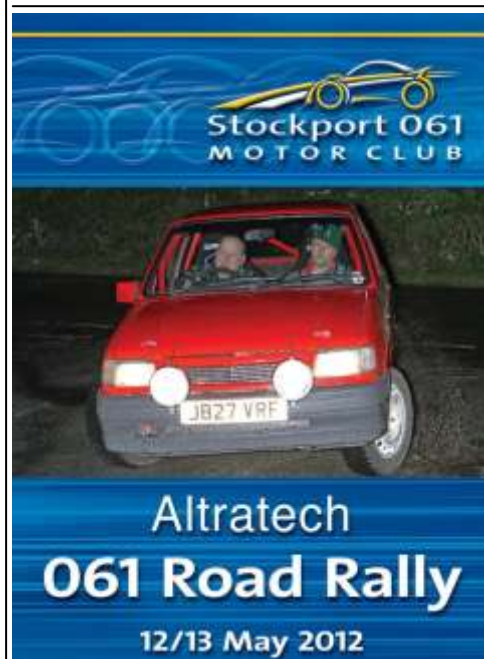
**For Sale & Wanted,
Crew RQD, Club News,
Club Events, Ideas
Opinions, Almost Anything
Send to**

Maurice Ellison

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07788-723721

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



Date Event

May

10th Quiz

High Lane Conservative Club

24th Karting

Swains, Buxton

June

14th Radio Cars

High Lane Conservative Club



**Myerscough
College**

Providing opportunities for all

**OPEN DAY
Autotest & PCA**

Sunday 10th June

More Details Page 54

Lancaster MC

LONGRIDGE rally driver **Ross Miller** (CDMC) is back in the area with a new car and co-driver and is gearing up for a great new season. A Longridge lad who left the town in his 20s, his base is now Ribchester and his sights are firmly set on repeating his championship successes in his first ever rallying season in 2010. He has swapped the Peugeot 206 rally car for a Group A Subaru Impreza, "which is now more WRC than front wheel scrabbling!" he says. He had originally planned to compete in the production class of the British Rally Championship. "But this championship has now been made unachievable, because of a major title sponsor pulling the plug early this year," Ross explained. "So the plan is to compete on a selection of gravel and tarmac events around the UK, ready for the 2013 season in the BRC, to give the team time to get used to the new car and the premier national rally events that we are going to be taking part in." In the season's first event, Ross and the team put the Subaru through tests and set up adjustments on the suspension, work which led to it performing well and enabling the team to learn a lot about the car. He said: "The only issue that we had was midway through the event when the rear 'diff' went and caused the car to have some very interesting rear end cornering characteristics. "But we finished a very creditable third overall and second in Class 5, despite this not being the ideal event for the car, as it was in gravel spec on a tarmac event."



Ross's next event is the **Pirelli International Rally** (BRC Championship round) on **April 27 and 28**, based in Carlisle, and then he is looking towards competing in the **Jim Clark Rally at the start of June**. He added: "At the moment, under the challenging economic climate, we're really looking for a new title or supporting sponsor for the rest of the 2012, or possibly for next season's **2013 attack on the British Rally Championship**." With his family background in the Longridge area, Ross can look back on a rallying career so far as "short but sweet" after starting in 2009. He recalls "I competed then in my first full season and won the sd34 stage rally championship. It was all inspired through early experiences when I was young, with my father, Tony, and my uncle Steve taking me across the UK, watching the old classic rallies like the National Breakdown and RAC. But I never thought that I would get the chance to actually take part and compete with the top lads." He took part in the Mull Rally 2010, gaining a great finish on his maiden visit to the island. His most recent event has been the **Jack Neil Rally**, a memorial to someone very well thought of as a scrutineer and which as was promoted by **Clitheroe and District Motor Cub**. Ross added that his achievements could not have happened without help from different people, and he thanked **Glynn Stirling, of Longridge**, for all his help, **Ribble Valley Tyre & Auto** for support given over the past few seasons. After a good maiden rally finishing 3rd overall its now down to rebuilding the rear diff, which was on its way out (in a noisy way) at the recent Jack Neil rally! Plans to do the Bulldog got shelved, after the issues with the car at Blyton we couldnt get sorted until after the Bulldog event, but now looking forward to a selection of both single venue and gravel rallies over the next couple of months. The new engine feels and goes how it should always have done - and would like to thank **Stuart Newby at TEGSport** for the full rebuild.

Ross Miller (Clitheroe & DMC) (Photo - Lancashire Photography : Report - Longridge News)



Guess which member club has bought a new banner

I read that the majority of car accidents occur within 5 miles of your home. So I moved.

Manx Auto Sport Limited was formed in 1962 by members of the B.M.C. Club including members of the Leece family, a name synonymous with rallying ever since.



The club commonly known as MAS promotes three rounds of the Eurocars Manx Rally Championship. This as well as the Manx National Rally, being organised by a sub committee. MAS is MSA recognised and exists to promote and organise events on the Isle of Man.

The club also organises four night navigation Road Rallies and has recently bought back Autotest's, which have proved hugely popular with the Manx public.

President	H. Minay
Chairman	M. Ellison
Vice Chairman	M. Quayle
Secretary	H. Moore

The Rest of the MAS Committee

Ted Sayle, Emma Sayle, John Kerr, Mark Perryman, Terri Cook, Mark Brew, Janice Brew and Ian Davison.

So, along we went to Clitheroe Motor Club in the belief that we were about to have a cushy night at an entry level bit of fun. You know how it is: "yes we'll go along and show our support. It will be great for those who want an insight into how it all works". We even took along our friend who used to do a bit of Road Rallying in the 80's. He wants to get back into it and have another go. We thought we'd be able to let him 'share' the workload whilst I (driver) enjoyed a relaxing drink.....Wakey wakey!!!!

The wily old fox otherwise known as Maurice (the organiser) Ellison had a different idea.

This was our first 'Table Top' so we had no idea it was about to turn into a sustained concentrated effort which made the darkness of Hardknot pass look like childs-play.

The navigation consisted of a series of tulips, herringbones, spot heights, grid references & map features, not to mention a host of trickery and skulduggery on the part of Mr Ellison. The detail was sufficient to furrow the brow of even the most seasoned navigators in the room. Only those with a real eye for detail and the ability to get into the organiser's (rather sadistic) way of thinking were ever going to 'clean' it. Navigator Tom gave a good account of himself but couldn't avoid falling into the awaiting 'traps'. And, as is true in the real world, once you make a mistake, success thereafter depends of your ability to quickly rectify your error. In our case mistake followed mistake and frustration followed despair! Were we ever going to get back on track? I'm still unsure whether the marshals were genuinely embarrassed for us of just trying not to laugh when I was presenting yet another mis-plotted passage check.

Of course being a lowly driver, you'd expect that I'd just have to sit there and read out a few notes whilst casually sipping my ale and making polite conversation with fellow competitors....Ha ha....Wrong!!! Let me tell you, spending the night juggling my reading glasses, clock, notes and literally sprinting to and from the many marshals proved to be more difficult than driving a live event. And judging by some of the faces of the awaiting marshals, was as funny as a re-run of 'It's a Knockout'!

By the time we'd figured out why a guy was letting off a fire-work over his right shoulder with a ground speed of 120kmph into a slight westerly wind, we were just about exhausted. Yes, you really did need to be there.

All in all, it was a really terrific night. Thoroughly enjoyable and absolutely essential to anybody wanting to develop their navigational skills in a 'calm' and 'controlled' environment. After our catalogue of errors we were delighted with a fourth place. Congratulations to Steve Butler and Terry Martin who took a well deserved first place and managed to virtually clean the event. Many thanks to Maurice, CDMC and the marshals. Now, where's my ale? **Mark Byrne G&PMC**

Notes from the Table Top Rallies Clerk of Course

When I started to put this table top rally together, I wanted it to reflect the confusion that can occur on an actual event.

The experienced and well organised navigator, because he is organised, copes with it all so much easier.

I think I put a little bit too much confusion into this table top, so much so that when Chris Woodcock was doing the results we did not need to bother with the timing - it was all decided on the amount of fails. Had I followed my original plan then I think we might have still have been at Waddington. I had planned to do it in the dark and supply crews with Potties and torches and have them changing wheels etc. to add to the mayhem - defiantly a step too far, but as the skill levels increase by having more practice maybe then . . . (or maybe not !!!!!)

Thanks to All the Entries, the Marshals for running the Controls and to Jem Dale for the use of his brilliant Clocks

(Continued Pg 8)



Inter-Club Table Top Rally 17th April



RESULTS

1st	Steve Butler / Terry Martin	4 Fails
2nd	Jem Dale / Myles Dale	6 Fails
3rd	Terry May / Mark Shepherd	7 Fails
4th	Mark Byrne / Tom Byrne	13 Fails
5th	James / Matt	17 Fails
6th	Chris Day / Dion Wild	29 Fails
7th	Nigel Worswick / Phil Scholes	39 Fails
8th	Names withheld	49 Fails
9th	Chris, Dave & Jason	DNF

NEXT ROUND (Round 3) Tuesday August the 15th

Waddington (Again)

Clerk of Course Steve Butler

More Details in the Months to come
& a little less complicated

SD34 All comers Inter-Club Table Top Rally – 17 April 2012

A navigator's tale from the driving seat by Steve Butler.

My usual driver had excused himself for this event claiming tiredness and the effects of petrol fumes from the previous weekend's exploits on the VK rally (see report). So I turned up at Waddy Club expecting to marshal or help out some of the less experienced navigators. Terry Martin, my soon to be navigator for the evening, was already on the start line preparing his maps. This was looking serious.

A quick glance around the room and I spied what looked like a fairly complicated looking time control and route check set-up taking up one end of the room. This looked even more serious and my offer to marshal was looking second favourite by now – far too complicated.

A few crews had already collected their timecards and first set of instructions and a fair amount of head scratching was going on. Hmm. Even more serious.

The worst was yet to come.

Scrutineering had taken its toll. 3 bar stools were found to be running on list 1B legs, one table had been excluded for having too many bends in the roll cage and there was an argument about non e-marked beer mats that wouldn't have looked out of place on the British Rally Forum. Very serious indeed.

Terry looked like he could do with a proficient team mate, but I couldn't find one, so after considering whether his table might stand a chance of getting through scrutineering I offered to team up with him. Offer accepted, I became the designated driver for the night. Now usually, and I would say this as a navigator, but I reckon driving is the easy bit on road rallies. This may be true, but it isn't true of table top rallies – not one of Maurice's, anyway!

The turn out was excellent. The room was full with 12 crews of varying sizes.

So here's how it worked. (Stay with me, it'll be worth it).

The route was made up of a series of spot heights. Some were time controls, some passage checks. There were 2 marshals covering all 12 time controls and 5 marshals covering the innumerable passage checks. The route instructions were of the plot and bash variety (I knew we'd convert you in the end, Maurice!) which were handed out at each time control and consisted of the instructions to get you to the next TC and also a series of PC boxes in which to write the spot heights that were traversed en-route. A missing or incorrect PC was a fail, as was a missing or OTL TC. There was a time schedule to stick to – although the event was eventually decided on number of fails!

We were car 2. 21:02 arrived and so did I at TC 1 to collect our first set of instructions. The system we adopted, which seemed to work quite well, was I read out the instructions to Terry which he plotted on the map – giving me the spot heights as he crossed them which I wrote in the PC boxes. After the section was completed (the last spot height giving us the location of the TC) I took the route card to each of the PC's in turn to get it checked and signed for and then to the TC to get a time and our next set of instructions. Easy peasy. (yeah, right).

Now then, with 12 crews all plotting at different speeds with countless passage checks to get signed, it wasn't long before organised chaos reined supreme – great fun!

Our Clerk of the Course had saved the best until last. From memory, here's the route instruction that we were given to get us to the last TC:-

Avoid black spots (numerous grid squares and anything east of GL 83) and then, (wait for it) the marshal at the time control you're in fires a rocket left over from bonfire night. The rocket travels in a SSE direction at an average speed of 120mph for 3 minutes and 25 seconds and lands at the final TC. (I knew I should have brought a lap top. And somebody with a degree in rocket science). In between the last 2 TCs were 24 spot heights or passage checks to collect.

Remarkably, we only picked up a total of 4 fails (and at least one headache), gaining us first overall. One crew retired and the last crew (who shall remain nameless – because I can't remember who it was) picked up 50 fails.

No PR problems reported and everyone made it to the finish.

Hats off to Maurice for organising a well thought out and thoroughly enjoyable table top rally. A lot of effort obviously went into it and it was great fun. Also, thanks to the marshals who braved the chilly night air of Waddy club so that we can all enjoy our sport.

A crusty old Army Sergeant Major found himself at a gala event hosted by a local liberal arts college. There was no shortage of extremely young idealistic ladies in attendance, one of whom approached the Sergeant Major for conversation.

'Excuse me, Sergeant Major, but you seem to be a very serious man. Is something bothering you?' 'Negative, ma'am. Just serious by nature.' The young lady looked at his awards and decorations and said, 'It looks like you have seen a lot of action.' 'Yes, ma'am, a lot of action.'

The young lady, tiring of trying to start up a conversation, said, 'You know, you should lighten up a little. Relax and enjoy yourself.'

The Sergeant Major just stared at her in his serious manner. Finally the young lady said, 'You know, I hope you don't take this the wrong way, But when is the last time you had sex?

"1955, ma'am." 'Well, there you are. No wonder you're so serious. You really need to chill out! I mean, no sex since 1955! She took his hand and led him to a private room Where she proceeded to 'relax' him several times. Afterwards, panting for breath, she leaned against his bare chest And said, 'Wow, you sure didn't forget much since 1955.'

The Sergeant Major said in his serious voice, after glancing at his watch, 'I Hope Not; It's Only 2130 Now.'

SPOTLIGHT ON

Name : Nigel Worswick

D.O.B. : Where : 4th december , Ilkley

Status : Single

Earn a Crust : as a Chartered engineer

Club/s : 2300 club

How did you become involved in Motor sport :
went watching a night rally in the good old days

1st Car : Ford Escort Mark1 1100 cc

1st Competition Car : Ford Escort mark 1 1100 cc
(same car)

Favourite car : Group B cars

Other Cars : Ford focus

1st Event : and how did you do : 12 car as a navigator , cant remember (3rd?) then won the twilight novice rally as a navigator (with brother Tony)

First rally as a driver : Pye Stages 28th overall .

Most frightening Moment : nearly hitting THE biggest rock at about 100 mph downhill in Penmachno on the Cambrian Rally (the choice was keep online, or go off the edge of a cliff !) ... thankfully we survived , and won the rally .

Biggest Accident : Going over the edge of Wythop on the Malcolm Wilson in 1996 whilst leading , and hitting a tree ten feet up before nose diving into the forest (still went to Neil Molyneux's birthday party that night) what's that whiplash about ?

Best Event : Manx

Rally Hero Why : Ari Vatanen in a mark 2 in his early days (Allied Polymer)amazing driving style

Funniest Moment /s : Being awarded a "prize drive " by rally sport magazine ...in a Lada ! , and the rest of that story

Biggest Influence : Vatanen in the early days ,

Biggest regret : losing out on 10th overall on the 1996 Network Q rally by ONE second

Most Help from : my friends , Clive Molyneux , Phil scholes , John Hargreaves , Cheesey , Paul , Andy , too many to list

If you were starting all over again – what would you do different : Not much, just needed some backing when I was about 22 years old

Ambitions for the future: Do the rallies I enjoy with the people I like and have a beer at the finish (whatever the result)

Championships : none

Advice to newcomers to the sport : Ensure that you are doing it seriously, but far most importantly , for fun , because maximum one or two people per generation are fortunate enough to make it their career.



2012 Championship Tables

Stage Rally Championship

Following Lea Holland Stages - Anglesey

O/A	Driver	pts	Class	Club
= 1	Gary Jakeman	53	B	HMMC
= 1	Steve Quigley	53	C	CDMC
3	Steve Johnson	52	A	CSMA
= 4	Michael Judson	27	C	CDMC
= 4	Steve Lewis	27	D	CDMC
= 6	John Ric Wood	26	D	GPMC
= 6	Graham Chesters	26	B	GPMC
= 6	Ross Miller	26	C	CDMC
= 6	Ian Savage	26	D	HMMC
9	Keith Dowthwaite	0	C	Wall MC

O/A	Co-Driver	pts	Class	Club
1	Terry Martin	54	C	CDMC
2	Steven Butler	52	A	CSMA
= 3	Paul Blanchard	27	C	CDMC
= 3	Heidi Woodcock	27	D	CDMC
= 3	Gary Heslop	27	D	HMMC
= 6	Ian Rayner	26	B	CDMC
= 6	Paula Swinscoe	26	D	CDMC
= 6	Bradley Johnson	26	D	CDMC
= 6	Matthew Jakeman	26	B	HMMC
= 6	Neil Bye	26		BLMCC
11	Tony King	0	C	Wall MC

Non Race/Rally Championship

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

Road Rally Championship

Following VK Derbyshire Rally

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

O/A	Navigator	pts	Club
1	Alan Barnes	17	GPMC
2	Maurice Ellison	15	Lanc MC
3	Tom Byrne	10	GPMC
4	Susan McClean	9	GPMC
5	Steve Butler	8	CDMC
6	Ian Rayner	0	CDMC
7	Mathew Worden	0	CDMC

Next Rounds

12/13	May	Altratech	Stockport061MC
9/10	June	Memorial Rally	G&PMC

NB - Change of Date

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

Individual Championship

Following SMC Stages Rally Weeton

O/A	Competitor	pts	Club
1.	Steve Johnson	45	CSMA
2.	Stephen Mather	33	CDMC
3.	Steve Butler	21	CDMC
4.	Steve Price	17	BLMCC
5.	Michael Judson	10	CDMC



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

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

SD34MSG Meeting
Wednesday 16th May

(3rd Wednesday of every other month)

8-00pm

Hartwood Hall Hotel, Chorley.

Just off M61 at J8

109 / 583 181

SD34MSG

MARSHALS CHAMPIONSHIP

Accrington MSC

David Barratt 30

Bolton-le-Moors MC

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

Bury AC

Clitheroe & DMC

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

CSMA (NW)

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

Fylde MSC

Garstang & Preston MC

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

High Moor MC

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

Lancaster MC

Maurice Ellison 10

Lancs & Cheshire MC

Lightning MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

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

Stockport 061

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

Wallasey MC

Warrington & DMC

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

Wigan MC

2300



Gazzard Accounts Ltd

Gazzard Accounts

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



SD 34 MSG

Inter Club League

Following SMC Stages Rally

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	267	1	1
Bolton-le-Moors CC	187	3	3
Stockport061 MC	92	6	6
Warrington & DMC	195	2	2
Garstang & Preston MC	67	4	8
Accrington MSC	97	5	5
Division B		Position	
Club	Points	Div	O/A
High Moor MC	66	=3	9
Lancs & Cheshire CC	0	6	=16
CSMA (NW)	125	1	4
Manx AS	52	=3	10
Pendle & DMC	31	5	=11
Wallasey MC	79	2	7
Division C		Position	
Club	Points	Div	O/A
Lancaster M.C.	20	3	14
Wigan MC	17	4	15
Bury AC	31	=1	=11
Lightning MSC	0	=5	=16
2300	0	=5	=16
Mull CC	31	=1	=11
Fylde MSC	0	=5	=16
Motorsport NW Ltd	0	=5	=16



Gazzard Accounts Ltd

Gazzard Accounts

33 Acresfield Road,
Middleton, Manchester M24 2WT
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email : gazzard.accts@btinternet.com



SD34MSG

Championship Rounds at a Glance

SD34MSG None Race/None Rally

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

SD34MSG Road Rally Championship

Date	Event	Club
May		
12/13	Altratech 061 Rally	Stockport061
June		
09/10	Memorial Rally	G&PMC
July		
21/22	Morecambe Rally	Morecambe CC
September		
08/09	Countdown Rally	Spadeadam MC
22/23	Clitheronian Rally	Clitheroe & DMC
October		
20/21	Illuminations Rally	Morecambe CC
November		
10/11	John Robson	Hexham MC
17/18	Black Sheep Rally	Lancaster MC

SD34MSG Stage Rally Championship

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

2012 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

Please register me for the SD34 Championships listed below;

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

CLASSES

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

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

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

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

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

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

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

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

E= Sports cars.

F = Specials.

G = Special Stage rally cars.

SMC Stages Rally Weeton March 25th

Following last years result on the SMC Stages which we were really pleased about, which was only our 3rd event back into the sport, we were looking forward to another good run on this years event.

All was well with the Subaru in the lead up, despite it taking some hammer on the North West Stages, and we were confident that the car would not give us too much hassle.

Having gone out on the 4th corner on last years Keith Frecker Stages at Weeton, thanks to a bloody big kerb in the way (well, actually it was Andy getting too excited in the hot seat!), we decided that we needed to excorsise some demons and take it a bit steady on the first stage.

Talking to one guy after the first pair of stages, and him saying that if you are still in it after stage 4, you've got chance of a good result, we took that advice and gradually got smoother as the day went on.

It was a great day, weather wise, and that must have contributed to a few cars going out on the early stages.

The guys who were there with the Opal Manta had a huge off on an early stage but did brilliantly to get the car good enough to restart, epitomised the fact that if you kept going you could get a great result, and after their accident they were bloody quick!

We had some promising stage times early on, and came to the 7th stage I think and the car was nearly boiling over at the start, the gauge reading at the top, and Andy thinking that it may see the end of our run. On that stage, the temperature dropped quickly, so something was not quite right. We did what we could between stages to try and cool it down, but it seemed to make no difference, so we just kept stop/starting at the start of each stage and the temp seemed to drop as soon as we got going.

We had a bit of a spin on one of the later stages, coming to rest by gently touching up against one of the aforementioned kerbs, so perhaps someone was looking down on us that day! As always, we are up against some great crews with big budgets, so know that we cant really compete at that level, but we got back into the sport for the enjoyment and the people we keep meeting, so we are happy to finish with respectable times, having had a great days sport and gaining more and more experience.

The day ended with some good stage times and the car behaving itself, and we were pleased with our first top ten finish, but someone is always there to 'piss on your chips' as people keep pointing out the fact that only 19 finished! All in all, a great day out, a well run event, well marshalled by the usual willing volunteers and a straight car ready for the next run out, probably the Keith Frecker.

Anyone who has a lot of money and wants to throw some at us in the form of sponsorship would be very welcome, but as yet we have had no serious offers!

Thanks again to Jack, Scott and Jonathan - our young and very willing service crew, great job lads, although you did get a good tan as well!

John and Andrew Gardner



Gibson's Role Reversal on the SMC Stages

Lancaster Motor Club Members Bryan and Matthew Gibson took part in the SMC Stages rally at Weeton Army Camp on Sunday 24th March in their **D S Landscaping** sponsored Mk2 Escort, this event would see the first outing for son Matthew to take to the driving seat as he is normally navigating his dad Bryan and also a first, in a long while, for Bryan to be navigating. The event was organised and run by Stockport 061 Motor Club and they had put together an impressive 12 stage rally all based at Weeton Army Camp. After a steady start Matthew and Bryan came into service after the first 2 stages relatively happy with their performance but when they saw their results of the first 2 stages they realised that they had done one extra lap to everyone else so they started to fight back the lost time on the remainder of the stages and Mathews confidents grew and grew through the day and Matthew showed great potential on his first ever drive they finished the day 18th overall and brought the car home in one piece, the next outing for them will be the Greystoke stage on the 8th July 2012.



VK Derbyshire Road Rally 14/15th April



The VK Rally - An Event With Real Kick

*By Alan Barnes, aged 49 and a bit.
(G&PMC)*

Funny old game this rallying lark isn't it? You go 27 years without giving it a second thought and then bang - one event and you are sucked right back into it! That happened for me three years ago

Nick Dixon / Old Man Barnes



when I contested the Garstang and Preston Memorial Rally with Neil McCarthy.

Since then I have contested a total of six events, but this year I have decided to try to get out a little more often and, having had my appetite whetted on the excellent Lonsdale Belt in March with the controversial but immensely talented Steve Hudson, the opportunity to have a go on the VK Derbyshire Road Rally, down on map 118, was not to be missed. However, I didn't realise just how quickly the places would fill up for this event and when I checked on the British Rally Forum, I discovered it was full, with a list of reserves as long as your arm.

I had figured I'd go down and marshal, but then I noticed a driver offering a free ride to anyone daft enough to sit alongside him in the silly seat. I phoned the guy in question, Nick Dixon, over in deepest Selby, explained to him that I did not smoke, did not drink (liar) and made all my own frocks, had a passing acquaintance with Ordnance Survey maps and would not mind spending the night with a Yorkshireman, in a dark car, if I really had to!

How could he resist my line in seduction? Impossible!

And so Nick turned down a couple of other offers and we were on for the event. The only trouble now was that I had to work all day before the event and Saturday April 14th was one of the busiest in the sporting calendar with not only the FA Cup semi-final between Liverpool and Everton to contend with, but a busy Premier League programme and the Grand National. Luckily the sports editor of the Daily Star Sunday, Ray Ansbro, is a generous soul and so when I asked him for an early finish, that is, 7pm instead of 9pm, he agreed and that was it, game on!

So at 7pm I set the satnav for Robinsons of Chesterfield, stuck a Tom Petty album in the CD player, and hit the road.

By just shy of nine o'clock I pulled into the car park and met up with Nick for the first time. We signed on, got the blackspots, NAMs and give ways, plotted them, attended the drivers' briefing and then at 23:37 hours received our route. Unfortunately the hour for plotting did not see me finish it all, but there was an hour between the petrol halt and the restart, so no worries. We were seeded car 22 in Nick's potent Proton Satria Gti, running in the expert class. There were four classes, Masters, Experts, semis and novices. Having never sat in a Proton before, it was going to be an education for me. The first test took us through the grounds of Steve Perez's country pile, Walton Lodge. Two circuits around there was a hoot, even if we did go slightly off route for a minute when we slotted down a firebreak in a woods which should have been taped off.

It was fun and certainly blew the cobwebs away before the real test out on the Derbyshire lanes began.

Sam Collis, Matlock Motor Club navigating leg-end and clerk of the course, had devised an intricate and testing route of some 110 miles, with around seven miles of Derbyshire 'whites'. If you'd had a bad back before the event you'd have an even worse one after some of those tank-busting whites, that's for sure.

So, from Chesterfield, the first half of the rally took in some 55 miles of lanes. You had to be on your mettle from the get-go as the first sector included two route checks and two NAM triangles as the route headed south from Statepit Dale to Fletcherhouse. Next up was another navigational and driving examination as the route continued south via a very tricky and hard to find white with passage check at Highoredish Farm (118/grid sq 3559). Here the action really hotted up with more than 20 slots on this tricky seven-mile test.

It was real go-go rallying, in and out of passage checks, some timed to the second, and trying to refind your place on the map after stopping for signatures - well, it was not easy when confronted by a maze of yellows!

The next sector saw us traverse lanes around Ildridgehay and Kirk Ireton before coming to the final sector before petrol at Friden, which included a loop around Parwich before slotting onto the testing two-mile-long Gotham white. I needed ten minutes to complete the route after we replenished the tank and then we were off to wait to start the second half, which kicked off with a sector past Smerrill Grange and via another fiendishly tricky to find passage check running around the outbuildings at Oddo House Farm (118/grid sq: 2160) and along a mile-long white over Elton Common.

Next came a test involving the yellow over Bonsall Moor and then the crews travelled via Wirksworth for possibly the biggest tester of the night - a convoluted sector designed to catch out anybody whose concentration might be on the wane in the wee small hours.

In fact, it was such a tight and labyrinthine maze of roads we had to slot in and around down around Alport Height - 14 slots in three grid squares - that it was difficult to plot the route without your map looking like a drunken spider had dipped his legs in lead before sashaying across it!

We started this test on the same minute as car 21, Adrian Jackson and Gruff Parry. On their tail as we fast approached a left slot to a passage check, they went straight on heading towards a 50 metre blackspot only 100 metres down the road they took. Yet they turned round to finish three places ahead of us at the end - and penalty-free!

Continued on Page 16

VK Derbyshire Road Rally 14/15th April



Continued from pg. 15

Now this is where my patience regarding modern road rallies and their presentation is tested to the limit, Being an old-school geezer, back in the dogdays of my youth, if you went into a blackspot you either got a fail or were excluded, or at least that is my recollection of

events.

These days crews commonly get lost, enter blackspots, approach unmanned passage checks from the wrong direction (I witnessed this more than once on the Lonsdale Belt) and still manage to get back on route and finish without fails. This is not exactly cricket, is it? We need more marshals or some means of policing passage checks to make sure people approach from the right direction, otherwise, what is the point of it all? Also, from a PR point of view, crews entering blackspots is little short of disastrous. Food for thought?

But I digress. From there the route took us north via Cromford for a sector via Littlemoor Wood and up northwards to the final sector which started north of Keltstedge and included Dryhurst Farm white and then looped on to Beeley Moor and finally Holy Moor before the final control south west of Chesterfield.

It had been a real test of character for the occupants in both sides of the car and I was pleased we had negotiated then route with few dramas and no fails. We knew we would be up against a lot of quick local crews but the point was to a) have fun and b) gain more modern-day road rally experience.

Our reward was 24th place overall from a start of 55 cars and 11th in the expert class. The event was won by Master Guy Robinson, with Charles Wheeldon on the maps. No big surprise there.

However, the performance of Mei Jones and Dylan John Williams (anybody named after Bob Dylan gets my vote ...er what do you mean Dylan Thomas!!!), a crew up from Wales for the first time on map 118, taking second place, was the drive of the rally. Well done boys!

On the SD34 crew front, Simon Boardman finished two places ahead of us, with Barrow's Chris Williams on the maps (He's got more timepieces on his arms and round his neck than Del Boy Trotter at a watch convention), while SD34 Spotlight Bulletin editor Mau-rrr-ee-cccc-ee Ellison also managed to get round fail-free alongside Matt Chapman in 33rd place. Unfortunately Paul Buckel and Steven Butler retired and two other crews from our neck of the woods, Pete Tyson/Neil Harrison and Tony Harrison/Paul Taylor were excluded, both for Driving Standards Observer-reported infringements.

All-in-all it was a superb route and a credit to Sam Collis, his girlfriend Sasha Heriot and the rest of the organising Matlock Motor Club members who helped it run so smoothly.

My only quibble was a lack of 'end quiet' boards when exiting quiet areas in between competitive bits. I feel this is a small point but a valid one to make, what with the need to keep people living in PR-sensitive areas onside with the rallying fraternity.

That's all for now. Next up, the Altratech 061 Rally with my old mucker Mr Hudson in his tinkered with, Newton Motorsport-prepared Peugeot 205 Gti.

Now that, my friends, will be another interesting night in the lanes!



Pete Jagger & James Swallow

VK DERBYSHIRE - A Marshals View

Well Saturday saw myself Ian Farnworth And Chris Pennington escort the one and only Maurice Ellison along to the Vk road rally. I had hoped to get a run on this but by the time Alan and I had thought about it - it was too late - fully booked. Never mind we will put something back and marshal. It would be good to see a rally from a marshals point of view and see how it a control should be dealt with etc. And it would be beneficial to see how quick I need to be if I want to ever reach that level.

We arrived at Robinson's in good time and got signed on had a bit of craic with other lads we knew and looked around the cars. A fine entry with well turned out cars - things looked good.

Our first control was quite early on in the event - a give way on a triangle. By 12.45 the first headlights could be seen gracing the horizon the course car was on its way. From our control we had a cracking view of events and a steady stream of cars all came and went with only one fail given for one crew by us. The whole field was flying and there wasn't a one that looked flustered as they rolled down the window even Barnsy looked quite calm it must just be me that makes him nervous - I thought I only had that effect on sheep.

The next control for us was at the end of a dead zone (Quiet !!!!) on a pretty rough white. Ideal I could now see how they coped with the whites. Would they pick through or would they hit it flat out?

Course cars through nice and steady then the field all pretty steady the white Subaru, the two taffys (People from the principality of Wales) in the Astra, and Maurice's (Matt Chapman) ride being the quickest through it by far. To sum the whole night up, from my point of view, excellent! Gutted I couldn't do it, but I can promise I'll be there next year. We are out on the Altratech with the new motor and box. Watch this space!

Steve Hudson (G&PMC)

ps organisers of the Vk could we have a bit warmer weather next year I've only just thawed out

VK Derbyshire Road Rally 14/15th April



When you eventually find your way to my 'Grumpy Old Git' column you will find me singing the praises of Dan Willan and the Lonsdale Belt Rally - I was going to include that piece in last months Spotlight but the discussion about marshalling and competitors perspectives meant it

was already quite a hefty tome and so I thought it can be carried over to this issue and save me the trouble of writing something new. Little did I realise that the Lonsdale Belt and the VK Derbyshire rally would present two such cracking events one right after the other. Brilliant! And to make things even better - Both pre-plot !!!!

On the VK I was riding Shotgun for Matt Chapman in his Peugeot 106. Last year I was supposed to be doing two events with Matt but he managed to break his car just before one and on the other the car suffered problems as he was leaving home to go to the start just outside of Hull. He managed to contact me just as I had got onto the M62 and I returned home slightly deflated.

Matt had done the Great Bustard 3 weeks before the VK and had to retire whilst in 5th place overall. He texted me on his way back saying that it looked like it was probably going to be another none start so I arranged to go and marshal with Steve Hudson. However, on Easter Monday, Matt rang to say that, other than a sticking brake calliper it was all fixed and he would see me at the start.

The presentation of the information necessary to complete the required route was similar in style to the Lonsdale Belt with the exception of a tour of Chez Perez as a special test. This was the start of my undoing. For some reason I failed to see the instructions giving the route to Perez Palace and, at the very last moment, borrowed the directions off Chris Williams. In my panic I got completely lost on the way to Steve Perezs private forest and after a tour of Chesterfield eventually found my way to the start of the special test. Matt set off on the test with a vengeance and on a 90 left over crest we slid off into the scenery and it seemed to take forever to get back out and on the road again - on getting the results this morning I was extremely surprised to see that we had only dropped 1m33s (I recon without the 'off' we would have cleaned it.).

Then it was back onto the Rally proper. Sam Collis and Sasha Herriott are evil twisted people. The route they devised meant that you were up one road and down the next twisting and ducking and diving, backwards and forward (the whole route of over 100miles took up just a fraction more than half of map 119) and the potti had more lines than a spiders web. I found it so very difficult to keep track of which road I was on and which direction we were meant to be going. A very technical route. I must apologise to Matt for getting it wrong so many times - he deserves someone will more talent than this old geezer to get him the result he deserves. His driving on the loose is extremely good and I would think he would get some good results in the forests. I do not like incompetence. On this occasion - Incompetence would have been an improvement on my performance. I do not think that I have made as many mistakes in my whole rallying career together as I made on this one event.

On a more positive note - no missed code boards, no booking in early, a finish and points in the championship.

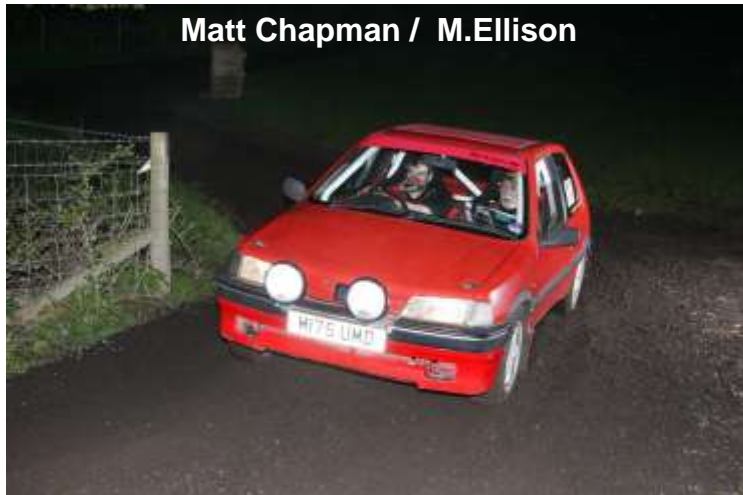
Despite my comments above about the Clerk of Course and his Assistant Clerk of Course (only said in jest to mask my inadequacies) this was a super event and I find it difficult to find fault.

If I am going to find fault it was the lack of 'End Quiet' / OK boards - we probably went further than we needed to do with dipped lights and at a reduced pace, but only 5 code boards in total!

Whilst I have every sympathy with Steve Head, Tony Harrison and Pete Tyson for being excluded by the DSO (the same DSO at the same junction for all three) at a Standing Give Way, Sam Collis made it very very clear at the drivers briefing that SGWs would be rigorously enforced and for that I applaud him. Wether or not the DSO was correct in his ruling might be a different story - having listened to the tales of two of the above!

The problem here is that other Clerks of Course and different DSOs enforce this rule in different manners and with different standards from one event to another it leads to different interpretations of what is expected and acceptable.

Matt Chapman / M.Ellison



**ALL photographs from the
VK Derbyshire Rally
courtesy Andrew Manston -
Andrew can be contacted at :
mandh_photography@live.co.uk**

Pete Tyson / Neil Harrison



Maurice Ellison (Lancaster MC)

Rali Bro Tieff



14/15th April

The idea to compete in Wales came in November 2011 after being sat at home listening to the Cilwendeg road rally over the internet. I then contacted my cousin who was the Chairman of Teifi Valley Motor Club and asked if there was anything coming up to which he replied saying come and try the Bro Teifi which he was running. So I put it to John and he jumped at the chance and it was also the same day as his birthday.



John set to work over Christmas installing the roll cage, Bucket seats and harness to the car also the decision was made to install a new clutch as on all the events we did last year it was slipping so with the car ready we decided to load up the car on the trailer and tow the car down to Cardigan Mid Wales the day before all set for the off John, Nigel Clark, Sam Derbyshire and myself set off at about 1400hrs on Friday the 13th and it took us 7hrs to get to the campsite as we didn't manage to tow the car at more than 50mph. After one of the worst night sleep of my life and getting woke up at 06-30am with a crow outside the tent and the ducks quacking. Breakfast beckoned but whilst Nigel had brought the camping stove and all the food - he had left all the pans at home. So we headed back into Cardigan for breakfast where we met up with my cousin and all of the organising team. When they started to tell us tales of what to expect from the night, At 1730 it was time to go to noise and scrutineering. It was amazing to see how different the guys do things down there they seemed to be more like a team of Drug cops going through the car with a fine toothcomb. Well all passed and then was the waiting game till our start time. There were 91 cars entered on the event and we were placed at 85. There was an awesome buzz around rally start with spectators everywhere and Radio Ceredigion who came over and interviewed us for the show later and he was amazed we travelled so far for a rally. The route was amazing, some really good roads and lots of whites and farm yards. We went into the first farm when we just slid around on the mud and something broke on the gear leaver which meant for the rest of the night John was having to use one hand to steer the car and one to keep the gear stick held in. We got to petrol and still had a little bit of plotting to do, as did everyone else, and here we were told that we were running around 5th in class but we were happy to have got to petrol as we had passed a few cars on the way in hedges. We set off from petrol and more farms and whites were about to meet us and getting to the end of the rally was a great feeling and a nice quiet transport section to unwind a little. We pulled in to the car park for the finish where we were greeted by the scrutineers again ready to look over the car and sign the damage declaration. Then on to breakfast where we met up with the lads and my mum and dad. The event was well organised and flowed really well. It was very competitive all night and when the results came up on the screen we couldn't believe that we got 2nd Novice and 45th Overall. We were over the moon to come home with a trophy and really looking forward to next year as we will go back and this time

I WILL TAKE THE PANS

Chris Paskin (Lancaster M.C.) Navigator in car 85

A duck walks into a pub and orders a pint of beer and a ham sandwich. The barman looks at him and says, "Hang on! You're a duck." "I see your eyes are working," replies the duck.

"And you can talk!" exclaims the barman. "I see your ears are working, too," says the duck. "Now if you don't mind, can I have my beer and my sandwich please?"

"Certainly, sorry about that," says the barman as he pulls the duck's pint. "It's just we don't get many ducks in this pub.. What are you doing round this way?"

"I'm working on the building site across the road," explains the duck. "I'm a plasterer."

The flabbergasted barman cannot believe the duck and wants to learn more, but takes the hint when the duck pulls out a newspaper from his bag and proceeds to read it. So, the duck reads his paper, drinks his beer, eats his sandwich, bids the barman good day and leaves.

The same thing happens for two weeks.. Then one day the circus comes to town. The ringmaster comes into the pub for a pint and the barman says to him "You're with the circus, aren't you? Well, I know this duck that could be just brilliant in your circus. He talks, drinks beer, eats sandwiches, reads the newspaper and everything!"

"Sounds marvelous," says the ringmaster, handing over his business card. "Get him to give me a call."

So the next day when the duck comes into the pub the barman says, "Hey Mr. Duck, I reckon I can line you up with a top job, paying really good money."

"I'm always looking for the next job," says the duck. "Where is it?"

At the circus," says the barman. "The circus?" repeats the duck.

"That's right," replies the barman. "The circus?" the duck asks again. "That place with the big tent?"

"Yeah," the barman replies.

"With all the animals who live in cages, and performers who live in caravans?" says the duck.

"Of course," the barman replies.

"And the tent has canvas sides and a big canvas roof with a hole in the middle?" persists the duck.

"That's right!" says the barman.

The duck shakes his head in amazement, and says "What would they want with a plasterer?"



Silsden's Damien Smith took a hard earned podium on the Bulldog Challenge Rally which was the second round of the NGK Spark Plugs BRC Challenge and support event to the International Rally of Wales which was the second round of MSA British Rally Championship.

Damien had teamed up with co-driver Paula Swinscoe (Clitheroe & DMC) from Rallytech Composites and the pair took to the classic Welsh stages in their Skipton/Keighley/Ocean Ford, Ford Fiesta ST. The pair had gained valued new sponsorship for 2012 from **Freestyle Xtreme, RS Motorhomes & DC Shoe.**

Smith and Swinscoe had missed the opening round of the championship, the Sunseeker Challenge, but started their BRC Challenge campaign in their Sykespeed prepared Fiesta on the forests roads around Welshpool. They hit the ground running, setting the fastest time on the first stage, Big Ray, but struggled to get into a rhythm on stage 2, Dyfi Main, dropping back to 2nd overall.

"I felt I drove terribly in there" exclaimed Damien at the arrival control for stage 3 "I just couldn't get in to a rhythm and to be honest I feel as though I'm coming down with something".

As the Fiesta ST launched off the start line in to the 15 miles of the Gartheiniog stage Damien decided to push hard in an effort to catch the time lost on stage 2, but this was to become impossible as the car developed a large vibration on a very fast and loose downhill section less than halfway through what was the longest stage of the rally, this plagued the handling of the Keighley Ford Fiesta for the remainder of the stage and cost the crew around 40 seconds.

A trip to the service park in Dolgellau allowed the service crew the time they needed to diagnose the fault, they discovered that the ball joint had failed and they set to making a rapid change. "our service crew worked wonders on the car" said a rather hot and dusty Damien as he exited service "we've overcome the mechanical fault only for disaster to strike as we went to the refuel zone, the first refuel rig they used developed a generator failure, to make matters worse the back up also failed meaning we were late out of service and we've incurred a 40 second penalty in the process"

The remaining crews of the Bulldog Challenge rally headed to the final 3 stages of the event near Lake Bala. "The car doesn't feel it usual self" exclaimed Smith at the finish of the penultimate stage "some thing doesn't feel right and I lose confidence on these high speed stages but we're determined to battle for a podium"

The pair continued onwards to the last stage of the day in Dyfnant Forest and a string of 3rd & 4th fastest times over the final stages plus the 40 second penalty they received earlier in the day scrubbed by the organisers the pair were delighted to finish in a very creditable 3rd overall and 1st Fiesta over the finish line back in the market town of Welshpool.

"It's been a really tough event" said Damien at the ceremonial finish in Welshpool "I struggled for pace over the earlier stages and with the problems we incurred on the longest stage I thought we'd really struggle. The fuel rig problem summed up our luck but our never say die attitude saw us bounce back and take the podium"

Damien heads to round 3 of the BRC Challenge the Pirelli rally based in Carlisle in late April and occupies 8th position in the championship.

"We just missed out on the win on last years Pirelli" said Damien "If we can go one better this year and take the victory then we really can push for championship honours"

Report and Photo Courtesy Chris Horner & Paula Swinscoe (C&DMC) - Mccrash Motorsport Media

A Police car pulled me over and when the Officer came up to my window, I saw that he wasn't wearing a regular Police uniform, I said, "Hang on, if your a Policeman why are you wearing a suit covered in black and white squares?", He said, "Just a routine check sir".

MSA British Rally Championship round two Bulldog International Rally of North Wales - 23/24 March Tom Cave claims maiden BRC victory

After a dramatic day's action, Tom Cave and co-driver Craig Parry emerged winners of the Bulldog International Rally of North Wales and in doing so, recorded their first MSA British Rally Championship victory. They finished just three seconds ahead of Keith Cronin/Marshall Clarke, who were in-turn 11.7 seconds ahead of Jarkko Nikara/Petri Nikara – all three crews in Citroën DS3s and proving once again that the BRC's two-wheel-drive formula provides ultra-close competition. Starting and finishing in Welshpool, the rally initially featured 11 classic Welsh stages in forests to the west of the town, until two days before the event, when its organisers were forced to cancel the two runs through Dyfnant. This left nine stages, which all took place on Saturday. The first of these saw Nikara/Nikara set the fastest time by a slender 3.2 seconds ahead of Rallye Sunseeker winners Mark Donnelly/Dai Roberts in a Renault Clio R3, the two crews continuing where they left off from round one. But for Donnelly/Roberts the battle was to be short-lived: as they crossed the flying finish at the end of the following stage, the car slid wide, clipped a telegraph pole and spun into a tree, the impact forcing him and co-driver Dai Roberts to retire on the spot. Also exiting the event following an accident was BRC returnee Molly Taylor/Phil Clarke, who rolled their Ford Fiesta on the opening stage. Thankfully, all crew members involved with these two incidents were unharmed, but the same could not be said for their cars. Others to retire were Arron Newby/Julian Wilkinson, who got no further than a mile before beaching their Škoda Fabia on a tree stump and, although willing helpers tried to return the car to the road, it was well and truly stuck. Coincidentally, Ruary McCloud/Paul Beaton's Ford Fiesta also came to a halt at exactly the same spot. Following a steering problem that had caused them to crash on Tuesday, another Citroën DS3 was hastily prepared for Cave/Parry who had acclimatised themselves to the new car so well on the opening stage, they set the fastest time by over four seconds on the next – a performance that launched them into the lead by 1.7 seconds. They then proceeded to extend their advantage to three seconds ahead of Nikara/Nikara before the first service halt in Welshpool. For Alastair Fisher/Daniel Barritt, SS5 was to be their last, when a fuel leak in the Ford Fiesta turned into a fire. After pulling up at the side of the road, some of the following competitors stopped to help extinguish the flames, which meant that the crews involved were given notional times. This included double British Rally Champion Keith Cronin who, with co-driver Marshall Clarke, was now up to third and happy with his progress having hardly driven his Citroën DS3 before the event and not competed in a front-wheel-drive car since 2006. The time sheets showed Elfyn Evans/Andrew Edwards in fourth place at the service halt in their Ford Fiesta R2, an impressive performance amongst the more powerful R3 machinery, whilst another local crew Osian Pryce/Iestyn Williams were fourth in their Citroën DS3. Similarly to Cronin, Jonny Greer returned to the BRC and was getting used to driving a two-wheel-drive car again, he and co-driver Damien Connelly lying sixth in another brand new Citroën DS3. Behind them was the second of the Finnish crews Jukka Korhonen/Mikael Korhonen, who had a good first stage in the Pirelli Star Driver Škoda Fabia, but had been distracted by the oil temperature warning light on the following two stages, even though there was nothing wrong with the car. Experiencing more significant problems during the morning was yet another Citroën DS3 crew: Desi Henry/Niall Burns, who collected a puncture on SS5 that spoilt their chances of repeating the podium result they achieved in round one. Jack Rowe/James Aldridge lost second gear in their Ford Fiesta not far from the start and therefore, had spent the rest of the day changing from first to third - and vice-versa. Christian South/Tomas Whittle also had issues that slowed them during the morning's stages, when they slid wide, clipped a bank and momentarily put their Citroën C2R2 Max on its side during SS5. The next leg of the rally in the afternoon was a re-run of the first and, whilst Cronin/Clarke were fastest by 2.7 seconds on SS6, Cave/Parry went nearly ten seconds faster than anyone else on the next stage. Nikara/Nikara fought back with a 1.9 second stage win on SS8 and, even though the leading trio has all won a stage in what turned out to be the final loop, it was Cave/Parry that held the lead by just three seconds. As cars exited the second run through Garthieniog, news came in that a BRC Challenge car had caught fire on the non-competitive section that led from the end of SS8 to the Dolgellau service halt and consequently, the police closed the road. This led to competitors being re-routed and, with the event running around 90-minutes later than anticipated; organisers decided that with darkness falling the last loop of three stages would not be run on safety grounds. Once in Dolgellau, crews were instructed to return to Welshpool and the times following SS8 would stand as the final results. Therefore a delighted Cave and Parry were declared the winners, with Cronin/Clarke second – even though a last-minute fuel pump problem delayed them getting back to the service area. Nikara/Nikara were third - the Finns having to nurse their car back to the finish due to a broken driveshaft – and Pryce/Williams a frustrated fourth in light of the issues that transpired in the closing stages. Evans/Edwards continued their near-perfect performance to finish a hard-earned fifth and win Class 6, with Greer/Connelly pleased to make it home in sixth after a spin and with their car's dashboard display becoming invisible towards the end. Korhonen/Korhonen had an excellent run through the final three stages and finished seventh, but were bemused not to have closed on their Welsh Class 6 rivals, whilst Henry/Burns had fought back to eighth after their earlier puncture. Peter Taylor/Andrew Roughead started the event slower than they would have liked, but got quicker as the day went on and claimed ninth place in their Renault Clio R3. Rounding off the top-ten was James Grint/Craig Drew, who were another crew to be debuting a Citroën DS3 and were very pleased to make it through the day without experiencing any problems at all.





MSA BRITISH MANUFACTURERS RALLY CHAMPIONSHIP

The three-way battle of the brands between Citroën Renault and Ford perhaps unsurprisingly - with eight DS3 cars taking part - went the way of Citroën on this occasion. With points being scored by the two leading cars from each manufacturer Tom Cave and Keith Cronin claimed the maximum possible with their first and second places.

Elfyn Evans and fellow Fiesta driver Matthew Cathcart achieved the sec-

ond highest score for Ford and, for Renault, Peter Taylor was the first home in his Clio in ninth place, with Nick Allen the second scorer in his Twingo R2 in 17th.

MSA BRITISH JUNIOR RALLY CHAMPIONSHIP

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

Repeating his round one victory in this category was 20-year old Garry Pearson, who survived clipping a log-pile in the afternoon and a subsequent bent rear beam on his Renault Twingo. Second was Norway's Steve Røklund in a Fiesta, who spun in the first stage and then proceeded to make up ground on Pearson, right up until the final stage, when the 19-year old collected two punctures and dropped three-minutes nursing his car to the finish.

PIRELLI STAR DRIVER

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

And, for his outstanding performance this weekend there could only be one winner: Tom Cave, who joins Rallye Sunseeker winner Mark Donnelly on the list for the end of season shootout.

BRC TEAMS CUP

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

Highest scorer was Tom Cave for the Davies Motorsport Services Team, who had the foresight to register the eventual winner and Osian Pryce in advance of this weekend. Next to score Teams' points was Elfyn Evans, who claimed the second-highest tally for M-Sport Ford and, in doing so, puts them first in the standings.

Results & Championship standings after round two

Drivers

1	Tom Cave	32
2=	Elfyn Evans	30
2=	Osian Pryce	30
4	Desi Henry	29
5	Peter Taylor	24
6	Mark Donnelly	20
7	Matthew Cathcart	19
8	Keith Cronin	18
9	Jarkko Nikara	16
10	Gethin Jones	14

Manufacturers

1	Citroën UK	71
2	Renault UK	61
3	Ford Motor Co.	60

Teams

1	M-Sport Ford	38
2	Ford Junior Team Finland	33
3	Pirelli TEG Sport	31
4	AVS Motorsport	30
5	Davies Motorsport Services 20	
6	Millers Oils 586 Team	0

Bulldog National Rally,
Team Protec Motorsport
crew of **Tom Naughton &**
Horace Saville 2 o/a and first
GpN in the Evo 9, well done
guys, sorry I Could not be there
to share in the celebrations
Allan Durham

Third classified Teams' competitor was Jukka Korhonen, who scored for Pirelli TEG Sport in his Škoda Fabia, whilst fellow Finn Niko Nieminen's fourth enabled Ford Junior Team Finland to move into second place.

The AVS Motorsport pairing of Gethin Jones and Matt Cotton battled for supremacy throughout the event, with Welshman Gethin Jones finally ending the day ahead of his team-mate and claimed fifth-place Teams' points in the process.

BRC ONE-MAKES SERIES

The MSA British Rally Championship also features three, one-make series: The Fiesta Sport Trophy, the Twingo Renaultsport R1 & R2 Trophies UK and the Citroën Racing Trophy UK.

First of the Fiestas this time round was Elfyn Evans, with Nick Allen and Gary Pearson claiming the honours for the Twingo R2 and R1 Trophies respectively and, collecting yet another accolade for his weekend's efforts was Tom Cave, who was clearly the best of the Citroëns.

JIM CLARK RALLY 2nd / 3rd JUNE

General Information

Approx mileages:

International Rally 160 stage miles

National Rally 120 stage miles

Challenge Rally 90 stage miles

Rally HQ: Kelso Racecourse

Rally Start/Finish: Duns Town Centre

Surface: Asphalt

Features: The event commences with a static show of the cars and drivers in Duns town centre. Popular with fans and local people it provides the opportunity to say hello to the drivers, collect autographs and get close to the cars.

Overview of the event

Based in the Scottish Borders, south of Edinburgh. 160 asphalt stage miles held over two and a half days. Unique in being the only rally on mainland Britain to be able to close the public roads for competition, the first live stage sees competition through spectator lined twisty and fast narrow streets of Duns.

Saturday and Sunday stages will see high speed competition around the lanes, villages and roads of Berwickshire before a podium finish back in Duns.



Korhonen Bags Important Points On Bulldog Rally

Following on from the disappointment of a final stage retirement on the opening round of the 2012 British Rally Championship last month, Pirelli TEG Sport driver Jukka Korhonen got his season underway with a solid seventh place on this weekend's Bulldog Rally of North Wales.

Driving the Pirelli-backed Skoda Fabia R2, the 27-year-old Finn, who won last year's Pirelli UK Star Driver award, was competing in the Welsh forests for the first time and made a steady start before upping his pace over the early stages. Korhonen from Siikajarvi, and co driven by his namesake Mikael, battled with local ace Elfyn Evans, who won the event last year for the Pirelli TEG Sport team, and at the finish was just over half a minute down on the Welshman. In addition to his top seven placing overall, Korhonen secured second in the R2 class to add important points going into next month's Pirelli International Rally.

Hoping to emulate his superb 13th place overall and seventh in class on Rallye Sunseeker was Arron Newby in the Pirelli TEG Sport team's Robert Wiseman Dairies-sponsored Skoda Fabia R2 but sadly for the 17-year-old from Carnforth, it wasn't to be.

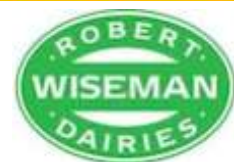
Following on the ceremonial start on Friday evening in Welshpool town centre whereby Newby's unique cow-livered car commanded a lot of attention amongst the many hundreds of fans who turned out, hopes were high for a good result for Arron and regular Robert Wiseman Dairies competitor Julian Wilkinson.

Sadly for the pair, they slid into a deep ditch on the opening stage and although the car wasn't damaged and they eventually managed to extract themselves, they eventually retired after SS3 after going Outside Total Lateness (OTL) meaning they could not improve on their championship position.

Jukka Korhonen: *"This was my first time driving in the Welsh forests and I have learned a lot. The car is very good but maybe I need to work on my pacenotes to suit the British terrain and I think we can improve our speed more. We were close to Elfyn for much of the rally and scored important points which was the aim. The car only needs a polish now for the Pirelli International Rally and I'm sure we can get a good result for the Pirelli TEG Sport team on their local event."*

Arron Newby: *"To say I'm disappointed is a massive understatement as this is not what either myself, the team nor our sponsors wanted. I was hoping to improve on my first round result but we paid a high price for a small mistake and it wasn't to be. I have to understand it's all part of the learning process and to be challenging in the British Rally Championship means we have our downs as well as our ups. On a positive side, the car was fantastic and also a massive hit with the Welsh fans on Friday night so thanks to Robert Wiseman Dairies for their support and I am sorry we didn't get a result this time out. I hope to put that right on the Pirelli International Rally next month."*

Stuart Newby: *"Last year we left Welshpool having won the Bulldog Rally of North Wales but this year, all we have is a seventh place to celebrate which, on the face of it, isn't what we planned. But you have to take the positives out of it and this was Jukka's first time in these forests so to match Elfyn Evans for pace for much of the day isn't too shabby. The car is very fast and we are going in the right direction although this result perhaps doesn't reflect that. He also scored very important points in R2 which is good. As for Arron, this was only his third gravel event and although we were hopeful of a good result, he was unlucky. In a way, it's good to see him beating himself up about it and whilst we are all very disappointed, it's all part of the learning curve and I'm sure both he and Jukka will become very strong as the year progresses."*



Photos courtesy of Jakob Ebrey

Bill and his wife Blanche go to the Yorkshire Show every year, and every year Bill would say, "Blanche, I'd like to ride in that there 'elicopter." Blanche always replied, "I know Bill, but that 'elicopter ride is twenty quid, and twenty quid is twenty quid!" One year Bill and Blanche went to the fair, and Bill said, "Blanche, I'm 75 years old. If I don't ride that there 'elicopter, I might never get another chance."

To this, Blanche replied, "Bill that 'elicopter ride is twenty quid, and twenty quid is twenty quid."

The pilot overheard the couple and said, "I'll make you a deal. I'll take the both of you for a ride. If you can stay quiet for the entire ride and don't say a word I won't charge you a penny! But if you say one word it's twenty quid."

Bill and Blanche agreed and up they went. The pilot did all kinds of fancy manoeuvres, but not a word was heard. He did his daredevil tricks over and over again, but still not a word.

When they landed, the pilot turned to Bill and said, "By golly, I did everything I could to get you to yell out, but you didn't. I'm impressed! "

Bill replied, "Well, to tell you t'truth I almost said summat when Blanche fell out, but tha' knows, twenty quid is twenty quid!"

NGK Spark Plugs BRC Challenge Bulldog Challenge Rally - 24 March 2012 Sykes back to winning ways in Wales



Richard Sykes and co-driver Simon Taylor took their first win in three years on round two of the NGK Spark Plugs BRC Challenge after a tough day's action that saw only eight cars reach the finish in Welshpool.

The battle throughout the day threw up some surprising twists and turns but by the time the cars re-grouped at the finish it was Sykes who would lead home Steven Smith and Daniel Johnstone in second place with Damien Smith and Paula Swinscoe in third.

The North Wales based event boasts some of the most technical stages in world rallying and would prove a difficult challenge for any level of driver. Stages like the 15 mile Gartheiniog and nine mile Penllyn give a real test to the competing crews and can catch out even the most experienced.

The Bulldog Rally can be just as tough on the cars and the attrition rate can be high from the start of stage one as Tom Cave found to his cost last year in the International event. However this year's NGK BRC Challenge would be no different with three cars failing to make it to through the opening five miles of Big Ray.

Last year's runner's up, Simon Moore and Emma Morrison had an engine failure, which meant an early end to their rally on SS1, compounding the non-finish on Sunseeker. They were swiftly joined by another non-finisher from Rallye Sunseeker in the shape of Russ Thompson and Andy Murphy, who rolled on the stage. Both Renault Clios were now out with nil points and joined Luke Pinder and Martyn Taylor who's car didn't even make the start.

The cars that did make it to the end of the Big Ray stage saw Damien Smith quickest in his Ford Fiesta ST; but problems with the rear of the car meant he would eventually finish the rally in third place.

Surprise of the day however was the young Irishman Jon Armstrong who having only passed his driving test in January was competing in a proper rally for the first time. His quickest time on the second stage put him in the lead until his Fiesta ST finally stopped just one stage shy of the service halt. Alongside his experienced co-driver Emmett Sherry, Armstrong could well be one to watch this year.

Another of the pre-event favourites, Richard Archer and John Connor, suffered bad luck at the start to their day too, picking up three punctures on the opening two stages. Eventually an engine misfire called an early end to their Welsh forestry adventure.

But it was Sykes and Taylor who were in bullish mood at the start and were determined to finally make that top step of the podium. But with Taylor seemingly succumbing to an illness that had bothered him throughout the week, the task would prove to be a tough one.

Nevertheless the likable and experienced pair battled on, picking up the pace on the run through Gartheiniog, setting the fastest time and with it taking hold of the rally lead going into service, a lead they wouldn't relinquish.

Round one winners James Ford and Neil Colman had switched from the MK2 Escort to a similar specification Citroën C2R2 Max to that of Sykes. But the day started badly for the championship leader when his new car failed the noise test. He would eventually retire in service with gearbox problems after surviving an off on the third corner of the first stage. The service halt at the halfway point of the rally would give the teams some valuable breathing time and allow them to re-group. But the remote service park would prove a step too far for Adam Taylor and Loic Ditchburn as their Fiesta ST caught fire on the road section. Two fire crews were called out to tackle the blaze, but fortunately the Oxford Brooks University students both managed to escape before the car was destroyed.

One man on a charge was Steven Smith in his Peugeot 206 who had caught Tony Simpson in one of the stages and with it the top of the leader board. The hot and dry conditions were causing a bit of dust on the stages but both he and his co-driver Johnstone were still in impressive form. Another crew looking to make their mark on proceedings were Mark McCulloch and Elliott Edmundson in the Proton Satria, but driveshaft failure on Penllyn put an end to a good effort from the Scottish pairing. Gareth White could only muster fifth place and second in RC5 in another C2R2 Citroën after an impressive podium on round one alongside co-driver Mike Dickson, but the result does put the Scotsman into third place in the championship race. Sixth place overall went to James Watts and Steve Hartley in their VW Polo who now move into second place in the title race, "I'm very happy but bewildered that we're here, the car's groaning a bit. Today almost felt like an endurance rally, it was very tough", explained an exhausted Watts. But his efforts gave him the class win in RC3.

With Taylor out and Damian Smith not registered for the Fiesta SportChallenge, Tony Simpson and Stefan Arndt were hoping to pick up maximum points once again. Sadly though the Liverpoolian was struggling to find a flow to his driving and fellow Fiesta crew of Andrew Wheatley and Richard Millener took the FSC honours. Simpson finally finished seventh overall but extended his lead at the top of the RC4 class, while Wheatley and Millener took a well deserved fourth place on the rally.

The event also saw a welcome return to last year's RC2 Class Champion Kevin Vondy and Nicholas Kaighin from the Isle of Man, who brought their Vauxhall Corsa home in eighth place.

Sykes' first rally victory of the year gives him the RC5 class honours to go with his overall lead in the 2012 NGK Spark Plugs BRC Challenge standings; a strong result from Smith has him picking up the class honours in RC4.



SCOUTING for Talent

Tom Byrne from Garstang & Preston MC organised a 'how to get into motorsport' night for Ramsbottom and District Explorer Scout group, of which he is assistant leader. The purpose of the night was to show a group of 14 to 18 year olds how to get into motorsport at entry level and hopefully become the next Lewis Hamilton or Ari Vatanen (it seems none of them had ever heard of Ari!).

Being a leader of the group Tom and his colleagues are constantly looking for new ways to entertain and inform the teenagers. So, motorsport was an obvious choice for the Road Rally navigator.

Tom invited **Maurice Ellison (Lancaster MC)** to come along and assist with the night, **Phil Martin from (Garstang & Preston MC)** who was kind enough to bring his trusty road rally Nova, **Tom's dad Mark (Kirkby Lonsdale MC)** brought along the family's bright green Micra which although stage prepared is used to 'bash about the lanes' of Cumbria for road rallies, and at the top of the 'let's try and impress these Explorer Scouts' list was **Jem Dale (Garstang & Preston MC)** and **Paul Andrews (Oaktech Motorsport)** who brought their unbelievable Honda Civic hybrid stage rally car. The only one of its kind in the world!

After a brief introduction and an 'Ice Breaker' quiz, the group were entertained by a brief photo presentation and some video clips. The video of 5th Gear's Vikki Butler Henderson being sick whilst navigating for Andreas Mikkelsen went down very well with the young audience. Then it was the moment they'd all been waiting for, time to climb into the cars! Crawling over a roll cage and strapping themselves into bucket seats really put a smile on their faces. The respective owners kindly allowed free access (keys firmly in pockets!) and were flooded with questions. When the group could be torn away from the cars it was back inside for Tom's navigation exercise. Once again the 'Old Guys' helped the trainees by showing them how to read tulips, herringbones, plot grid references and spot heights etc.

The Scouts & leaders of Ramsbottom would like to thank Maurice, Phil, Jem and Paul for taking time out of a Friday night to come along and help. The night was a great success so keep watching for the 'new blood' collecting accolades in the world of Motorsport very soon!

Tom Byrne G&PMC

GoMotorsport

Paddy is on his final question for a million pounds with Chris Tarrant, he has only 1 life line left....phone a friend. 'which bird does not make a nest,? A Sparrow, B Swallow, C blackbird or D Cuckoo' paddy calls murphy. Murphy answers 'be Jesus its a cuckoo 100% Paddy wins the million. Afterwards Paddy rings Murphy 'how did u know that ? Murphy says ' well Paddy. A cuckoo lives in a clock.



Dennis Wells Car Trial -- Young drivers challenge veterans

Dale Davies 17 says

Hi Steve, the photo looks brilliant, the day was very enjoyable and it went ok, it was a good result but not as good as Saturdays result, car trials and Autotests are a great way for youngsters to develop good car control at a young age, in a controlled environment, and they are a good way to get into motorsport that doesn't cost a fortune thanks Dale

Hazel Johnson 20 says

This was my first car trial, I did 5 Stage Rallies last year. Car trials teach you how to find the grip levels on the surface you have to be smooth and carry any speed too much right peddle and you stop! I was very pleased with the result.

John Wadsworth says

(Both John & John have a combined age of 153 years!) I am stood behind Dale and John Waddington is stood behind Hazel. I have been involved in motorsport since the late 1950's and have competed in most elements that is Rallies, Racing, Sprints and Hill Climbs, Autocross and Production Car Trials and all classes that is Club, National and International and Classic Car Rallies. However though my father was big in Car Trials in his later years of his motorsport, I never have competed in Car Trials after the 1960's until last year.

I much prefer competing on a Car Trial than sat in a grandstand at a Grand Prix - competing is so much better than watching, it keeps you fit and active and involved with all ages of competitors which is so much better than waffling about what happened 50 years sat in a Pub with a load of old folk.

People of our age should get off the couch and start competing, it is not expensive and is great fun and the youngsters should switch off the computer and learn car control without risk of injury other than their pride.

Regards John Wadsworth

Steve Johnson Go Motorsport Regional Development Officer (North West)

This club event shows what great fun can be had for a £20 entry fee. This is a good starting point along with Production Car Autotests for young drivers of 14 years of age to learn to drive for up to three years before going on to the road. The skills shown by all the competitors will make them far safer drivers and when it snows they can still drive safely, Just the roads are full of those that cannot!

ANWCC run a Junior Drivers Championship, a Production Car Autotest Championship and awards for juniors in all its disciples, look at anwcc.org for more information.



**Under 17 Motor Club NW, Accrington Motor Sports Club
CSMA Club North West Motor Sport Group, With ANWCC**

Free to enter drive a competition car (worth £75)

**Just register your name & contact details to drive at
the Lymm Event 24th June 2012**

Go Motorsport working with NW Motor clubs

Just go to <http://u17mc-northwest.org.uk/> then follow the links.

Autosolo/ PCA events are ideal for newcomers as they require no previous experience, no special training and no special competition car. For cheap motorsport this is as good as it gets! You use your own car and entry fees are under £25 using your motor club membership card.

There's lots of guidance available if you feel you need it and it's a great family activity where Dads, Mums, sons and daughters often compete against each other.

We have classes with passengers to allow 14 year olds to start driving a long time before starting driving lessons on the public road. We promote Road Safety by encouraging youngsters to learn how to handle cars and where it is safe and legal to compete, which is NOT on the public road!

The Go Motorsport campaign promoting motorsport has recently had high profile television features with David Coulthard on BBC's Grand Prix programme and Vicki Butler-Henderson on Fifth Gear both promoting grass roots motorsport. The above three clubs are aiming to make their contribution as part of National Motorsport Week.

Go Motorsport has a team of Regional Co-ordinators across the UK working with motor clubs and schools.



Pre Driver 2 (14-19 year olds)

Saturday 12th May 2012 starting at 10:30 am and will be finished by 16:00pm.

Sunday 13th May 2012 starting at 10:30 am and will be finished by 16:00pm.

Drive a F1000 Rally car! (Subject to assessment)

In an effort to help new drivers, the **Under 17 Motor Club Northwest** are holding pre driver training days for **14 to 19 olds who do not** hold a full driving licence. **This course is aimed at those with limited driving experience or have taken part in the Pre-Driver One course.**

This course is an introduction to Motorsport in a controlled environment with highly skilled trainers in dual controlled cars and rally cars. A series of assessments will help develop the young person's skills. The course will be assessed in four areas;

1. Attitude to learn, 2. Following precision instructions. 3. Driving accuracy. 4. Driver improvement.

10:30 to 11:30

Introduction, Set up

11:30 to 12:30

Assessment & theory training – (then 30 minute lunch break)

13:00 to 15:00

Practise and instruction – Dual Control or F1000 Rally Car

15:00 to 15:45

Final Practical assessment – Dual Control or F1000 Rally Car

15:45 to 16:00

Feed back & results

Limited to 24 on a first come first served basis;

Places cost £75 each day. (Includes Lunch and the use of a driving school car & instructor)

The course will be at: **The Lorry Park, M65 Junction 4 Services, Blackburn,**

If you are interested in a place on this course, fill in the form below and send to:

Cheque/PO made payable to The Under 17 Motor Club North West
Yvonne Robinson 51 Higher Croft Road, Lower Darwen, Blackburn, BB3 0QT - 01254 698907

-----Cut and send this entry form in-----

Please circle which day you require

Saturday

Sunday

Both

Name _____ Date Of Birth _____

Address _____

Post Code _____

Home Tel. No. _____ E-mail address _____

Note: This email address or telephone number will be used for all correspondence.

Places cost £75 each day. (Includes Lunch and the use of a driving school car & instructor)

Parental Consent Authorisation

I, (Print name) _____ as legal Parent / Guardian of (Students name) _____ hereby allow my child to take part in the Pre Driver driving course.

I confirm that the above young person has not been banned from driving nor has any driving convictions.

Any health issues of the student will be notified to the team before the event. I accept that photographs for publicity purposes may be taken. I am happy to be contacted about further driving courses.

I can be contacted on the following numbers during the day.....

Legal Parent / Guardian / Guarantor (Signature) Date:

Note: Where the Parent/Guardian/Guarantor will not be present at the event then by signing above you agree that the driving instructor is authorised to take the role of Parent/Guardian/Guarantor.

Cheque/PO made payable to The Under 17 Motor Club North West
Yvonne Robinson 51 Higher Croft Road, Lower Darwen, Blackburn, BB3 0QT - 01254 698907



Circuit of Ireland 2012

Joy for Hänninen Juho Hänninen made history when he became the first driver to win the Donnelly Group Circuit of Ireland Rally to count as a round of the Intercontinental Rally Challenge.

In doing so, the ŠKODA Motorsport ace clinched his ninth victory in the series and his first IRC triumph of 2012. He also follows in the wheel tracks of his fellow Finn Pentti Airikkala as only the second overseas winner of the asphalt event.

Hänninen, who is co-driven by Mikko Markkula, started day two locked in a close fight with ŠKODA UK's defending IRC champion Andreas Mikkelsen. They traded stage times – and positions – throughout the day and began the final loop of four stages with Hänninen leading by 2.3s.

Pushing to close the gap to Hänninen, Mikkelsen got caught out in rain on the Lisburn town centre stage and slid into a hay bale. He inflicted damage to the side of his Fabia S2000, but also banged his head and was left dazed, ending his hopes of his first victory on Tarmac in the IRC for the second event in succession. He was able to recover to the runner-up spot, more than 40s behind Hänninen. Northern Ireland's Garry Jennings won the IRC Production Cup with countryman Marty McCormack clinching the IRC 2WD Cup spoils and the Colin McRae IRC Flat Out Trophy following a determined drive amid a host of setbacks. Renault heads the IRC 2WD Cup manufacturers' table for the first time. Mikkelsen had fought back into contention following an overshoot on stage eight only to hit trouble on the first run through the Lisburn test. He said: "It's disappointing because it was a great fight and this is a rally I wanted to win. But we have made a good start to the season by leading the IRC championship with one win and two second places, so for this reason we have to be happy."

Having worked his way into a secure third position, Jan Kopecký spent day two consolidating the final podium spot in the second factory Fabia to ensure a one-two-three finish for ŠKODA, which extends its lead of the IRC manufacturers' standings. The Czech, who won the previous round in Gran Canaria, was fastest on the Titanic Super Special Stage in Belfast on Friday but was unable to replicate that form thereafter. His task wasn't helped when co-driver Pavel Dresler fell ill.

Craig Breen won the battle to be the top Irish finisher by overhauling Robert Barrable for fifth position on stage 11. Breen was competing in a Saintéloc Peugeot for the first time and spent much of Saturday experimenting with different set-ups having dropped out of contention when he picked up 1m30s in road penalties following a fuel pump glitch on Friday evening.

ŠKODA Ireland driver Barrable said a mistake on Saturday's first test, when he charged through a fence into a farmer's field and stalled his car's engine, hadn't helped his efforts to keep Breen behind.

Alastair Fisher began day two in contention for a podium finish but a crash seven corners from the start of Saturday's second stage left his M-Sport Ford Fiesta S2000 with a broken wheel and forced his retirement. The Northern Irishman, who plans to return to the IRC on June's GEKO Ypres Rally, was fourth overall at the time of his exit. After losing time with a puncture on Friday, Sepp Wiegand lost precious seconds when he braked too late for a corner on stage nine and crashed through a fence, damaging the windscreen of his ŠKODA Auto Deutschland Fabia. Nevertheless, it was another impressive performance by the inexperienced German driver, who has now scored IRC points on every round run so far this season by taking seventh



Andreas Mikkelsen spent the night in hospital following crash Defending Intercontinental Rally Challenge following his accident on stage 12 of the Donnelly Group Circuit of Ireland Rally.

Mikkelsen was challenging for victory on the event when he slid into protected hay bales at high speed after being caught out under braking on a wet surface.

Although co-driver Ola Fløene was uninjured, Mikkelsen reported feeling dazed when he eventually reached the stage finish following a delay of approximately 40 seconds.

"After complaining of feeling unwell, Andreas was taken to hospital as a precautionary measure where it was discovered that he has a perforated right eardrum, which will heal," said a spokesperson for ŠKODA UK Motorsport. "As a further precaution Andreas will have a CT scan in the morning, although this is purely a precaution."

Despite his accident, Mikkelsen was able to reach the finish of the event in second overall to maintain his lead at the top of the IRC drivers' standings after three rounds.



Kick Energy rally driver Steve Perez bounced back from a potential disaster to record a fine fourth place finish on the Circuit of Ireland Rally.

Things didn't get off to a great start as on Thursday evening, the rear silencer on the Ford Focus WRC cracked and the exhaust broke on the shakedown stage which caused the underneath of the car to overheat and set the rear bumper on fire. Steve was unsure of what the problem was and shut off the anti lag to stop any more damage and the team from BTR worked late that night to make sure the car was ready for the afternoon start on Friday.

The opening stage was Titanic, the Super Special in the Harland and Wolff shipyard where the Titanic was built 100 years ago this year. The 1.9km stage took place under the shadow of Goliath and Sampson, the two massive cranes in the H&W shipyard.

Steve spun on the stage and was 69th overall going into the first proper closed road stage of the event before setting top five times for the remaining three stages and had a lot of confidence in the car. Unfortunately, the final stage of the evening was cancelled due to a medical emergency for a resident of the stage.

Steve commented: *"I was really disappointed that the last stage was cancelled as my pace was improving as the event went on and it was the best I have been in the dark."* He finished leg one in 6th place overall, mixing it with the locals on this very specialised event.

Despite stalling at the start of SS7, Drumhillery 1, and hampered by a faulty handbrake switch, Steve set three, top four times over the opening loop of leg two and he came into first service on Saturday afternoon in fifth overall and 31 seconds behind previous Circuit of Ireland winner Derek McGarrity in his new Mini WRC.

The second loop of the day saw Steve set second quickest time overall on the second run through the Hollow stage, narrowing the gap to McGarrity to just 10 seconds going into the second service halt of the day.

But it was on the following stage that saw him drop two minutes on SS14, when he was pushing hard to catch McGarrity. He braked on the approach to a crest but it was very slippery meaning Steve and Welsh co driver Paul Spooner went through a hedge and ended up in a field. Despite this, Steve was third fastest on SS15 and maintained his fourth place overall at the finish.

Speaking after the event, the triple British Champion from Chesterfield said: *"The car was awesome all weekend! I was going really well and enjoying myself on Friday night and was quite disappointed that the last stage was cancelled. On SS14, we were only a few seconds off Derek McGarrity and were pushing and that is when I ended up in the field in typical Irish fashion. I am very happy with everything, especially with this being the first time on tarmac in the Ford Focus this weekend. It was good to be challenging the locals for a place on the podium so it has all been very positive."*



Photo courtesy of Eymard Brennan



Dyfed-Powys Police are concerned for the welfare of a 24 year old male who has been missing since Monday 9th April 2012.

SIMON ANDREW JONES who is from the Llandysul area and a member of **Tiefi Valley Motor Club**, was last seen in the early hours of Monday morning (01:10hrs) in Lip Licking chicken takeaway on Pier St Aberystwyth.

He was seen on CCTV at 01:35am in Alexandra Road Aberystwith by the taxi/railway station. He was wearing a grey shirt and jeans. Please if you have any information, no matter how small, please contact Dyfed Powys Police on 101.

Simon is described as 5'9" tall, dark medium-length hair and of slim build. He was supposed to be staying with friends in Penparcau. He failed to return to that address after the night out. This incident is completely out of character and now family and friends are seriously concerned for his welfare.

Please call Dyfed Powys Police if you have seen Simon or know of his whereabouts

A husband and wife are on the 9th green when suddenly she collapses from a heart attack! "Help me dear," she groans to her husband. The husband calls 999 on his cell phone, talks for a few minutes, picks up his putter and lines up his putt. His wife raises her head off the green and stares at him. "I'm dying here and you're putting?" "Don't worry dear," says the husband calmly, "they found a doctor on the second hole and he's coming to help you." "Well, how long will it take for him to get here?" she asks feebly. "No time at all," says her husband. "Everybody's already agreed to let him play through."

The Pope is handing out miracles to sick children in Liverpool. Billy walks on stage and asks, "Can you help with my hearing?" The Pope says, "Yes" & puts his hands on Billy's ears then prays, removes his hands, and says, "How is your hearing now?" Billy says "I don't know, its not 'til next Wednesday"

It's hard to come to terms with being the wrong side of thirty. Sadly, speed cameras don't lie.

Armour and helmet half price: for one knight only.

ROAD RALLYING : AN ENDANGERED SPECIES

While road rallying seems to be alive, well and thriving in the North West with a programme of excellent events such as the **Lonsdale Belt, GPMC Memorial, Morecambe, Clitheronian and Illuminations**, the same cannot be said for the North East where events on the other side of the Pennines have almost disappeared, in 2011 the area covered by Northumberland and Durham only saw two events take place, the John Robson and the Northumberland Mini Rally, and you could only do the latter if you owned a Mini !! In years gone by the area hosted any number of excellent night road rallies but the banning of targa timing and various other restrictions heralded a virtual shutdown from which the area has never really recovered and although a Tyneside Motor Sport Group Navigation Series ran for a few years, it has now dwindled and indeed, has ceased to be run for the last few years.

Although possessing an excellent variety of suitable roads, which are virtually traffic free, a degree of apathy seems to exist amongst the North East clubs, none of whom seem inclined to make the effort to organise a road rally. Whilst it has to be admitted that the potential entry, initially, would probably be pretty low, things will never improve unless the clubs take the initiative and put on some events

One club seeking to buck the trend is the Hexham & District Motor Club who run a series of 12 Car events over the winter months plus the Hexham Historic and John Robson Navigation Rallies, held annually in November. The 12 cars provide not only a training ground for budding competitors but also a very cheap and cost effective way of getting into rallying. They seem to be gaining in popularity with the three held so far in 2012 each attracting almost full entries including several "Father & Son" crews. Each event consists of a 60 mile, all asphalt, route with simple navigation, mainly by tulip diagrams, spot heights and map symbols. Recent events have also included regularity and the club are hoping to expand this feature of the events when they take delivery of a supply of new timing clocks.

An interesting feature of the Hexham 12 cars is the use of signposts as route checks. This practice started after the club got fed up with people removing the code boards that they had erected so, working on the principle that no one is likely to nick a signpost, they now require competitors to stop at various road junctions and write down specified mileages. It is a system that seems to work quite well and at least they are easy to spot !!

Another feature of the Hexham 12 Cars that is extremely popular is the after rally supper, with all of the events finishing at a suitable hostelry where a meal, either buffet or the ever popular "Pie & Chips" is provided. Needless to say, this is the most popular part of the event for some people and is the likely reason why there is never any shortage of potential marshals for the Hexham 12 Cars. Ever conscious of the rising costs competitors face, the Hexham club does it's very best to keep the entry fees at a reasonable level with the 12 car events coming in at £20 including entry fee and supper. The ever rising cost of MSA permits will unquestionably be a factor of the level of entry fee for the 2012 John Robson Navigation event but the Hexham club are working hard to try and keep the Entry Fee at somewhere near the £44:50 charged in 2011, this will, of course, include the famous Hexham "Après Rally" buffet. It would be nice to think that some other clubs in the North East would follow Hexham and put on road events and that a series could be started up to enable road rally enthusiasts in that area to engage in a branch of the sport that offers so much fun and enjoyment without costing the vast amounts of cash now required to enter stage rallies.

Ed Graham (Hexham & DMC)



The couple were 85 years old and had been married for 60 years. Though they were far from rich, they managed to get by because they watched their pennies. Though not young, they were both in very good health, largely due to the wife's insistence on healthy foods and exercise for the last decade. One day, their good health didn't help when they went on a rare vacation and their plane crashed, sending them off to Heaven. They reached the pearly gates, and St. Peter escorted them inside. He took them to a beautiful mansion, furnished in gold and fine silks, with a fully stocked kitchen and a waterfall in the master bath. A maid could be seen hanging their favourite clothes in the closet. They gasped in astonishment when he said, 'Welcome to Heaven. This will be your home now.' The old man asked Peter how much all this was going to cost. 'Why, nothing,' Peter replied, 'remember, this is your reward in Heaven.'

The old man looked out the window and right there he saw a championship golf course, finer and more beautiful than any ever built on Earth. 'What are the greens fees?,' grumbled the old man.

'This is heaven,' St. Peter replied. 'You can play for free, every day.' Next they went to the clubhouse and saw the lavish buffet lunch, with every imaginable cuisine laid out before them, from seafood to steaks to exotic desserts, free flowing beverages.

'Don't even ask,' said St. Peter to the man. This is Heaven, it is all free for you to enjoy.' The old man looked around and glanced nervously at his wife.

'Well, where are the low fat and low cholesterol foods and the decaffeinated tea?,' he asked. That's the best part,' St. Peter replied. 'You can eat and drink as much as you like of whatever you like and you will never get fat or sick. This is Heaven!'

The old man pushed, 'No gym to work out at?' 'Not unless you want to,' was the answer.

'No testing my sugar or blood pressure or....' 'Never again. All you do here is enjoy yourself.' The old man glared at his wife and said, 'You and your blasted Bran Flakes.. We could have been here ten years ago!'

The Barrow Taxi Column *aka Mr Paul Brereton*

Another month with no event for me. I didn't even get down to marshal on the VK which I had wanted to do. I went over to Yorkshire on the 21st to watch the **Flying Scotsman** at the Lion Inn on Blakely Ridge. A round trip of 300 miles. The Lion is a very nice eatery my mate Jeff and I decided to have a run over there as we enjoyed the event last year when it came more our way and we were at Tan Hill. We arrived at the Lion at lunchtime and had 'Old Peculiar Beef Casserole' followed by black cherries with cherry brandy sauce, ice cream and cream. Well worth the trip for that alone as the scenery was awesome and the food and venue were superb. As the cars were not arriving until 13.35 we were able to take in the ambience and the food in a nice leisurely way. The forecast was for heavy showers but there was not a drop of rain as the cars came through. One couple, spectating, arrived in an immaculate Aston Martin DB5 in absolutely pristine condition. We had a little chat to them, the car was fitted with a roll cage and Cibie super Oscars. They said they have a pre-war car that they usually do the Flying Scotsman in but this year they were just here to support some friends. If you have never been to this event you are really missing out on some amazing vehicles which are driven in a spirited manner, all have to be pre-war and the event is always oversubscribed. In fact I believe they are already taking entries for the 2016 event with competitors coming from all over Europe and America and all are friendly and happy to talk about their cars. I took 165 photographs and Jeff was also clicking away happily so am hoping to include some with this article.

May 5th & 6th Jeff and I will be doing the Lakes Tour and the RS Show at the Heaves hotel in the Mark 1 Escort and we are really looking forward to it and hoping for some better weather. With 200 classic cars, mainly Fords this promises to be a cracking weekend if anyone wants to come up to the Heaves Hotel. Lets get burning plenty of fuel and fight this global cooling which is affecting our area badly. We went to Yorkshire in my Sierra Cosworth which has no heater and it was colder inside than out so I think pre-war cars with no roof on are definitely not for me but some of the saloons looked tasty !



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

Following Dan Willans excellent Lonsdale Belt Rally I was pondering away :

"What made this event so good and other events less good ?"



The roads available to Dan certainly played their part, but last years event ran a totally different route with 'less' attractive roads (still damn good and certainly challenging but without that 'je ne sais quoi' of those Lakeland fells and tracks) and he still managed to put on a super event and won the 'Rally of the Year' from the road rally competitors of ANCC. I would not be surprised if he got the award again this year and probably Rally of the Year for ANWCC too !!! In last months issue - Alan Barnes said it was reminiscent of the how the old Motoring News rounds used to be - I couldn't agree more.

Ordnance Survey also played their part by, one way or another, managing to draw the roads and junctions not as they actually are - then Dan made best use of them.

Four minute sections - magic - takes me back to my youth

Watches - All watches spot on and agreed with my clock.

All controls exactly where they plotted and meant to be

Pre-Plot - Dans event was all pre-plot (and so was last years event), which all goes to show you dont need to get crews lost by using 'funny navigation' in order to put on a fantastic event and get a result

Dan is a regular competitor and there for is well versed in the mistakes and triumphs of other Clerks of Course. He brings that experience to the event and capitalises on it. His attention to detail and the manner of the events presentation and documentation were all spot on.

Code Boards or I should say the lack of them, also helped make it a great event. Yes there were code boards out there but not that many that it was a problem, however, I long for the day that we have sufficient marshals to not need code boards. If I have a criticism on this event it was the code boards. I witnessed crews who got NAMs wrong and went the wrong way at triangles but still got the code boards - had they been marshalled then those crews would have picked up a fail for a wrong approach. Unfortunately code boards are the way of things and there is not much you can do about it without an army of marshals. Code boards are there to provide proof of the correct route taken by competitors and to slow crews down. If you miss a code board you can double back to get it and take the odd minute penalty. Marshals provide a far better check of the correct route taken and are far better at slowing crews down. I may be wrong but where code boards are set up as passage checks, if there were enough marshals to man these it would not be too difficult to get the marshal to fill in the code board on the time card and tick (or WD) the direction of approach. Please dont spectate - go and marshal!

And for those marshals who were out on the event

(just in case I did not say it when I came into your control) **Thank You Very Much**

Once Again - **Brilliant Event Dan** - Thank You very, very much and to everyone involved .

Good old Lancashire County Council have introduced a 20 mph speed limit on their side roads in built up areas. Where I live they seem to have had a lot of signs left over and have stuck them on almost every available lamppost.

To get to my house you turn off the A6 and then take three left hand turns. This very short distance has 5 20mph signs on it.. Overkill or what, certainly a waste of money - one sign would have been sufficient.

When I come off the M6 slip road (70mph) I join the B6254 (Nether Kellett to Carnforth Road) 60mph and within 300 yds this becomes a 30mph and a further 100yds becomes a 20mph zone.

I then join the A6 (30mph for 3/4 of a mile) which then becomes a 40mph zone for just over a mile and then its back down to 30mph until I turn off into the estate I live on. Along this 2.1 mile journey I have 3 Speed Cameras to pass and one sign that tells me the speed I am doing plus 2 roundabouts, a T junction, a zebra crossing and three sets of traffic lights (how I ever get over 30mph is beyond me).

At 20mph on the B6254 it feels excessively slow and ones concentration tends to wander as kids on pushbikes and skateboards stream past you.

I wonder how long it is going to be before I need to employ a chap with a red flag to walk in front of the car if things carry on like this.

Photography Competition

Every month I get a load of photos from SD34MSG Members for a very wide range of Motorsport activities. Those that I publish are credited to the relevant photographer.

I am overloaded on some events and then starved on others.

I know that on every SD34MSG event there is always someone taking photos and I would like access to those photos for this publication

I have been thinking that it might be a good idea to run a competition for these amateur 'TOGS'

I think the best way forward (so that I dont clog up my email with photos) is that those of you that take photos of SD34MSG club members doing SD34MSG events post your best shots on the SD34MSG Facebook page each month (Giving Who, Where, When - Yr name) and I would choose what I consider to be the best shot for that month. This photo would then be the front cover of this Newsletter and at the end of each year we could run a vote for the best shot of the year with an award to be presented at the Presentation night.

I could do with feed back on this method of running such a competition - let me know your views

Maurice Ellison : SD34news@gmail.com

OUT & ABOUT With Gemini

A day in the life of an MSA Radio Controller – Lee Holland Memorial Stages Rally

As the boss of the Gemini Communications Team was going to be soaking up the Florida sunshine, it's a hard life, I was asked to control the Lee Holland Memorial Stages on Sunday 18th March and I said yes, particularly, being a member of one of the organising clubs, Garstang & Preston MC, the other being Pendle & District MC. Bill had organised all the safety and radio crews through the internet from America so all I had to deal with was the action on the day.

It had been a while since I had been to the Anglesey Circuit at Ty Croes so I attended a pre-rally meeting to catch up on any circuit changes and the format of the event. The first question before the rally was 'do I go down to Anglesey the day before and stop in a b&b or do I get up really early on the day?' Well I decided to get up early as at least the traffic would be very light so the alarm clock went off at 04:30 and by 05:10 I was on my way.

The traffic was indeed very light and all was going to plan until I entered Wales on the A55 and noticed a warning that the road was closed some way in the distance. Progress continued unhindered until approaching Llandudno Junction where another warning confirmed the road was closed near one of the tunnels and traffic had to divert via Betws-y-Coed and the A5. The plan to arrive on site with plenty of time to set up went out of the window as I now had to endure the somewhat narrower roads of the A470 and particularly the A5 not helped by the odd wagon even at 07:30 on a by now very wet Sunday morning. Finally I got back on the A55 near Bangor and the sun came out and I arrived at 08:00 to find that obviously I was not alone in having to detour and the organisers had very sensibly delayed the start of the rally to allow everyone to get there.

Ideally I would just set up my equipment in a cabin or otherwise and attach the magnetic whip aerials to the cabin roof or side, however, I had been allocated a GRP cabin with a great view of part of the circuit but GRP is not magnetic !! Thankfully to cater for this sort of situation I had packed a couple of sections of mast so with the help of Graham Bray we lashed them to a suitable fence next to the cabin while Eve Fisher (Gemini 18) got the radio crews signed on and their information packs handed out. Graham and Eve had had the sense to take their caravan the day before and avoided all the A55 hassle. Having put the cables through a suitable window I finally got the equipment set up only to find that while there were 240v sockets in the cabin there was no juice so I reverted to a car battery. I mentioned the information packs, supplied by the organisers, were excellent giving all the crews everything they might need for the event, it would be nice to have the same high standard at all events.

By this time the majority of the expected radio operators had managed to get there and chosen their positions around the circuit so it was time for a radio check. Having received positive responses from the radio operators and rescue, medical and recovery crews I was happy to inform the C of C that we were ready for action. I grabbed some toast, cold and rubbery having been made the night before, and a cup of hot coffee and looked forward to a peaceful day. The first stage started just 30 minutes after the originally planned start time.

Well so much for a peaceful time as after just 10 cars I got a radio call that an accident had occurred and the stage was blocked. The first thing to check was to confirm if the crew were hurt so I asked the question and thankfully they were o.k. and out of the car. As it was confirmed that the stage was blocked and because cars were approaching in rapid succession I called for the red flags to be deployed. This might seem excessive but while the start crew can stop cars entering the stage the route had several different laps so it would have been difficult to control all the cars so the red flag was the obvious action. It transpired that a very smart Citroen C2 was severely damaged when it collided with a gate post and unfortunately the accident happened at the only point on the stage where two cars could not pass and so the stage was indeed blocked and cars had started to back up. The recovery vehicle was dispatched and the car was soon back in the paddock, regrettably not to reappear, and the stage was restarted after just a 9½ minute stoppage.

I hoped this was not going to be the start of a bad day but at least the sun was shining brightly. After the excitement the Seniors completed Stages 1 and 2 to be followed by Stages 1 and 2 for the Juniors. While the organisers carried out a rapid stage around I moved one of the radio cars at the request of the MSA Steward. While the cars original location was completely safe it was technically within the circuit and following an incident involving a competing car and radio car, the former lost control and hit the latter, the MSA now insist that all radio and marshals cars are outside the boundary of the circuit. It obviously makes things as safe as possible but it sometimes results in radio crews struggling to do their job as they can't see the stage due to the armco and/or tyre banking all around the circuit.

The Seniors started Stage 3 and yet again after just a handful of cars a car demolished one of the chicanes and so to allow the marshals to rebuild it safely the stage was stopped but without the need for the red flags. After just a 4 minute stoppage things were go again. What is going to happen next I asked myself, is this testing time to continue?

A bit of an anticlimax but thankfully things settled down and there were no more incidents throughout the day. Yes there were several mechanical breakdowns but nothing that resulted in delays to the remaining stages. Of the 41 Senior category cars that started only 28 finished whereas all 17 Junior category cars that started finished. All the planned 8 stages were run with the last car finishing at 16:45 and we managed to grab some lunch during the big change over at half time and yes the sun kept shining all day long.

Continued Page 33

OUT & ABOUT With Gemini

Continued from page 32.

The radio crews had done a good job as had all the marshals, safety crews and organisers so it had been a successful and, more importantly, safe event. To it was time to de-mast, pack up and head for home. Hopefully by the time of the event next year the new control tower, which was then a skeleton, will be ready for use and the controller should have better facilities to operate under, that's not to say the facilities that day were poor, I've been in far worse.

The return journey along the A55 was straight forward for most of the way and the view of the Welsh coast was spectacular in the evening sunshine. Unfortunately at the top of the hill near Rhualt where there are four lanes to cater for slow traffic there was a Volvo parked well on the grass presumably broken down however two Traffic Officers, that's not what I called them at the time, had decided to abandon their vehicle diagonally across the inside lane so now four lanes of traffic now had to get into one and their action caused much more chance of an accident than the broken car would have. Thankfully I think this had just happened so I was lucky to get through quite quickly but I bet there are still people at the back of the resulting queue, well done for needlessly delaying many hundred cars !

After this fiasco the journey, while busy, was completed in good time having had an, what shall I say, 'interesting' day but good fun and that's what really matters. If anyone would like any information about radio operation on rallies please contact Bill Wilmer or myself.

Les Fragle – Gemini 3 – MSA Licensed Radio Controller No140419

Keith Lamb (AKA as Gemini 9)

Runs as Radio Crew for Bill Wilmer on lots of Rallies. When he has a full crew of helpers he frequently takes photos of the event.

See page below for examples. (I only use a few of what he sends me)

If any of readers like his photos, he will E-mail any to them. Free of charge. You can then print them off at your leisure. All you need to do is E-mail him (With event & car No.)

at: **rallykeith@blueyonder.co.uk**



Gemini

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Lee Holland Stages Rally - Anglesey - 18th March



On our last event which was also at Anglesey, we had suffered all day with gear selection problems and then on the last pair of stages the car lost power and we dropped out of the class top three. Since that event I have converted the car to a cable gear change but it has taken a while to sort the engine. At first I found a fuel pressure problem and replaced the pump, but that didn't sort it, then I found a damaged crank pulley which moved the timing, fitted a new pulley but that didn't fix it, fitted a lambda and gauge and spent time checking the mapping but that didn't sort it either. Working nights doesn't help and With major lack of sleep and time running out I came straight off a nightshift and took the car to Protec at Clifton on the Thursday morning before the rally, the guys there found that the injectors were not firing correctly and it looked like we were pulling our entry, but thanks to the power of the British Rally forum I had a set of injectors in hand by Friday morning (No sleep again) The new injectors cured the problem and the car was back to full health.

Scrutineering and noise are passed ok and the car is running well, so I'm actually thinking that a good trouble free run lies ahead. But its not to be, half way in to stage one, the engine feels great and its changing gear just fine so I'm briefly feeling confident, but then the battery warning light flicks on and toward the end of the stage the car begins to misfire which costs us some time. Back at service and the alternator belt has snapped, yes it could have done it on the rollers on Thursday, Yes it could have done it during the fifty plus road miles we did last week, but no, Rallying sods law says it must wait until the actual event to fail! Its not a big problem as I have a brand new spare in the van but when I come to fit it I find that it is too long by maybe fifteen mm and wont tension up, we have no alternative but to run with it and hope for the best.

So we head to stage two and it lasts less than half a stage before the warning light is on again, shortly followed by the misfire and more lost time. Back in service and I find that the belt is hanging on the alternator pulley, we all ask around service but no one has a suitable replacement, so we refit the slack one and head for stage three, this time the belt stays in place and we have a clean run. Something I have never done is play with the adjustable suspension on the car but I decide to increase the low speed bump setting for stage four and this noticeably improves the front end grip through the bends which is good and we have another clean stage.

Stage five is also a good run but my luck cant last forever and inevitably the belt comes off, this time its gone for good and the misfire returns, we think the electric power steering was taking so much from the small racing battery that it couldn't maintain the ignition and ecu. With no more belts available we have a problem but there is a long service interval so we decide to jump in Mike's car and go in search of a belt, unfortunately the curse of the Corsa extends to Mikes car and the battery is flat, it takes us ten minutes to get it going and we are off. A few miles up the road we come across a small car sales garage, Its fair to say the elderly gentleman behind the desk was not the speediest chap on his walking sticks but he does let me rummage around the workshop and I eventually find a couple of old belts. We rush back to the circuit and dive under the bonnet, but the long belt is too long and the short belt is too short, but with a bit of swearing and cursing we force it on and we are back in the rally with about nine minutes to spare.

I jump in and hit the start button and..... pop bang splutter, the car just will not run, WHAT NOW? I'm asking myself. I quickly plug in the lap top and after a few minutes we spot that the ecu is not seeing the throttle position sensor. So I look back under the bonnet only to find that the short belt has dragged the alternator up against the TPS wiring. Sadly time has run out and we are O.T.L before we can sort the problem, so despite having only had about twelve hours sleep in four days and a massive effort prior to and during the rally we failed to get to the finish.

On the positive side, the car has taken a big leap forward in terms of performance, the tighter diff was working well, as was the new gear change and we were setting decent class times considering the misfire and the distractions of the battery light. When the car works it works well so I definitely feel like its only a matter of time before the it gets the elusive first pot it is capable of.

I must end by thanking everyone who made an effort to help us, both before and during the event, and to all the people who came to chat during the day, it is really appreciated.

Bye for now

Steve Moore/ Mike Mercer (car 19) Pendle & DMC



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LEE HOLLAND MEMORIAL STAGES

Organisers: Pendle DMC with Garstang & Preston MC;

Where: Anglesey Circuit; **Championships:** ANWCC, ANCC, SD34, F1000;

Stages: 8; **Starters/Finishers:** 41/29

Southerners Nigel Mummery and Fiona Scarlett headed to Wales for victory at the Anglesey Race Circuit in their Focus WRC, but were harried all the way by Mark Jones/Chris Brierley (BMW) until gearbox issues meant second best for the locals. Steve Quigley/Terry Martin took third in their pink Clio, having led for much of the event.



The winning Focus WRC of Nigel Mummery and Fiona Scarlett

The organisers laid on eight stages on the circuit and immediately Jones/Brierley took the lead, shared with late entry Rob Dennis/Paul Leyfield (2.5 Escort) but the Ford crew retired after three when the diff blew. Very late entry James Ford, with Aled Edwards, wished he hadn't bothered as he comprehensively crashed his Citroën C1 on the first stage, having bought it less than 24 hours earlier.

Three Scottish crews made the long trek southwards, Ross Marshall/Phil Coulby (Impreza) suffering engine issues after three stages, the same stage claiming the 2.5 Escort of Tom Morris/Colin Harkness having hit a chicane hard. Tartan honours went to John Marshall/Barry Young (2.5 Escort) with sixth overall.

Quigley/Martin took the two-litre class, the Honda-powered Mk2 Escort of Julian Jones/Mikey Herritts finishing second, although that was held by Jason Wilson/Emma Roberts (Chevette) until a maximum on the final stage. Another late entry, locals Llion Owen/Rob Hopewell took third spot in their Peugeot 306.

Mathew Roberts pedalled his Saxo quickly to win the 1600 class, with Dylan Parry co-driving getting into the top ten overall. Howard Potter/Martin Haggett brought their Sunbeam into second, with the Toyota MR2 of John Boggs/Paul Kay claiming third.

The only 1400cc entry retired after the first stage with a blown engine, whilst in the one-litre F1000 class honours went to Daniel Dunbabin/Kris Pirie (Micra) a minute up on Simon Povey/Paul Griffiths (Micra) with Keith Markham/Alistair Dodd (Peugeot 107) third.

Clitheroe & DMCs Terry Martin leads the navigators' section of the **ANCC Tarmac Challenge** after securing a class victory in Pendle and District Motor Club & Garstang & Preston MCs **Lee Holland Memorial Stages** at the weekend.

Martin and driver Steve Quigley, from Cheshire, finished third overall in the third round of the ANCC on Anglesey on Sunday, taking first place in the two-litre class in their Renault Clio.

The duo were forced to retire from the North West Stages in February because of a broken drive shaft. But an impressive performance in the first event of the series – the Jack Frost Stages in January, when they finished eighth overall and second in class – means that Quigley sits top of the drivers' standings for 2012 and Clitheroe and District Motor Club member Martin is first in the navigators' rankings.

"I'm top of the ANCC Championship now and it's looking good so far this year," Martin said.

"Steve is going to be getting a new Mark III Clio – it's an ex-Clio Cup race car, left-hand drive with some shell damage, but Steve is going to put that right – so our Clio will probably be pensioned off midway through the year. Then hopefully we can start going for overall wins."

Despite a couple of minor car problems, Quigley and Martin had led overall midway through Sunday's event in Anglesey, which was run by Pendle and District Motor Club in conjunction with Garstang and Preston Motor Club. But the Blackburn navigator was pleased with the result.

"We had a few problems with noise with the exhaust, they have a few noise problems at Anglesey, but we put that right," Martin said. "The brake fluid was boiling at one point too but that stopped that."

"Otherwise it was one of those days where everything went right."

"Steve drove brilliantly."

"We were leading after the second stage but the WRC Focus had gone off and lost 30 seconds, it was making up 10 seconds a stage on us so we were leading until stage six."

"We weren't in a WRC car, so to finish third was a good result."

Chorley's Ryan Jenkinson and co-driver Paula Swinscoe, from Withnell, were forced to retire from the Lee Holland Memorial Stages.

Quigley and Martin are due to return to action at the Manx National Rally on May 11 and 12.





Spectators injured in crash at Granite City stages rally

The crash happened during the Granite City Rally in Durris Forest

A man has been airlifted to hospital after a car left a forest track and hit four spectators at a car rally near Banchory.

He was taken by helicopter to Aberdeen Royal Infirmary after the incident at the Granite City Rally in Durris Forest at about 11:15.

Police said the man, who is believed to be in his 50s, suffered "life-threatening" leg and pelvic injuries.

Three other men were taken to hospital by ambulance. One of them suffered minor injuries, while the other two sustained serious injuries which were described as not life-threatening.

Organisers said the incident occurred after one of the rally cars came off the track and a number of spectators went to help.

A few minutes later another driver apparently lost control at the same spot and collided with the four men.

Insp Ewan Innes, from Grampian Police, said:

"This is a very unfortunate incident and our thoughts are with those who are injured and their families.

"Inquiries are at an early stage and I have been in contact with the procurator fiscal's office to discuss the incident.

"At this time we are deploying collision investigators to the scene and we will be working closely with the procurator fiscal, race organisers and Aberdeenshire Council to carry out a full inquiry into the circumstances of the incident."

'Swift response'

He added: "It is too early to speculate as to exactly what has happened at this time as we still have a number of witnesses to speak to and I would encourage anyone who did witness the incident to come forward so that we can speak to them."

In a statement, the clerk of the course for the rally, Ian Shiells, said: "Obviously this is sad incident, and our thoughts are with the injured spectators. "Safety is always paramount in Scottish rallying, and we thank the rescue crews and medical staff for their swift response to the incident."

The Granite City Rally is billed as "the biggest motorsport event in the north-east of Scotland". It involves more than 100 crews starting from the Thainstone Agricultural Centre, near Inverurie.



COLTEL GRANITE CITY RALLY RESULT

Scotland's most talented young rally driver, **David Bogie**, continued his domination of the Scottish Rally Championship when he cruised to victory in the Coltel Granite City Rally. But the Inverurie-based event, the third round of the Scottish Championship, was marred by a sickening crash on the opening stage which injured three spectators. As spectators rushed to aid the Nissan Micra driven by Rachel Medich after it veered into a ditch, the Peugeot of Simon Frazer Hay went off at exactly the same spot minutes later hitting a number of them. Immediately the stage was closed and emergency services and rescue crews were sent into the stage. An ambulance was also dispatched immediately. All three injured spectators — one a competitor in the Scottish Rally Championship, and all three members of one of Scotland's leading motorsport clubs — were treated at the scene before being taken to hospital. One of the spectators was airlifted by helicopter. "Obviously this is a sad incident, and our thoughts are with the injured spectators," Ian Shiells, Clerk of the Course, said today. "Safety is always paramount in Scottish rallying, and we thank the rescue crews and medical staff for their swift response to the incident. Naturally our thoughts are with the injured spectators" Bogie, winner of the opening two rounds in his Mitsubishi Evo IX, was again in imperious form winning all four of the stages which were contested. "It's fantastic to win again this year," the 24-year-old from Dumfries, who finished 33secs ahead of the the Ford World Rally Car of Duns-based Euan Thorburn, said. "But today our thoughts are with the people who were injured in the incident earlier today. We're all thinking of them and their families, and we pray they recover fully from their injuries." The leading two-wheel-drive crew was Alford's David Wilson and veteran navigator Dave Robson, from Aberdeen, in a Ford Escort MkII. The pair finished a highly impressive 12th overall, a repeat of their result on the season-opening Snowman Rally. In the other 2WD classes, which ran ahead of the field, West Linton's John Boyd and Chris Williamson from Glenrothes, in a Ford Fiesta R2, took a convincing class win, and 18th overall, in the 1600cc category.

The duo finished 19secs ahead of the Honda Civic of Graeme Schoneville (Carlisle) and Michael Hendry (Elgin), who ended the day twenty-first. The Ayrshire crew of Blair and Alex McCulloch took top honours in Class 3 in a Vauxhall Nova, but they were beaten by one place in the overall standings by Dumfriesshire teenager and fellow Nova competitor Greg McKnight. The youngster celebrated his second successive victory in Class 3, much to the delight of his co-driving dad Greg.

2012 Northumberland Borders Rally

The evening of **Saturday the 10th of March** saw the fifth running of this mini-only navigational rally and third of its' sister event, the Tynedale Rally, which was reserved for novices. In a change to previous years, both explored new territory on OS Map 81 (Alnwick & Morpeth) as well as roads on the north western portion of 88 (Newcastle-upon-Tyne). Once they got beyond MTC2, crews on the 'borders' were also treated to part of map 87 (Hexham & Haltwhistle). The experts and newcomers on the borders had plot-and-bash handouts in route envelopes, while the novices had their instructions all in one go at MTC1. A mix of navigation types was used for the experts but map extracts with the route and controls marked on them featured heavily in the newcomer instructions and formed nearly all of those for the novices on the Tynedale. Instructions used on previous events were available for download from the rally website. Scrutineering, the start and the finish all took place at the Britannia Hotel next to Newcastle International Airport. Along with YBracing, Britannia Hotels were also joint sponsors of the events while proceeds from a raffle held on the night went again to the **WaterAid** charity.

From a total of 22 entries for both events combined, 18 cars made it to the start line. Seeded at 1 in the expert class on the borders were winners of the 2010 event, **Steve Entwistle and Bob Hargreaves** in the infamous Austin Seven rally car 'Orangebox' followed by winners in both 2008 and 2009, Paul Metcalfe and Stuart Wright in a 1275GT. In the newcomer class, Stephen Reynolds and Stuart Lamb in a Morris Mini Minor were seeded ahead of Barry Bradley and Stewart Lawrence in a virtually standard Rover Mini. The Tynedale was again reverse seeded to help the less experienced crews. At the back, behind promising young local crew of Chris Morrison and Josh Broughton in their Rover Mini, were Richard Derrick and Jonathan Chamberlain in their Morris Cooper fresh from an excellent finish on Le Jog.

From MTC1, in a lay-by just to the south of Belsay, the route initially took crews north to STC1 near Bolam using loops to the right and left of the A696 before heading west to STC2 by the River Wansbeck. Experts Metcalfe/Wright and Cornthwaite/Fish both picked up early, but important, fails by missing the board on the final NAM after Meldon. The latter crew also then joined newcomers Hewitt/Lewis and novices Rawcliffe/Rawcliffe in missing another on the next section, which took crews in a clockwise loop to STC3 near Netherwitton. Experts Proudfoot/Littlefield were another crew to be caught out here, dropping 7 minutes working out the 'in on the first colour and out on the last' navigation used regularly on the borders.

The next section took crews in an easterly direction to STC4 at Stanton via a grass triangle NAM just short of the control. Picking up fails here were newcomers Reynolds/Lamb who, along with novices Derrick/Chamberlain, entered it from the W/D.

After a short neutral section crews then proceeded north in an anticlockwise loop via the dry ford over the Todd Burn to NTC7 at Southward Edge. Seven crews cleaned this section, with time losses for the remaining ones ranging between 1 and 7 minutes. Experts Forster/Gosling also picked up a fail when they missed a passage control (PC) on the NAM grass triangle at Birks Farm.

From STC8 near Wingates the crews headed out over the cattle gridded Wards Hill yellow to STC9 near Embleton Terrace. Quickest here were **Cornthwaite/Fish**, Reynolds/Lamb and novices Morrison/Broughton who all cleaned it. Apart from Browning/Fletcher who were two minutes early at the control, the rest of the field dropped between 1 and 4 minutes en route to the control while first-timers Burrell/Godding found they had to skip it altogether to avoid going OTL.

Despite being direct route, the next section through the ford over the Forestburn to STC10 a kilometre or so down the B6342 also proved eventful for some. First up was **Entwistle/Hargreaves** who turned right, instead of left, at the junction with the B6342 and dropped 4 minutes retracing their steps, while Forster/Gosling used the footbridge, rather than the ford, to cross the river collecting a fail.

After a long run down some fast yellows to STC11 at Rothley crossroads, which saw only two crews pick up penalties, the route then used the loop at West Rothley Shield. The majority of crews cleaned it and the three remaining sections that took them through Scots Gap and the smaller yellows past Low Angerton to MTC2/3 at Bolam.



Paul Gray/Marcus Pomfret



Graham Cornthwaite/Andrew Fish

2012 Northumberland Borders Rally

Continued from Page 37

Exceptions were Proudfoot/Littlefield and Reynolds/Lamb who picked up more crucial fails for a missed board on the fast road out of Scots Gap, as well as Hewitt/Lewis who dropped nine minutes and missed three boards on the same section. Forster/Gosling also lost 6 minutes completing the section between STC14 and MTC2/3, which marked the end point for crews on the Tynedale crews and the run of experts Gray/Pomfret, who retired with a clutch problem on their MK3.

The final third of the rally involved crews traversing roads on three maps – 81, 88 and finally 87 – en route to MTC4 a few miles to the north west of Ponteland. First up was a section designed to test crews' navigational skills that would probably have been the event decider were it not for a few uncharacteristic fails incurred by some of the front runners earlier in the evening. It went via the Harnham white and the A696 to STC15 near Belsay Barns using another old favourite - clock face navigation. **Entwistle/Hargreaves** and Metcalfe/Wright were quickest to work it out, dropping just 5 minutes apiece. Cornthwaite/Fish appeared less unfamiliar with this kind of navigation however dropping a hefty 17 minutes at STC15, while Forster/Gosling and Proudfoot/Littlefield cut the control altogether. Newcomers Reynolds/Lamb in contrast found the gridlines they'd been given for this section more to their liking, dropping just two minutes, as did rivals Bradley/Lawrence but a disastrous wrong slot at the junction with the A696, coupled with a broken exhaust mount, saw them drop 18 minutes to the TC.

The next section, which took crews north via Capheaton to STC16 near Kirkharle using tulips, passed more or less without incident, the only ones booking any significant lateness being two that had skipped the control on the previous section. With their exhaust re-hung, courtesy of a length of earth cable donated by the marshals at STC15, Bradley/Lawrence also cleaned it.

It was a similar story on the following one, which incorporated a loop of private road loaned to the event by the owner of nearby Littleharle Tower. Reynolds/Lamb however dropped 8 minutes en route to STC17 near Kirkwhelpington while Proudfoot/Littlefield found they still had to cut both this and the next control to keep within their lateness.

Following an uneventful, but no doubt hugely enjoyable, run across half of the infamous Plashetts road to STC18 at Great Bavington, the final sections of the rally took in the fast yellows near Ingoe and Black Heddon before a final flurry along the network of smaller ones around Heugh and Milbourne. These also proved incident free for the leading contenders, with only those running close to their lateness picking up penalties.

With no fails and 12 minutes dropped in 100 miles, experts **Entwistle/Hargreaves ran out worthy winners** of the borders ahead of newcomers Bradley/Lawrence who battled through problems with a trailing exhaust, as well as an underpowered car, to finish equally fail-free but accruing 24 minutes of lateness. On the Tynedale, Morrison/Broughton put in a terrific performance to finish entirely penalty free ahead of Browning/Fletcher with no fails and just 9 minutes of time penalties, most of which were for earliness. With Bradley/Lawrence picking up the class award for top newcomers, the latter crew were further rewarded for their journey up from the Midlands with 'Best Placed MCR crew'.

The organisers would like to thank everyone involved in the events including the competitors and the army of marshals recruited both from the MCR and the local motor clubs, Hadrian in particular. We are also extremely grateful to sponsors YBracing and Britannia Hotels for their generous support. More detailed results can be found at www.northerlandbordersrally.co.uk/Results12.xls.

Jim Drake/Beth Drake



Barry Bradley/Stewart Lawrence



NORTHUMBERLAND BORDERS RALLY					
Car Number	Crew	Club	Fails	Time	Class
1	Steve Entwistle / Bob Hargreaves	MCR/K	0	12	Expert
9	Barry Bradley / Stewart Lawrence	MCR/MCR	0	24	Newcomer
2	Paul Metcalfe / Stuart Wright	MCR/MA	2	22	Expert
3	Graeme Cornthwaite / Andrew Fish	K/W	2	24	Expert
8	Stephen Reynolds / Stuart Lamb	MCR/MCR	3	12	Newcomer
4	Alan Forster / Shon Gosling	MCR/HRCR	5	28	Expert
6	Keith Proudfoot / Peter Littlefield	MCR/T	16	29	Expert
10	Sally Ann Hewitt / Mark Lewis	MCR/MCR	26	OTL	Newcomer
5	Paul Gray / Marcus Pomfret	MCR/M		RTD	Expert

TYNEDALE RALLY					
Car Number	Crew	Club	Fails	Time	Class
18	Chris Morrison / Josh Broughton	H/H	0	0	Novice
17	Chloe Browning / David Fletcher	MCR/MCR	0	9	Novice
11	Cliff Porter / Peter Machin	MCR/MCR	1	13	Novice
19	Jim Drake / Beth Drake	MCR/MCR	4	15	Novice
21	Richard Derrick / Jonathan Chamberlain	MCR/HA	4	20	Novice
20	Sam Rawcliffe / Simon Rawcliffe	H/H	6	30	Novice
16	Peter Harrison / Neil Grey	MCR/MCR	10	29	Novice
13	Alec Burrell / George Godding	MCR/MCR	23	OTL	Novice
14	Peter Hayes / Elizabeth Hayes	MCR/MCR		RTD	Novice

KEY TO CLUBS:

MCR	Mini Cooper Register
M	Morecambe MC
H	Hexham DMC
K	Kirkby Lonsdale MC
HRCR	Historic Rally Car Register
MA	Malton MC
T	Tynemouth MC
W	Whickham DMC
HA	Hadrian MC

Niall Cook & Dave Ross.



Racing Ahead - keeping Britain at the front of global motor sport

A new initiative to promote the UK's on-going position at the forefront of world motor sport was announced at Goodwood last month as an integral part of National Motorsport Week 2012, which runs from 30 June to 8 July. Titled 'Racing Ahead – keeping Britain at the front of global motor sport', the new scheme will reward and inspire a select band of the country's most promising young drivers and engineers. The MSA will select six potential future world champions, who will be joined by six of the brightest young engineers selected by the Motorsport Industry Association (MIA) for a full programme of activities during NMW, including visits to both the Goodwood Festival of Speed and the Santander British Grand Prix at Silverstone. They will also enjoy exclusive tours of some of the UK's premier Formula One factories and World Rally Championship teams.

"We are delighted that the Festival of Speed will kick off this year's National Motorsport Week," said Lord March, founder of the Goodwood Festival of Speed. "More so as the Racing Ahead initiative, which is being set up to highlight many of the next generation of drivers and engineers, ties in so well with our own 'Young Guns – Born to Win' theme that we are celebrating at the Festival in June."

Rotherham-based college launches new motor sport course

MSA Technical Administrator Michael Duncan was on hand for the launch of a new motor sport programme at Dearne Valley College, which Sheffield and Hallamshire Motor Club also attended with a pair of competition cars. Beginning in September, the course will comprise various units: Motorsport Technology, Engines, Suspension, Brakes, Steering and Chassis. Students will also undertake a practical project to prepare a road car for Sprint events. Duncan said: "It's great to see colleges offering education in motor sport technology, and I was really encouraged to see how Dearne Valley college are involving their local motor sport community in developing the course, which I'm sure will be of real benefit to the students."



Jump aboard the National Motorsport Week bandwagon The MSA and MIA are encouraging the British motor sport community to maximise the full potential of this year's National Motorsport Week,

which is bookended by the Goodwood Festival of Speed and the Santander Formula 1 British Grand Prix. "National Motorsport Week gives us a great opportunity to attract new people to get involved for the first time and a number of clubs and venues organised special activities last year," said MSA Chief Executive Colin Hilton. "We want to build on that, especially working with motor clubs to set up events that encourage newcomers to take a look at the sport and realise how much fun they can have on four wheels."

To maximise the many opportunities presented by a highly visible National Motorsport Week, the MIA and MSA have prepared a comprehensive Contributors' Toolkit, which is available to download from the central [www. nationalmotorsportweek.co.uk](http://www.nationalmotorsportweek.co.uk) website. The re-launched site also includes tips on how to get involved, official National Motorsport Week logos and will feature a full listing of all events being organised during the period.

MSA officials' training seminars conclude for 2012

The MSA recently concluded its series of annual training seminars, which this year were targeted at unlicensed club and event officials and delivered at 13 venues across the UK and its islands, with a total attendance of 471.

Although the overall attendance figure was slightly down compared to the last club and event officials seminar series in 2010, around 50 per cent of this year's attendees were first-timers who provided enthusiastic feedback on the relevance of the seminars to their varying club roles.

The seminars were led by the MSA's Director of Training and Education Allan Dean-Lewis and a presentation team comprising Ian Watson, Nigel Drayton, Dave Lucas, Peter Lawton and Alan Page, assisted at some venues by Tony Fletcher. The seminar format consisted of formal presentations, group discussions and interactive work, all of which were well received by those who attended. The next series of seminars, planned for early 2013, will be targeted at MSA licensed Officials, predominantly Clerks and Stewards.



Sharp rise in Club and Rescue Development Fund applications

Having branded 2012 'The Year of the Motor Club', the MSA has received twice as many Club and Rescue Development Fund applications in the first quarter of 2012 as in the same period last year. So far this year the MSA has received 25 applications to the Fund, which grant-aids venue improvements and the purchase of safety-related equipment and certain venue improvements, as well as the replacement of licensed rescue units and upgrading of their kit. For 2012 the MSA has doubled from £2500 to £5000 the amount per application that can be awarded. Among the applications approved so far is a £6500 contribution towards a replacement vehicle for Stoke Rescue Safety Group's nine-year-old licensed rescue unit, which serves almost 90 events per year.

"We all appreciate the assistance we have had from the Fund – the continued support really does help us to maintain the safety service we provide to the sport," said George Bailey, the unit's administrator.

MSA Director of Training and Education, Allan Dean-Lewis, added: "Since its inception in 1995, the Club Development Fund and (with the support of the British Motorsports Training Trust) the later Rescue Development Fund has to date provided grant aid in cash of approaching £1 Million, but as it is a partnership fund, this has benefited the sport hugely with overall total project values of almost five times that amount. The enhanced level of grant aid made available for 2012 has clearly had an effect on the level and quality of applications received, especially at this time when the economic climate can have a negative effect on some Club's abilities to plan ahead for the future."



Russell to represent UK in Karting Academy Trophy

The MSA has selected reigning CIK-FIA European KF3 Champion George Russell to represent the UK in this year's CIK-FIA Karting Academy Trophy, a three-round world championship for 13- to 15-year-old karters.

The CIK invited the MSA to nominate a single driver to contest the Trophy's three events: Braga, Portugal (9 July); Angerville, France (26 August); and Bahrain (2 November).

Russell, aged 14 from Cambridgeshire, won the MSA British Cadet Kart Championship in 2009 and took the 2010 Super One and Formula Kart Stars Rotax Mini Max titles, before being crowned the 2011 European Champion at Zuera in Spain. He is the first driver to win the Kartmasters Grand Prix in three different classes in consecutive years, and also won the TaG Junior crown at the SKUSA SuperNationals XV in Las Vegas last year.

"It's a massive privilege to have been chosen by the MSA because the Karting Academy Trophy is a very prestigious championship," he said. "My aim is to add another title to my CV and Britain's karting record, and hopefully the international karting experience I've had recently will help me to achieve that goal." MSA Performance Director Robert Reid, who headed the Performance Panel that made the selection, said: "We received several strong applications from some very promising young karters, which made choosing just one very difficult indeed. However, George's national and international record speaks for itself, and consultation among some of the leading figures in UK karting confirmed that he is best placed right now to make the most of this great opportunity. We will do some preparation work with him before the events to make sure he has the best possible chance of success."

Clark appointed new Scotland RDO

Alison Clark, one of the organiser's of last year's inaugural Scottish Motorsport Festival, has been appointed Scotland's new Regional Development Officer (RDO). Alison joins a team of 10 RDOs across the UK who are responsible for developing motor sport in their areas. Their principle function is to support the local clubs and assist their development activities, while continuing to deliver the Go Motorsport message in schools and colleges. Clark, a lifelong motor sport enthusiast and daughter of the rally driver Ivor Clark, said: "Motor sport in Scotland is on a real high right now, which makes it an exciting time to take up this role; my challenge is to capitalise on that by helping to bolster the sport's grass roots and get more people involved in all areas and at all levels. I want to be visible and approachable so that clubs can freely contact me when they feel they could benefit from the helping hand that Go Motorsport can offer." MSA Director of Development and Communications, Ben Taylor, added: "We are delighted that Alison has agreed to join the team. Scotland has been without an RDO for a while now and she will be able to inject some fresh impetus into the campaign up there."



Promising talent selected for new co-driver scheme

Top young rally co-drivers **Joe Cruttenden**, Chris Davies and Jack Morton will be mentored by former WRC navigator Nicky Grist after being selected for the new MSA Academy Junior Co-driver programme. Cruttenden, 22 from Lancashire, has co-driven for 20 drivers in a dozen different cars and took the Michael 'Beef' Park Award with a class win on the 2010 Wyedean Rally. Davies, 21 from Bridgend, began navigating in 2007, since when he has sat with over 20 drivers and competed at an international level in Europe and Africa, while 17-year-old Morton from County Durham took overall wins on the 2010 Autodrome Stages and 2011 Crail Summer Stages.

"Joe, Chris and Jack have got a fair amount of experience and some excellent results under their belts, so they are ideal candidates for this new

programme, which will act as a stepping stone to the Team UK national squad," said Grist. "We will begin with an assessment day that will allow me to identify the areas in which I feel they can improve. I'll then run three or four sessions throughout the year to set them off on the road to bigger



MSA coaches assist young Scottish talent

MSA Coaches Greg Symes and James Wozencroft headed north of the border last weekend to introduce young Scottish drivers to the MSA Academy.

The pair first visited the inaugural round of the Junior 1000 Ecosse Challenge to provide on-event coaching to the 14- to 16-year-old competitors. They then joined the Colin McRae Vision programme at Stirling University, where they delivered an MSA Academy introductory session to 25 drivers who also took part in nutrition, media and psychology sessions.

Symes said: "It was great to provide support to the juniors at the first ever Junior Ecosse 1000 Challenge event and to introduce drivers on the Colin McRae Vision programme to the opportunities available through the MSA Academy. We very much look forward to working with both programmes throughout the year, as it is evident that there is a huge passion for motor sport north of the border."



The Motor Sports Association (MSA) is recognised as the sole motor sport governing body for the United Kingdom by the world governing body, the Federation Internationale de L'Automobile (FIA).



RDO Dunn gives gold medallist a ride at Silverstone

Olympic gold medal-winning skeleton racer Amy Williams MBE swapped ice for asphalt when Anthony Dunn, Go Motorsport's Regional Development Officer (RDO) in the North East, gave her a passenger ride in a Radical SR3 belonging to Unique Trackdays at Silverstone.

"Purely by chance Amy was in the same garage as me, being looked after by Rob Huff," said Dunn, an experienced racer and instructor. "She's used to racing downhill headfirst on a tea tray at 90mph, so of course I had to try Copse and Abbey flat! I didn't succeed but that's another story..."



MSA coaches give young rally stars a helping hand

National Rally Coach James Wozencroft and National Co-driver Coach Nicky Grist mentored Team UK's rally drivers and navigators in the run-up to the Bulldog International Rally of North Wales and the Rally de Portugal. "We did a lot of work on pace notes and pre-event preparation, as well as taking a look at what they could expect from the stages on both events," said Wozencroft. "We also joined Mark Donnelly, Elfyn Evans, and co-drivers Andrew Edwards and James Morgan on the Bulldog to provide on-event support and guidance; I think it really helps their confidence to have people like us in their corner."

While round one winner Donnelly crashed out of the Bulldog after showing front-running pace, Evans won the R2 class by almost a minute. Evans, Edwards and national squad teammates John MacCrone and Stuart Loudon then headed to Portugal for round one of the WRC Academy, which was won by Team UK graduate Alistair Fisher. Evans said: "As Portugal was my debut in the WRC Academy it was particularly helpful to receive some guidance beforehand. Obviously Nicky has had a long career at world level so it was interesting to get his take on how we approach an international event. Being mentored by such successful and knowledgeable people is certainly one of the key benefits of being part of the Team UK programme."

Technical/Regulations

Tyre Widths in Stage Rallying

The MSA Technical Department wishes to advise on (R)48.5.3, which states maximum permitted wheel widths in relation to the cubic capacity of the vehicle's engine, as follows:

Up to 1150cc: 7in

Over 1150cc and up to 1600cc: 8in

Over 1600cc: 9in.

These width measurements are of the complete wheel, including the flange, rim and tyre, and relate to the vehicle engine capacity inclusive of forced induction coefficient. Please also note regulations (R) 48.5.7 and (R)48.5.8, which state that the complete wheel shall be measured with the tyre at normal running pressure and that the measurement will be taken at the widest point of the complete wheel, above the hub level.

Fuel testing

The MSA reminds competitors that it will be carrying out random fuel sample testing at MSA-permitted events of various disciplines during the course of 2012. These tests will normally be performed by an MSA nominated Technical Commissioner in accordance with the Procedure for the Testing of Fuel, as detailed in section (D) of the MSA Yearbook. The MSA kindly requests the cooperation of any competitor who is asked for a fuel sample by an MSA Official.

Birel/Freeline Cadet RPS

The MSA has approved a Rear Protection System (RPS) manufactured by Birel/ Freeline for use in the Cadet and Super Cadet categories with immediate effect. The RPS must be used complete with all fittings as shown in the registration fiche, which can be found by clicking here: <http://www.birel.it/en/>

Benjamin Cree

The National Court has considered the matter of Benjamin Cree, a competitor in the British Rallycross weekend at Croft Circuit on 5th November 2011. There was an altercation at the circuit following an on track incident which resulted in hearings before the Stewards. As a result both Benjamin Cree and another competitor Tomasz Wielgosz were excluded from the meeting. It subsequently came to light that Mr Cree's mobile phone had been used to upload an entry to Mr Cree's Facebook page. This entry was seriously offensive in its nature and was clearly targeted at Mr Wielgosz. The National Court has been informed that although the offensive entry was uploaded from Mr Cree's phone, it had in fact been done by a friend of Mr Cree, to whom Mr Cree had entrusted his mobile telephone whilst he competed at the event. The National Court has no choice but to accept the explanation given by Mr Cree and notes that he has apologised for what had occurred. The use of Social Media by competitors and persons for which they are responsible under General Regulation H32.1.10 is inevitable in this day and age but all MSA members are ultimately responsible for what is published in their name and for what is published by those covered by General Regulation H32.1.10. The National Court further reminds MSA members that it will, in appropriate cases, take action under C1.1.4 to ensure that Social Media is not used in any way that would bring motorsport into disrepute.

Seat homologations and regulations

The MSA Technical Department wishes to clarify the application of MSA Regulations relating to FIA seat homologations. For national stage rallying, if a car was issued with an MSA Competition Car Log Book prior to 1 January 2009 then (R) 48.10.6.1 applies as follows: "For any vehicle was issued with an MSA Competition Car Log Book prior to 1st January 2009, the requirements of R48.10.6 are satisfied until 31st December 2012. This is provided that the seat(s) have previously been FIA Homologated and in addition the seats have the appropriate seat mountings in accordance with R48.10.6." As the wording of this regulation contains no provision for the fact that a homologation can be withdrawn by the FIA, any seat that is included on FIA Technical List 12, whether or not it is red and struck through, is acceptable in UK National motor sport under (R)48.10.6.1, provided that it carries a genuine FIA homologation label and is in a satisfactory condition.

Varley Red Top Batteries

The MSA Technical Department has received a number of enquiries recently regarding battery types, particularly the Varley Red Top battery. These do not fall within the 'wet battery' classification because they do not contain fluid or gel, and they can therefore be situated within a vehicle's driver/passenger compartment without being enclosed. For 'wet batteries' the requirements of (J)5.14.1 remain applicable.

MSA requests applications for membership of 2013 Specialist Committees

The MSA is seeking nominations for individuals to join the Specialist Committees that represent the interests of the various disciplines of motor sport.

The Specialist Committees meet two or three times a year, normally at Motor Sports House, to discuss and debate new regulations and other issues. The following Specialist Committees may have vacancies available for next year:

- Autotest Committee
- Cross Country Committee
- Historic Committee
- Kart Sporting Sub Committee
- Kart Technical Sub Committee
- Race Committee
- Rallies Committee
- Autocross & Rallycross Sub Committee
- Dragster Sub Committee
- Sprint & Hill Climb Sub Committee
- Trials Committee

All applicants must be members of an MSA-recognised motor club or Regional Association, which must 'sponsor' the application. However, there are no formal qualifications required other than the benefit of experience in motor sport. The role is entirely voluntary, although expenses will be paid to cover travel to meetings at Motor Sports House, and the appointment is normally for a three-year term.

HOW TO APPLY

Applicants should submit a brief CV of their motor sport involvement and achievements, including any relevant qualifications, together with name, address and contact details to the sponsoring MSA-recognised club or Regional Association. The sponsor will forward the application to Andrea Wren at Motor Sports House, Riverside Park, Colnbrook, SL3 0HG. This must be done as soon as possible as applications must be received before the end of June 2012 at the latest.

Mikko Hirvonen claimed his first victory in the FIA World Rally Championship powered by Nokia driving for Citroen following a faultless performance on Vodafone Rally de Portugal, which ended in the Algarve region of the country.

The Finn's victory alongside co-driver and countryman Jarmo Lehtinen means he now heads Citroen team-mate Sebastien Loeb by nine points in the race for the WRC drivers' title. It was Hirvonen's 15th world championship rally victory, while Loeb failed to score after crashing out on the Thursday night.

Hirvonen took the lead on Friday's second stage and maintained a healthy advantage throughout, eventually taking the laurels by 1m51.8s over Mads Ostberg as heavy rains returned during the final afternoon. Ostberg and third-placed Evgeny Novikov both overcame late dramas to secure the next steps on the podium. Ostberg's engine dropped onto three cylinders on Sunday morning, while Novikov's Fiesta suffered a throttle problem on stage 20. Fortunately, both cars were repaired to enable their respective drivers to finish, with Novikov securing his maiden podium and co-driver Denis Giraudet landing his first top-three since he navigated Thomas Radstrom to third place on the Safari Rally in 2002. Giraudet, 56, becomes the oldest co-driver to finish on the podium in the WRC. Petter Solberg brought his total of stage wins to eight with two further fastest times in his Ford Fiesta RS WRC. However, his failure to complete Friday's second stage meant he languished in fourth overall. His bid to win the Power Stage was hampered when it rained heavily prior to his run. Nasser Al-Attiyah was in a career-best fifth only for a puncture to drop him to fifth on the penultimate stage. But a charging run by the Qatari World Rally Team ace coupled with a hesitant start by Martin Prokop meant Al-Attiyah was able to regain the position by a handful of seconds. Dennis Kuipers marked his return to the WRC for the first time since Wales Rally GB last November by finishing seventh with Sebastien Ogier eighth in a Volkswagen Motorsport-run Skoda Fabia Super 2000. Citroen Junior World Rally Team's Thierry Neuville took ninth and his first WRC points despite a double puncture on the penultimate test forcing him to complete the Power Stage with a deflated tyre after he ran out of spares. Jari Ketomaa overcame a succession of mechanical glitches to take 10th after Peter van Merksteijn Jr was delayed by a broken front-right driveshaft on the penultimate stage. The Dutch driver had to settle for 11th overall. Dani Sordo won the event-closing Power Stage in Prodrive's latest-specification MINI John Cooper Works WRC. But delays on Thursday night and a puncture on Sunday's penultimate run, caused when he spun into a bank, restricted him to 12th. Daniel Oliveira impressed on his debut in a Stohl Racing Ford Fiesta RS WRC in 13th, which earned the Brazil World Rally Team eight manufacturers' championship points. With the fuel pressure problems that held him back on Saturday afternoon cured, Jari-Matti Latvala took three stage wins on his way to a lacklustre 14th overall. Nevertheless the Finn picked up valuable points for the factory Ford team. Ott Tanak finished 15th after an impact on stage 18 left his M-Sport Fiesta with a broken toe-link bracket and a damaged brake disc. Home hero Armindo Araujo overcame a puncture on the penultimate stage to finish 16th in his WRC Team MINI Portugal John Cooper Works

HOWEVER

Senior Citroen Racing officials have commented following Mikko Hirvonen's exclusion from first place on Vodafone Rally de Portugal on Sunday.

Hirvonen crossed the finishing ramp of the FIA World Rally Championship powered by Nokia event with a margin of almost two minutes over second-placed Mads Ostberg. However, a report prepared by the FIA technical delegate afterwards confirmed the Citroen DS3 WRC Hirvonen took to victory was using a clutch that did not comply with the car's homologation documentation."

Xavier Mestelan-Pinon, Citroen Racing technical director and deputy team principal, said: "The scrutineers identified differences between the homologation sheet and two components: the clutch and the turbocharger. The Citroen DS3 WRCs clutch mechanisms are homologated with lightening holes. Our supplier recently provided us with a batch of parts that were not perforated and one of them was fitted to the No.2 DS3 WRC [of Hirvonen]. These parts don't provide any gain in terms of performance, as they are heavier than those, which are homologated.

He continued: "Regarding the turbocharger, which is a standard part on all World Rally Cars, the wheel turbine dimension exceed the maximum authorised. This difference comes from dilatation, as the wheel is subject to extreme temperature and rpm factors." Matton, the Citroen team principal, added: "We had no intention whatsoever to cheat and the decision appears out of proportion. Given the fact that the reported differences didn't bring us any advantage, we've decided to appeal. At the moment, most of all I feel sorry for Mikko Hirvonen and Jarmo Lehtinen, who produced a superb performance on a particularly difficult rally. They really deserved their first win with us. All I can do, on behalf of the entire team, is offer my sincere apologies for this situation. I hope that Mikko and Jarmo will have the chance to top the podium again very soon. "





**Alastair Fisher / Daniel Barritt (CDMC)
won the opening event of FIA WRC
Academy season two, Vodafone
Rally de Portugal, after a faultless drive
of their Ford Fiesta R2.**

The WRC Academy concluded on Saturday's 13th stage, after Fisher had established a 40.3s lead over second-placed Brendan Reeves. An impressive drive from Sweden's Pontus Tide-mand awarded the category newcomer the final podium spot and put him in strong early contention for the new-for-2012 Rookie Award. "We've worked very hard and it's paid off," said 23-year-old Fisher at the finish at Faro's Algarve Stadium. "We won the rally in the wet conditions yesterday and it worked really well. It's a very positive start but I'm under no illusion: it's going to be a very tough year. The quality of the entrants is even higher than last season." A field of 10 WRC Academy crews tackled a superspecial in Lisbon followed by three stages to the south of the Portuguese capital on Thursday. Series debutant John MacCrone hit trouble on the second stage, when the Scottish driver was forced to retire after a heavy landing. During Thursday's four stages Reeves, Tidemand, Fisher and Ahlin each claimed a stage win but it was Ahlin who carried an early lead by a slender 0.5 seconds going into day two. Ahlin's hopes for a maiden victory were dashed when the Swedish driver slid off the road on Friday's second stage. With Ahlin out of the picture, Fisher was on a charge; claiming two stage wins to haul himself into the top spot. Welshman Elfyn Evans - the son of former World Rally Championship driver Gwyndaf Evans - finished Friday's opening stage second-quickest but lost nearly 14 minutes after he went off the road on stage six. Heavy rain meant the remainder of Friday's stages were cancelled due to safety issues, and after only two stages, Fisher was leading the Pirelli-supported WRC Academy by close to a minute. Reeves remained second, with Tidemand in third. Saturday witnessed a return to form for Ahlin as the Swede claimed two further stage wins. Reeves claimed the fastest time on stage 12, but it was Fisher's measured approach that rewarded the young British driver with the victory and an early championship lead. By contrast, American driver Chris Duplessis was forced into retirement from a strong fifth place on the penultimate stage after he ripped off a wheel. Dutchman Timo van der Marel finished fourth with Spaniard Jose Suarez fifth. Ahlin took sixth, Elfyn Evans finished seventh with Portugal's Joao Silva eighth. John MacCrone was the final finisher in ninth.



Subaru Impreza RA Tarmac Spec Rally Car For Sale

Originally supplied by **TEG Sport** (see www.tegsport.co.uk) this car is a previous class winner and has been prepared and serviced regardless of cost

Engine

- Pace Alloy front mount intercooler/ radiator kit fitted
- Flowed heads
- Up rated ECU
- Alloy competition engine mounts
- Ultra lightweight alloy fly wheel
- Paddle Clutch
- 34 mm tagged turbo restrictor fitted
- Dump valve + Big bore exhaust (cat replacement pipe)

Suspension / Brakes / Running Gear

- Fully adjustable coil over suspension
- RA gearbox (recent full rebuild) and diffs
- Alloy Top Mounts
- Anti roll bar
- Four pot brakes / Mintex pads / Vented grooved discs
- Sitting on Straight 16" Subaru Alloy rims with cut slicks.

Shell

- Safety Devices Roll cage
- Sparco Seats
- Sabelt five point harnesses
- Electric plumbed in / hand held Fire extinguishers just been serviced for this season
- Electric type electric master cut off switch
- Alloy door/ firewall panels
- Additional gauges /Switch panel
- Crash helmet net
- Map light / net
- OMP dished Suede steering wheel
- Kaylan fitted Mud flaps
- Alloy sump, tank and diff guards
- Auxiliary Spots
- WRC style roof vent
- High Boot Spoiler

MSA Log book and a fresh 12 months MOT will be provided with the car. This is a very straight, tidy and well-presented car and ready to go rallying.

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Serious Enquiries only please email jonchamb@hotmail.com

Nico Rosberg took his maiden Formula 1 victory with a dominant drive in the Chinese Grand Prix. The German led from pole position to score Mercedes' first victory since the 1955 Italian Grand Prix. A titanic battle for second place ended in favour of McLaren's Jenson Button, who headed team-mate Lewis Hamilton. The Red Bulls of Mark Webber and Sebastian Vettel were fourth and fifth respectively, ahead of Lotus driver Romain Grosjean in sixth. The Williams pair of Bruno Senna and Pastor Maldonado, Fernando Alonso's Ferrari and Sauber's Kamui Kobayashi completed the top 10. The result puts Hamilton into the world championship lead, two points ahead of Button. Alonso is third, ahead of Webber, Vettel and Rosberg. The race was a classic strategy battle between those doing two stops and those doing three. Rosberg and Mercedes chose two, Button and McLaren three, and it appeared set for a close battle to the finish in the final stint between the two until a problem fitting a rear wheel at his final pit stop delayed the Englishman. The problem put Button in a huge scrap for second, stretching initially from Kimi Raikkonen's Lotus in second place back to Paul di Resta's Force India in 13th, all running in line astern. A frantic last 10 laps first saw Raikkonen, on a two-stop strategy, drop to the back of the group after running wide as his tyres started to lose grip. That left Vettel, also on two stops, in second ahead of the two McLarens, with Button ahead of Lewis Hamilton, who did three stops like his team-mate. Button passed Vettel for second place on lap 50, Hamilton followed him past four laps later, and Webber took fourth place from his team-mate between the penultimate and last corners on the final lap. Alonso had been battling with Hamilton and Webber but he made an error in trying to pass Maldonado around the outside of the fast Turn Seven, ran wide and lost ground. Michael Schumacher ran second to team-mate Rosberg, losing half a second a lap, until his first pit stop, when the team did not tighten the nut on his right front wheel and he was forced into retirement.



Bahrain GRAND PRIX

World champion Sebastian Vettel took his first victory of 2012 in a close battle with Lotus's Kimi Raikkonen at the Bahrain Grand Prix. The Red Bull driver built an early lead from pole but was caught by the Finn, who started 11th, after half distance. Vettel then pulled away after the final pit stops, despite Raikkonen's attempts to close him down. Lotus's Romain Grosjean was third, with McLaren's Lewis Hamilton finishing eighth and Jenson Button retiring. Force India's Paul di Resta, doing a two-stop strategy in contrast to the three employed by the rest of the main contenders, drove an excellent, studied race to take sixth place. The Scot was running fifth going into the final 10 laps but was helpless to defend from Mercedes driver Nico Rosberg, who was on fresher tyres in the closing laps. Di Resta seemed poised to lose a further place to Button, but the Briton's McLaren suffered a puncture with three laps to go and dropped out of the points, before retiring on the penultimate lap with a broken exhaust. The Scot also just managed to hold off a challenge from Ferrari's Fernando Alonso in the closing laps. Rosberg will be investigated for possible dangerous driving in defending from both Hamilton and Alonso earlier in the race. Ferrari's Felipe Massa produced his strongest race of the season to take ninth, ahead of Mercedes driver Michael Schumacher, who battled up from 22nd on the grid. The result means Vettel takes the championship lead, after starting the race in fifth place, while Hamilton has slipped down to second, ahead of Vettel's team-mate Mark Webber - who finished fourth in Bahrain - Button and Alonso. Bahrain's Sakhir circuit is notorious for producing uninteresting races, but this was an exception, with a tense battle for the lead and several wheel-to-wheel scraps down the field. Vettel stormed into the lead from pole, building a five-second lead after eight laps in the sort of performance that won him 11 races on his way to the title last year. Raikkonen was judging his rise from 11th place on the grid to perfection, his low qualifying position a tactical ploy to ensure he had more sets of new tyres to use in a race that all teams expected to be dominated by tyre management in the high temperatures. After 10 laps, Raikkonen was up to third place behind Vettel and Grosjean and he continued to close on the leading pair after they had all made their first pit stops. He passed Grosjean on lap 24, and then began to close on Vettel, who he caught by lap 33. But the Finn could not pass the Red Bull and after they stopped together for the final time on lap 39, Vettel eased away and Raikkonen could not hold him. The race provided a fascinating spectacle throughout, but it did little to distract from the main focus of the weekend - the wisdom or otherwise of deciding to hold the race in Bahrain in the midst of ongoing civil unrest.



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GROUP B RALLYING IS BACK IN THE UK!

"Rallying with Group B" are pleased to announce the UK's only multi-venue rally for Group B cars and rally cars of significant note:

THE MICHELIN RALLYE GROUPE B

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

The date set for the event is over the weekend of **25th and 26th August 2012**.

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

Already Rallying with Group B's members have reserved sixty-plus places. Regulations for the Event will be issued as soon as possible and will be viewed on: www.rallyegroupeb.com. Steve Dolby, Michelin Product Marketing Manager, comments: "Michelin is delighted to be involved with the Rallying with Group B Trust on this spectacular event. "Michelin has a strong commitment to motorsport, demonstrated by the fact that we are at the top of today's World Rally Championship and we were also there during the glory days of Group B on such iconic cars as the Audi Quattro and Peugeot 205 T16. Therefore, it is only natural that Michelin is involved in this event which aims to recapture the feel of one of the most memorable periods in rallying's history".

The Trustees

Rallying with Group B Preservation Trust

Provisional Information

The event will be run under the general regulation of the United Kingdom Motor Sport Association and is subject to the Supplementary Regulations (to be published) and a National B Permit Application. All entrants will be members of Rallying with Group B for the purpose of the event. Written permission has been granted.

The Organising Club will be Rallying with Group B Preservation Trust (RwB). The Rally will take place over the weekend of the 25th and 26th August 2012, with administration and scrutineering on Friday 24th August.

The route will be multi-venue with up to six prestigious stage locations and up to twelve special stages. Approximately one hundred and fifty liaison miles will be incorporated over the roads of North Staffordshire and Cheshire.

Classifications (Provisional)

Competing Cars

Group A	01.01.1982 to 31.12.1986
Group B	01.01.1982 to 31.12.1986
Open Category	01.01.1982 to 31.12.1986
MSA Category 3	01.01.1975 to 31.12.1981
Open Category	01.01.1975 to 31.12.1981
Group A – N – WRC	01.01.1987 to date
Open Category	01.01.1987 to date

Where appropriate categories will be subdivided as follows:-

Upto	1300cc
Between	1301cc to 1600cc
Between	1601cc to 2000cc
Above	2000cc

Cars in the MSA Category **must** present a Historic Vehicle Identity Form (HVIF).

Demonstrating Cars

RwB Class 1 Group B	Appendix K7.41 (FIA)
RwB Class 2	01.01.1972 to date

All cars in the demonstration class must be duly registered with RwB and meet membership regulations.

All Competing Cars **must** carry an appropriate current MSA Competition Log Book National B Licence applies.

All Demonstrating Cars **must** carry either a MSA Competition Log Book or RwB Demonstration Log Book (duly stamped by the RwB MSA Scrutineer) and their owners be in possession of a current National B Licence.

All cars need to be road legal. Dispensation will be considered to certain Demonstration Cars at fixed locations.

Entry Fee

The Entry Fee is £450 plus membership of RwB at £25. A deposit of £100 is requested to reserve an entry (subject to the organisers' discretion). For a Provisional Reservation email events@rallyingwithgroupb.net quoting 'rally' as a reference. **Rallying with Group B Preservation Trust**

DRIVERS TAKE NOTE

Pinched from BRF - But still worth reading

After sitting in the hot seat for over 27 years, I've navigated in a lot of different cars and it still amazes me how many drivers have a lack of knowledge of what a navigator requires to help the event go smoothly, thus speeding up plotting, time spent at controls and overall ease of the night.

Below I've listed 10 very simple ideas.

Some personal but they will help all navigators.

1. A decent bright light for plotting the route. The reversing light stuck to the roll cage is great but they start getting dimmer after about an hour due to draining the car battery, I have found these new 12v LED type strip lights that you can get on ebay are brilliant, they are a steady clear bright light and located directly in front on the passenger seat. The opens stuck to the side cast a shadow on the map.
2. The above light to be operated via a foot switch off the CENTRE of the foot rest (for use at controls) It makes me laugh how many foot operated switches are placed on the right or left side of the foot plate, where your feet are meant to be placed. It is also handy is this has an over ride dash board switch, so when your plotting the route you don't have to sit there with your foot on the switch for over an hour.
3. A potti plug or wire connections to wire up the potti, this is best placed over the passenger side. (Trust me, some cars have them over the drivers side of the dash board then they moan when the cable gets tangled in the gearstick or handbrake)
4. A passenger window that WORKS. If it's a slider, then the opening big enough to get a clip board thru it and if it's a standard window, it actually opens all the way and not get stuck half open, make sure the winder isn't obstructed by the door bar so you break your finger trying to open it and if an electric window the switch is situated in an easy access location, not stuck under the door bar.
5. A clip board pocket on the door just below the window makes the control process so much quicker and easier.
6. Personally I like a swan neck light pointing down at the map board from the roll cage above the door, so there is a low level light, to light up you the time card to work out times, write down code boards or view the not as mapped triangles.
7. A hook on the dash board (or cheap climbing carabiner, cable tied to the roll cage) to hang the potti from when not being used. Some cars have a fire extinguisher or wheel brace on the passenger side foot well and the potti can fuse against it or worse break.
8. If the driver has kindly fitted a digital clock for the navigator, make sure it is high enough to actually be seen when sitting down with a map board on the knee, some clocks can't be seen.
9. Harness buckles are in good working order so they can be adjusted easily.
10. Be nice to your navigator.

Other than the cost of the digital clock all the above can be done for about £60. Very simple things but all will help out on the night.

I'm sure there are other ideas, these are just the basics.



RIBCHESTER'S Adam Morgan is hoping to bounce back from a frustrating debut in the British Touring Car Championship when he next takes to the track at Donington. Morgan was unable to get any points on the board at Brands Hatch following an opening weekend to forget for the rookie driver.

The former Stonyhurst College pupil was unfortunate to crash out of two of the races and missed the other race because of repairs needed to his car being repaired.

"It couldn't have gone any worse," said the 23-year-old.

"Neither of the crashes were my fault.

"I was just in the wrong place at the wrong time."

After qualifying in 13th place out of 22 drivers, Morgan had a nightmare start in the first race as he was hit from behind and forced out at the first corner.

Morgan was sidelined for the second race as his team, Speedworks Motorsport, went to work on repairing his dam-aged Toyota Avensis. Unfortunately, after getting the car fixed, Morgan skidded on oil spilled by another car and was forced out of action for a second time.

Despite the disappointment, there were some positives that Morgan and his team can take going in to this weekend's meeting at Donington in Leicestershire.

"We had a quick qualifying time and the team worked really hard to get the car ready for the second race," he said.

Morgan secured a £300,000 place in the British Touring Car Championship this year, fulfilling a long-held ambition, after winning the Ginetta GT SuperCup series last year.

And he is looking forward to racing at Donington – a place he has fond memories of.

"I did well there last year in the Ginettas," he said. "It's a fast track and I prefer the faster ones.

"Hopefully I will have got my debut nerves out of the way and I can put in a good performance."

Round two of the 2012 British Touring Car Championship will be shown on ITV4.

My wife was reading one of her women's mags.

"Here you are" she said, "If your fella was a dish, what would he be?. Oooh.. Beef Bourguignon.. because you're rich and tasty!"

"Go on, what would I be" she giggled. "Er. Sweet and sour pork," I said.

"Why?" she frowned.

"Cos you're a moody pig."

I woke up with my girlfriend this morning, I said to her "Do you want coffee or sex?"

She said "Not too fussed either will do - because both are going to be instant!"



Register your club to win £500 for activities during National Motorsport Week (NMW) - Saturday 30 June to Sunday 8 July 2012.

The Motorsport Industry Association (MIA) and The Motorsport Foundation® are awarding a £500 prize for MSA-affiliated clubs. This will be awarded for the event which best captures the spirit of National Motorsport Week.

Last year, more than 25 motor clubs took advantage of NMW either to organise special events or to include existing activities into the programme. Don't miss out; please register your club today!

To enter, please download the entry form from the new interactive website at www.nationalmotorsportweek.com or contact Helen Jones - helen.jones@the-mia.com

The Motorsport Industry Association (MIA) and the Motor Sports Association (MSA) have launched the new interactive National Motorsport Week (NMW)

website, www.nationalmotorsportweek.co.uk. The impactful modern layout presents easy to follow navigation and sign-up information. All the latest news on NMW is featured, alongside which events are taking place and where, and how everyone in motorsport can get involved.

MIA CEO, Chris Aylett said "We need everyone to get involved in National Motorsport Week, working together to grow support for, and interest in, our great sport. Whether taking a friend or two who are new to motorsport to watch a race, running an event to catch local media attention or helping a local MSA club to promote their NMW event - everything helps and will feature on the new website. The site is open to all to promote their work. . ."

"There is real momentum building behind National Motorsport Week," says Colin Hilton, Chief Executive of the MSA, governing body of UK motor sport. "Whether it's an F1 team opening its doors or a local club running a taster event, the website is a vital tool in making people aware of what is going on in their region during the period, so that they can get involved in the sport for the first time and discover just how much fun can be had on four wheels."

National Motorsport Week 2012 will run from Saturday 30 June to Sunday 8 July 2. These dates take advantage of the most high-profile period for motorsport, opening with the Goodwood Festival of Speed and closing at the Santander British Grand Prix.

For tips on hosting an event during National Motorsport Week, please visit www.nationalmotorsportweek.co.uk or contact info@nationalmotorsportweek.co.uk..

On the first day, he sadly packed his belongings into boxes, crates and suitcases.

On the second day, he had the movers come and collect his things.

On the third day, he sat down for the last time at their beautiful dining-room table, by candle-light; he put on some soft background music, and feasted on a pound of shrimp, a jar of caviar, and a bottle of spring-water. When he'd finished, he went into each and every room and deposited a few half-eaten shrimps dipped in caviar into the hollow centre of the curtain rods.

He then cleaned up the kitchen and left.

On the fourth day, the wife came back with her new boyfriend, and at first all was bliss.

Then, slowly, the house began to smell.

They tried everything; cleaning, mopping, and airing-out the place.

Vents were checked for dead rodents, and carpets were steam cleaned.

Air fresheners were hung everywhere. Exterminators were brought in to set off gas canisters, during which time the two had to move out for a few days, and in the end they even paid to replace the expensive wool carpeting. Nothing worked!

People stopped coming over to visit.

Repairmen refused to work in the house.

The maid quit..

Finally, they couldn't take the stench any longer, and decided they had to move, but a month later - even though they'd cut their price in half - they couldn't find a buyer for such a stinky house.

Word got out, and eventually even the local realtors refused to return their calls.

Finally, unable to wait any longer for a purchaser, they had to borrow a huge sum of money from the bank to purchase a new place.

Then the ex-husband called the woman and asked how things were going. She told him the saga of the rotting house. He listened politely and said that he missed his old home terribly and would be willing to reduce his divorce settlement in exchange for having the house.

Knowing he could have no idea how bad the smell really was, she agreed on a price that was only 1/10 of what the house had been worth ... but only if he would sign the papers that very day.

He agreed, and within two hours her lawyers delivered the completed paperwork.

A week later the woman and her boyfriend stood smiling as they watched the moving company pack everything to take to their new home

... and to spite the ex-husband, they even took the curtain rods!

I LOVE A HAPPY ENDING, DON'T YOU?

As most of you will all know, Peter Smith and Russ Langthorne suffered a very serious accident on the first stage of the Colin McRae Historic Stages last October. Their Ford Escort snapped sideways in a water-filled rut, leaving the road and sideswiping a tree. The tree was instantly (and mercifully) felled, leaving the car on its wheels, parallel to the track. Peter got out straight away but Russ, whose side of the car took the major impact, was left in the car. Several crews passed the scene of the accident (and started reporting to the Stage Finish marshals that they had seen the car broken down). In the meantime, when he passed by the scene some minutes later, Peter Egerton had seen in Peter Smith's eyes that something was wrong so he and Alun Cook stopped, found out the true severity of the situation and headed to the next radio point where the alarm was raised and the event's Safety Support was mobilised and dealing with the incident progressed. Unsurprisingly, Peter and Russ are anxious that lessons are learned from what happened, as will be a couple of the crews that passed by the scene who asked me, on the day, if they had done wrong as they hadn't seen damage (which was restricted to their blind side, of course). The Colin McRae, like all Scottish events (and the Mid Wales Historic Stages) held a drivers' briefing and we will be urging such gatherings to cover this subject during these briefings. We will also ask events that cannot hold a briefing to reproduce the procedure at incidents in their Final Instructions and on the Event Notice Boards to keep pushing the system.

The MSA Blue Book has the subject covered in detail in

R25.4:

- **25.4.** *Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm), with means to secure them on display for oncoming competitors.*
- **25.4.1.** *In the case of an accident where urgent medical attention is required, the red SOS sign should be displayed as quickly as possible to alert following cars and aid any helicopter attempting to assist.*
- **25.4.2.** *Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crewmembers are inside the car but not displaying the SOS sign, must immediately and without exception stop to give assistance.*
- **25.4.3.** *All following cars must also stop and the second car arriving at the scene must inform the next radio point.*
- **25.4.4.** *Subsequent cars must leave a clear route for emergency vehicles.*
- **25.4.5.** *The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.*
- **25.4.6.** *Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.*
- **25.4.7.** *In the case of an accident where medical intervention is not required, the OK sign must be clearly shown to following vehicles, and to any helicopter attempting to assist. If the crew leave the vehicle, the OK sign must be left clearly visible to other Competitors.*
- **25.4.8.** *Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.*
- **25.4.9.** *Competitors who misuse the SOS or OK signs will be penalised and may be reported to the MSA for further action.*

Going through these rules:

- **25.4.** *Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other -*
In Peter and Russ' car, the OK/ SOS board was in the co-driver's door pocket and, as such, was not available to Peter. Peter's cars will now carry two boards, one in each side of the car. For £3 and a few extra grammes, there ought to be one to hand every time. I used to have mine wedged above the roll cage in the centre of the roof above the windscreen. There are plenty of options.
- **25.4.1.** *In the case of an accident where urgent medical attention is required, the red SOS sign should be displayed as quickly as possible and*
- 25.4.2.** *Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crew members are inside the car but not displaying the SOS sign, must immediately and without exception stop to give assistance. –* In this case, Peter had no SOS board to use and the car looked undamaged to following drivers pounding by in the pouring rain. Peter was, of course, out of the car so, for all the following crews knew, Russ could have been changing fuses. In fact, Peter was in a very distressing situation. Russ was badly injured and pleading not to be left. The human condition is to respond to this sort of plea. However, as Vinny Jones is advising in his "Hands Only CPR" adverts at the moment, you must get help before administering the first aid. Even if you can't get hold of your SOS boards, wave down following cars to stop – but don't put yourself at risk in doing so. The 1st rule of First Aid is not to become a casualty yourself so wave down from the side of the track, not the middle of the road! As soon as someone is there, you can get back to the casualty. The crew of the first stopping car should be a little calmer and take charge of the situation – including put out their SOS board and take a triangle back down the track to warn following cars.
- **25.4.3.** *All following cars must also stop and the second car arriving at the scene must inform the next radio point.*
The first crew to stop should get the information sorted - ideally write it down on a piece of paper. Car No, status of the car (blocking the track, rolled etc), details of injuries (full diagnosis not required – driver OK, co-driver trapped after side impact, difficulty keeping conscious would have set enough alarm bells ringing in this case). The second car then takes this information on to the next radio point – which will be marked in your road book .

- **25.4.4.** *Subsequent cars must leave a clear route for emergency vehicles.*
Selfexplanatory but easily forgotten – someone to take charge of this at the scene. As more cars arrive, more people are on hand so some precautionary/help measures can be taken – for example using a towrope and people to secure a car teetering over a drop!
- **25.4.5.** *The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.*
The HRCR CLO team will stand your corner on this and see that a fair time is given.
Please note that lifting off to glance at someone off is hard to quantify and does not count for a notional time. It is taking the required action that results in good information being relayed as swiftly as possible that will see you finish your day unpenalised.
- **25.4.9.** *Competitors who misuse the SOS or OK signs will be penalised and may be reported to the MSA for further action.* – This is a very important safety provision and must not be abused.
This is no rule with which to “cry wolf”.
- **25.4.6.** *Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.*
I have seen it written down that the first car past the scene could be considered to be exempt from this if someone was out of the car but had not deployed the SOS board.
- **25.4.7.** *In the case of an accident where medical intervention is not required, the OK sign must be clearly shown to following vehicles, and to any helicopter*
Self explanatory and needs to be your first action if the car stops.
- **25.4.8.** *Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.*
Crews disappearing without leaving the OK board in place lead to searches of ravines to see if they have fallen off mountains! Russ has asked me to point out that *“the severity of the accident was such that the roof and door had to be cut off the car, the wings on my seat had to be cut and removed to allow my extrication and I spent 53 consecutive nights in hospital.....I could easily have, and very nearly died. Only 2 weeks ago a competitor contacted me and apologised as he didn't realise the severity of the accident nor the injuries sustained - not everyone follows the British Rally Forum!”* Russ and Peter are not blaming nor pointing fingers, but are only concerned with improving safety. I join them in this aim and believe that we were all not familiar with the regulations I have gone through above. Increasing knowledge in this area ought to help everyone.
PS – Russ Langthorne also reports: *“On a positive note, I am up and about, I am walking and have started back to work, albeit part time and I will be at a rally very soon!”*

BWRDC HONOURS 2011 CHAMPIONS, TROPHY WINNERS AND BWRDC 50th ANNIVERSARY PATRONS



BWRDC Rally CoDrivers' Trophy

1st **Sasha Heriot**, (various vehicles)
presented by **Alan and Lynn Jones**

The British Women Racing Drivers' Club honoured its 2011 Champions, trophy winners and 50th Anniversary. Patrons at a Gala Luncheon and Annual Awards ceremony, held at the British Racing Drivers' Club Suite at Silverstone

Welsh Border Car Club STATION WORKS GARAGE

"BORDER 100 ROAD RALLY" on MAY 5/6 2012

Starting from Llanfyllin High School and Supported by new Sponsor Brian Jones of Station Works Garage. 100 miles of Pleasureable welsh border lanes and smooth whites on Maps 125 & 126. Rounds of the ANWCC, AWMMC, WBCC, TVMC and NADAC Championships. Straight Forward, no nonsense route with ample plotting time, and a little more for novices.

Regs and online entry entry system available from www.welshbordercarclub.co.uk from 11th March. This event normally fills up in a matter of days, so to avoid dissapointment plan ahead and book your drivers / navigators, and get your entry in that sunday. Thanks in advance whether you plan to come to Llanfyllin as a competitor or a marshal. Look forward to seeing you on the 5th.

Iwan Jones & Allen Hart Joint Clerks of the course.

Morecambe Car Club

Is Celebrating its 60th Year in 2012
On the 16th June

They will be running the 60th Anniversary Diamond Jubilee Illuminations Tour. The route is being put together by Mr.Fred Bent and will follow some of the Motoring News Road Rally Championships Illumination Lake District classic routes visit : www.morecambecarclub.co.uk

Plains Rally 19th May 2012 Supported by SJR Motorsport

The Plains rally is pleased to be a round of many championships and has plans for a great day's rallying. Highlights for 2012 include the following:-

45 Miles of Classic Mid Wales Forest Rallying – Gartheiniog, Dyfi, Hafren, Sweet Lamb and Woodyard. Sweet Lamb Service Area with Special Stage viewing for Service Crews. Central Welshpool Scrutiny, Start & Finish, close to Rally HQ – The Royal Oak.

More Mileage, Less Second Use Mileage than 2011.

Excellent value entry fees at £425 and £375 for registered BTRDA Rally First Crews.

• Regulations and Online Entry available from early March.

• New for 2012 – Online BACS & Paypal Payment available.

Regulations, Entry Form and Online Entry forms (including Paypal payment) are now live on the Plains Rally website.

<http://www.plainsrally.co.uk/regulations.html>

Entries will be updated regularly on the website.

Three Castles Welsh Classic Trial 2012

I am looking for groups of club members to run the special tests, although would also welcome individuals or crews to run the various Time Controls on the regularity sections.

... hopefully members of your club will be willing to come along and help.

Your publicising this appeal would be welcomed and should you require any further information please do not hesitate to contact me.

... I would appreciate details of anyone, names and numbers, by 25th April so that tasks can be allocated and the necessary information sent direct to the volunteers.

Looking forward to hearing from you.

Kind regards,

Dave V Thomas

Chief Marshal

Three Castles Classic Trial 2012

6th - 9th June 2012

www.three-castles.co.uk

(Tel 01492 584872 or 07788 995345)

Clitheroe and District Motor Club The Dales Challenge 12th and 13th May 2012

This is a new and exciting event for 2012.

The Dales Challenge is a cross between a tour and a rally. The format goes back to the early days of Motorsport with the emphasis on endurance and reliability over challenging roads. There is no timing involved, therefore there is no competition on the road. The Dales Challenge will involve giving the participants a map identifying a number of roads within Lancashire and Yorkshire. These roads will include some of the famous rally roads of the 1970s. Participants can then plot the route which they wish to follow. Those who drive all of the roads are eligible for a finisher's plaque. Special Awards will be given for the oldest car and for the car with the smallest engine capacity to complete all the suggested roads. The event starts at Mini Sport Limited BB12 7AP and finishes at the Tan Hill pub in Swaledale, the highest pub in England. The cost is £85 and will include a rally plate and pack and supper at the presentation on the Saturday evening.

We look forward to meeting friends old and new

CANCELLED



5th & 6th MAY



Lancs & Cheshire Car Club

Warrington Motor Club are proud to announce the 2012 **JRT Enville stages** will run on the 8th July 2012 at the Anglesey Circuit. subject to permits etc but thats the date so put it in your diaries! **8th July 2012**

North Humberside Motor Clubs 'John Overend Memorial Stages Rally' Sunday 20th May 2012 Melbourne Airfield,

The event is a round in the: Fuchs Titan Race ANCC Stage Rally Championship ANEMMC Roadrunner Phoenix Awards Stage Rally Championship Rainworth Skoda EMAMC Stage Rally Championship Yorkshire League Club Championship New for this year is a class for cars up to 1000cc. We have also extended the availability of Sunday morning scrutineering to enable competitors to save time and money by not having to stay overnight or travel to the venue more than once.

Regulations and on-line entry are now available from NHMC website - <http://www.northhumbersidemotorclub.co.uk> There is a maximum entry this year of just 60 so get your entries in quickly to secure your place on this popular event.

Manx National Rally
11th & 12th May
Entries Sec & Club Sec.
hilarym@manx.net

Special Ferry Deals for Marshals



Hi Folks, I have been asked to be a Stage Commander on this year's **Tour of Hamsterley**, taking place on **Sunday May 13th** in Hamsterley Forest near Bishop Auckland. As I am assured the event is nothing to do with rodents and everything to do with rally cars I am going to need a fair few marshals, everything from Timing (Arrival, Start, Flying Finish and Stop) to In-Stage and Spectator. The event format is likely to be 2 double-run stages followed by an amalgamation of the two into one long one, so most people should see the cars three times. Last year's even attracted an entry of 54 cars. If anyone can help, please contact me by this email address, or by phoning 01539 731469 (before 9pm please!)

Dave Brodie davebrodie1@googlemail.com



2300Club Ltd The Mullard Trophy Road/Historic Rally 29th Sept 2012

a Navigational Road Rally of about
130 miles centered around Skipton
<http://www.2300club.org/tag/>

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

Marshals Wanted
for the Mainland's only closed road rally

Contact:
Chief Marshal - Ian A Dixon
Email - red30@talktalk.net
Mob - 07798 881506
Home - 0191 373 1872

"A GREAT RALLY WEEKEND"

www.jimclarkrally.com

I walked into a restaurant at lunchtime today. The waiter greeted me at the door, took my jacket from me, sat me down, walked off and came back ten minutes later. "What can I get you?" he asked. "My jacket please" I said, "I'm your new postman."

The Memorial Road Rally Garstang and Preston Motor Club 9th/10th June 2012

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

Supplementary Regulations available to
download from club website
www.gpmc.org.uk

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

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

DRIVE-IT DAY ON APRIL 22ND 2012

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

PRO-ART SIGNS SWANSEA BAY RALLY

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

GREYSTOKE 2012

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

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

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

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



Altratech 061 Road Rally

http://www.stockport061.co.uk/061_Road_...ations.pdf
Looks like regs are out! Will this fill as quick as the VK?
Entries for the event open on publication of these Regulations and close finally on 4 May 2012. The entry fee is £65 (which includes maps and two breakfasts at the finish).

Entries may be made using either (a) on-line via the website and clicking on the Entries tab or (b) the Official Entry Form which is available with these Regulations. Entries submitted 'on-line' will not be accepted until payment is received. Please complete your entry form in full. Cheques should be made payable to Stockport 061 Motor Club Ltd. If your payment cheque bounces, your entry will be rejected, you will be informed by telephone and you will lose your place in the queue. Any new payment must then include a bank handling charge of £15.

The Entries Manager to whom all entries must be sent is: Mark Wilkinson, 74 Haslington Road, Ashway Park, Manchester, M22 5HU

0161 437 6425, 07879 657 580,

Or entries@061roadrally.co.uk

The maximum entry for the meeting, including 5 reserves, is 60, and the minimum is 35. The minimum in each class is 10. Entries will be selected in order of receipt.



SUNDAY 10th JUNE Lancaster MC

will promote a Clubsport Autotest / PCA

To be held at Myerscough College

Open Day & Country Fair

Entryes & Regs Available from Comps. Sec.

John Byram 07772-926246

lancastermotorclub@gmail.com

The Myerscough Open Day in 2011 attracted more than 15,000 visitors. Those Visitors came from all over the North West. We were unprepared for the amount of interest shown in motorsport but despite this still picked up quite a few new Club Members.

This year we have been allocated a much larger area and will have sufficient parking for 50 competitors & trailers and more room than we can use ourselves. Therefore we would like to invite other SD34MSG clubs to join us with their members and cars to display at the show. A simple way to recruit new members to your club.

Interested ? Contact Maurice sd34news@gmail.com

Or Chris Paskin 07528-704105

cpaskin@btinternet.com

Acknowledgements

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

Matthew Field Road Rally

Chris Woodcock Stage Rally

Les Fragle League

Anne McCormack Marshals

Les Fragle Individual

Dave Barratt None Race / None Rally

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

A Special mention of gratitude to

THE PEOPLE WHO SEND IN REPORTS,

Jokes, Photographs, Information etc

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Phil James of Pro-Rally,

and last but not least chairman/secretary

Les Fragle

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

It will be emailed to SD34MSG Delegates to distribute as they wish to their relevant Club Members.

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

Please note the deadline for inclusion is the Tuesday before the last Thursday of the Month If the Magazine is a little later than above - it is probably because I am waiting for a promised report or everyone has sent me copy at the last minute - on deadline date - rather than sending bits and pieces as they occur.

Email Reports etc. to

Maurice Ellison at : sd34news@mail.com

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