

# spotlight

Team Pro-motive Exhausts. Andy Fraser/Terry Martin. Darrian T9 V6

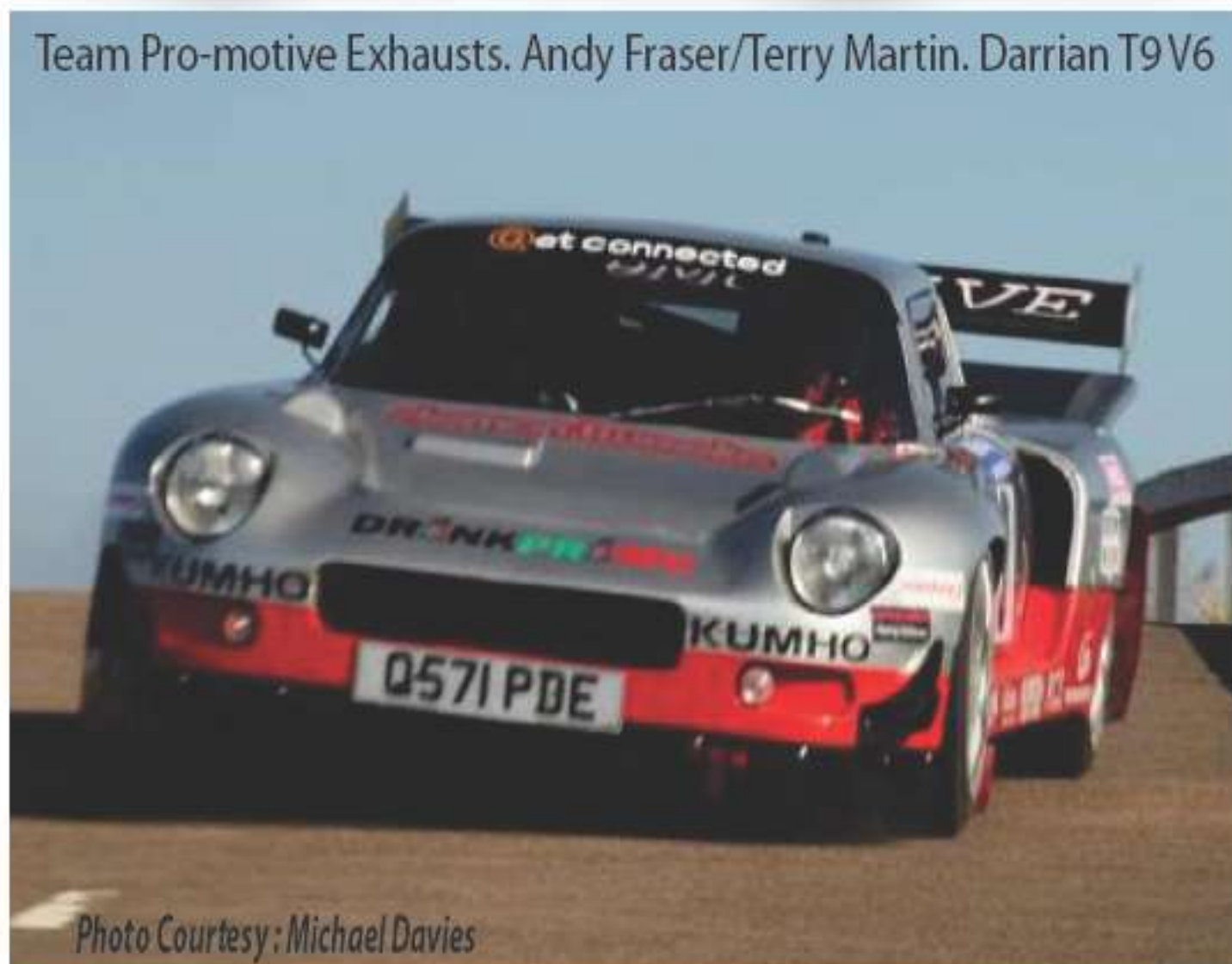


Photo Courtesy: Michael Davies

# May 2013



Motor Sport Group

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

Volume 03 : Issue 05 : May 2013 : maurice ellison



## Chairmans Chat

Things seem to have been a bit quiet on the event calendar in April but May will see more action with events in all our disciplines. It's good to see the number of registered contenders creeping up but there's plenty of room for more and there are still many championship rounds to go so every chance to gain points.

So the Wales Rally GB, the UK round of the World Rally Championship, is finally moving from its home in South Wales to North Wales as detailed on Page 30. That thankfully means that the many keen motorsport fans of the North West will not have to travel so many miles to help with or spectate on the annual event. You never know the event may eventually move to within our area but I will not hold my breath given that it's taken 13 years for this years move !

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



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## Lookers Citroen in Preston

Supporting SD34MSG and  
motor sport in the North West.







# SD34MSG - Member Clubs & contact details



## Accrington MSC

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

## Manx AS

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



## Bolton-le-Moors MC

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



## Motorsport (NW) Ltd

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



## Bury AC

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



## CSMA (NW)

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



## Mull CC

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

## Pendle & DMC

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



## Clitheroe & DMC

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



## U17MC-NW

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

## Fylde MSC

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



## Stockport061MC

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



## Garstang & Preston MC

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



## Wallasey MC

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



## High Moor MC

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



## Warrington & DMC

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



## Lancs & Cheshire CC

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



## Wigan & DMC

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



## Lightning MSC

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

## 2300 Club

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





**Motor Sport Group**

## Contacts

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



## Comprising the following Clubs



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



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



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



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



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



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



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



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



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

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

## ADVERTISING in the 'SPOTLIGHT'

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

Sent to all **21 member clubs** and then  
**forwarded to club members + another 5000+** on  
the distribution list (21 X 100 + 5000 = 7000+ readers)  
All advertising revenue helps to fund SD34MSG  
Contact either Les Fragle, Maurice Ellison or Steve  
Johnson for more details

### Steve Johnson

07718 051 882    steve.johnson@csmclub.org

### Les Fragle

01995-672230    les.fragle@gmail.com

### Maurice Ellison

07788-723721    sd34news@gmail.com

## WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

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



# WALLASEY MC

The Club Meets at 9-00pm  
Every Monday

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



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

## Garstang & Preston MC

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



## Bolton-le-Moors MC

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



### May Clubnights

2nd Playstation  
9th Indoor Autotest  
16th Committee /AGM  
30th Quiz

## WARRINGTON & DMC



Warrington & District Motor Club  
Meet Every Monday

"The Antrobus Arms" on the A559, 8-30pm  
between Warrington & Northwich.  
CW9 6JD.

## Fylde MSC

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



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

# Lookers Citroen in Preston

Supporting SD34MSG and  
motor sport in the North West.



## Lancashire & Cheshire Car Club



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

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

- 4 & 5 May : Ty Croes Weekend Sprints  
<http://www.ty-croes.com>
- 9 May : Graham's Quiz Night
- 13 June : Team Trivial Pursuits
- July : Treasure Hunt (date tbc)
- 8 August : Noggin n Natter
- 30/1 Sept : Ty Croes Weekend Sprints  
[www.ty-croes.com](http://www.ty-croes.com)
- 12 Sept : Indoor Autotest (tbc)
- 29 Sept : Chairman's Challenge Autotest  
at Demon Tweeks, Wrexham
- 10 Oct : Tranter's Teasers  
Quiz games for a laugh!
- 14 Nov : Ian Harwood Inter-Club Quiz
- 12 Dec : AGM & Social



## STOCKPORT 061 MC

The Club Meets at 8pm onwards  
Every Thursday  
**Please note**

that back by popular demand weekly  
**Thursday meetings.**

We have also changed our meeting venue to the up-  
stairs room at **Rising Sun, Hazel Grove.**  
The 4th Thurs of the month is an 'Away' event

### May Club Nights

- May 2, 2013 – Karting  
8:00 pm, Club Night
- May 9, 2013 – Committee Meeting  
8:00 pm, Club Night
- May 16, 2013 – Pre Road Rally Meeting  
8:30 pm, Club Night
- May 18, 2013 – 061 Road Rally  
10:00 pm, Road Rallies



## CLITHEROE & DMC

The Club Meets at 8-30pm  
**Every Tuesday**  
 at Waddington Sports & Social Club  
 Waddington, Nr Clitheroe  
 M/R 103 731 437  
 Website : [www.cdmconline.com](http://www.cdmconline.com)

### Forthcoming CDMC Clubnights

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

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

Why not come along - you might actually like it  
 If you had come to the April Committee night you would have heard of some exciting plans for events for the back end of 2013 and the first 3 months of 2014 Plus a new Targa Rally for the Summer of 2014 and the Autotest PCA at Myerscough College on June 9th 2013  
 Malc Graham will be our Guest in either June or July, just got to sort a date when Rovers are not losing at home and Malc has not got a Darts Match on  
 All looking Good

More about all these and other developments will be on the Website, Facebook & here nearer the time

#### Tuesday 7th May

##### Maurice Ellison

*Not sure how or when I got suckered into this  
 BUT will see how it goes !!!!! Dont expect much !!!*

#### Tuesday 22nd May

##### Phil Bowland

*(Ex Ari Vatenen Co-Driver)*

#### 30th April PCA & A/T At Tony Harrisons (High Bentham)



**17 competitors had a fun night at Tony Harrisons.**

##### Autotest

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

##### PCA

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

## What happened in April

### 2nd April

#### PS3 - 'Richard Burns Rally'



Lots of Damaged 'Virtual' cars  
 I couldn't get the hang of it at all (probably an age thing) far too much accelerator and not enough brake and certainly not smooth enough.

### 16th April

#### SD34MSG Inter-Club Table Top Rally

Using O/S Maps 102 & 103 an intricate route through the lanes of the Ribble Valley saw Terry Martin and Chris Woodcock triumph once again with a total penalty of 3F 14m. In Second place was Steve Butler & Paul Buckel with 6F 19m, and third was Steve Lewis with 7F 26m  
 A total of 8 crews had a head scratching night.

**Current Points Table on page 25**

### 23rd April

#### Pete Tyson & Neil Harrison

**Illuminations Rally Winners 2011&13  
 SD34MSG Championship 2012 Winners**



Pete Tyson (Tyco) began rallying in the early '70s  
 Neil Harrison started Navigating in 1979

Petes 1st rally car was a Cortina bought from Dave Scaif  
 After a year or two of Road Rallying Pete got into Stage Rallying. He did the 1994 RAC Rally in a Peugeot and finished 3rd in class.

Pete then had a year out before getting together with Neil. Pete then bought a Mk 1 Mini Cooper S in mint condition that had only had one previous owner which he used to win the Classic Illuminations Rally with. Pete still has this mini but it is kept stored because it is in cracking condition and he uses another mini these days for rallying. Neil does all the work on Pete's minis and his grandson was heard to say '*Neil lives in your garage*'

When Neil decides to call it a day - Pete will probably stop competing too

Another brilliant night with lots of funny stories and tales of daring do!

# SD34MSG 2013 Calendar

Date	Type	League Club	Title	Venue - Notes
4-May	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
5-May	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
11-May	Stage Rally	Yes Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
10+11-May	Stage Rally	Yes Manx Auto Sport	Manx National	Isle of Man
18-May	Road Rally	Yes Stockport 061 MC	Altratech 061 Road Rally	Lancs / Derbys / Cheshire
19-May	PCA	Yes Accrington MSC	PCA 1	Lymm Services
19-May	Autosolo	Yes CSMA NW	Autosolo 2	Lymm Services
19-May	Autotest	Yes CSMA NW	Autotest 1	Lymm Services
15-Jun	Road Rally	Yes Garstang & Preston MC	Memorial Road Rally	Lancashire
16-Jun	PCA	Yes Bolton-le-Moors CC	Bolton June PCA	TBA
16-Jun	Autosolo	Yes Bolton-le-Moors CC	Bolton June Autosolo	TBA
16-Jun	Autotest	Yes Bolton-le-Moors CC	Bolton June Autotest	TBA
23-Jun	PCA	Yes Accrington MSC	PCA 2	Lymm Services
23-Jun	Autosolo	Yes CSMA NW	Autosolo 3	Lymm Services
23-Jun	Autotest	Yes CSMA NW	Autotest 2	Lymm Services
30-Jun	Autotest	No Knutsford	Tim Sargeant Memorial Autotest	Wrexham, Cheshire
7-Jul	Sprint	Yes Mull Car Club	Gravel Sprint	Isle of Mull
7-Jul	Stage Rally	Yes Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
13-Jul	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
14-Jul	PCA	Yes Under 17 MC NW	PCA 2	Blackburn Services, M65 Jt 4
14-Jul	Autosolo	Yes Under 17 MC NW	Autosolo 2	Blackburn Services, M65 Jt 4
14-Jul	Autotest	Yes CSMA NW	Autotest 3	Blackburn Services, M65 Jt 4
01+02-Nov	Stage Rally	Yes Manx Auto Sport	Poker Stars Stages	Isle of Man
21-Jul	Road Rally	No Morecambe CC	Morecambe Rally	Lancashire/Cumbria
3-Aug	Sprint	Yes ? LAC	3 Sisters Sprint	3 Sisters, Wigan
18-Aug	Hillclimb	Yes Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
24-Aug	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
25-Aug	PCA	Yes Accrington MSC	Summer PCA	Lymm Services
25-Aug	Autosolo	Yes Accrington MSC	Summer Autosolo	Blackburn Services
25-Aug	Autotest	Yes CSMA NW	Summer Autotest	Blackburn Services
31-Aug	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
1-Sep	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
08+09-Sep	Stage Rally	Yes Wallasey MC	Promenade Stages	New Brighton Promenade
8-Sep	Road Rally	No Spadeadam MC	Countdown Navigation Rally	
15-Sep	PCA	Yes Bolton-le-Moors CC	Bolton September PCA	Camelot Theme Park, Lancashire
15-Sep	Autosolo	Yes Bolton-le-Moors CC	Bolton September Autosolo	Camelot Theme Park, Lancashire
28-Sep	Road Rally	Yes Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
29-Sep	Autotest	Yes Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham
29-Sep	Stage Rally	Yes PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool
11-13-Oct	Stage Rally	Yes Mull Car Club	Mull Rally	Isle of Mull
13-Oct	PCA	Yes Bolton-le-Moors CC	Bolton October PCA	Camelot Theme Park, Lancs
13-Oct	Autosolo	Yes Bolton-le-Moors CC	Bolton October Autosolo	Camelot Theme Park, Lancs
13-Oct	Stage Rally	Yes Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
19-Oct	Road Rally	Yes Bolton-le-Moors CC	Bolton Road Rally	
20-Oct	Autosolo	No Knutsford	Autosolo	
20-Oct	Autotest	No Knutsford	Autotest	
2-Nov	Road Rally	No Hexham & District MC	John Robson Navigation Rally	Northumberland
16-Nov	Stage Rally	Yes Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
23-Nov	Stage Rally	Yes Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes Accrington MSC	Winter PCA	Lymm Services
8-Dec	Autosolo	Yes Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4



# 2013 SD34MSG Championship Rounds at a Glance

## SD34MSG Stage Rally Championship

Date	Event	Club
<b>May</b>		
11th	Cetus Stages	Wigan & DMC
10/11	Manx National	IOMAS
<b>July</b>		
7th	Enville Stages	WarringtonDMC
<b>September</b>		
08/09	Promenade Stages	Wallesey MC
29th	Heroes Stages	PDMC & GPMC
<b>October</b>		
11-13	Mull	Mull CC
13th	Adgespeed Stages	Wigan & DMC
<b>November</b>		
8/9th	Poker Stars Stages	IOMAS
16th	Neil Howard Memorial Stages	BLMCC
23rd	Hall Trophy Stages Rally	CDMC

## SD34MSG Junior Championship

Date	Event	Club
<b>May</b>		
19th	Lymm PCA	Accrington MSC
<b>June</b>		
16th	PCA	BLMCC
23rd	PCA	CSMA (NW)
<b>July</b>		
13th	PCA	U17Club NW
14th	PCA	U17Club NW
<b>August</b>		
25th	PCA	U17Club NW
26th	PCA	Accrington MSC
<b>September</b>		
15th	PCA	BLMCC
<b>October</b>		
13th	PCA	BLMCC
20th	PCA	Knutsford MC
<b>December</b>		
7th	PCA	U17Club NW
8th	PCA	Accrington MSC

## SD34MSG None Race/None Rally

Date	Event	Club
<b>May</b>		
4th	Sprint	L&CCC
5th	Sprint	L&CCC
19th	PCA	Accrington MSC
19th	AS / AT	CSMA NW
<b>June</b>		
16th	PCA / AS / AT	BLMCC
23th	PCA	Accrington MSC
23th	AS / AT	CSMA NW
<b>July</b>		
13th	AS	U17Club NW
14th	PCA / AS	U17Club NW
14th	AT	CSMA NW
<b>August</b>		
3rd	Sprint	LAC
18th	Hillclimb	Pendle
24th	PCA	U17Club NW
25th	PCA / AS	Accrington MSC
25th	AT	CSMA NW
31th	Sprint	L&CCC
<b>September</b>		
1st	Sprint	L&CCC
15th	AS / PCA	BLMCC
29th	AT	L&CCC
<b>October</b>		
13th	PCA / AS	BLMCC
20th	PCA	Knutsford MC
<b>December</b>		
7th	PCA	U17Club NW
8th	PCA / AS	Accrington MSC
8th	AT	CSMA NW

## SD34MSG Road Rally

Date	Event	Club
<b>May</b>		
18/19	Altratech Rally	Stockport061
<b>June</b>		
15/16	Memorial Rally	GPMC
<b>July</b>		
21/22	Morecambe Rally	Morecambe CC
<b>September</b>		
08/09	Countdown	Spadeadam MC
28/29	Clitheronian	CDMC
<b>October</b>		
20/21	Bolton Rally	Bolton LMCC
<b>November</b>		
2nd	John Robson	Hexham DMC

**NB : NEW DATE FOR the JOHN ROBSON**



**Gazzard Accounts Ltd**

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 email : gazzard.accts@btinternet.com

## SD34MSG

### Marshals Championship

All SD34MSG Member Club Events  
 See SD34MSG Calendar for Dates (Page 8)



# 2013 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

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

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

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

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

**/None Rally** B = Saloon cars up to 13ft long and over 1400cc.

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

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

E= Sports cars.

F = Specials.

G = Special Stage rally cars.

# 2013 Championship Tables

## Road Rally Championship

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

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

## Junior Championship

O/A	Competitor	pts	Club
1.			
2.			
3.			
4.			
5.			
6.			
7.			

## Stage Rally Championship

O/A	Driver	pts	Class	Club
1	Arron Newby	82	C	CDMC
2	Phill Jennings	55	C	WaDMC
3	Graham Chesters	54	B	G&PMC
4	Phil Merrills	53	C	S061MC
5	Danny Brown	27	C	U17MC
6	Jim McDowall	26	B	MulICC
=7	Hazel Johnson	26	A	CSMA
=7	Michael Judson	26	C	CDMC
=7	John Ric Wood	26	D	GPMP
10	Keith Dowthwaite	0	C	WallMC

O/A	Co-Driver	pts	Class	Club
1	Steve Butler	80	A	CDMC
2	George Jennings	55	C	WaDMC
3	Steve Coombes	54	C	G&PMC
4	Jason McTear	53	C	CDMC
=5	Gary Heslop	27	D	HMMC
=5	Darren Riley	27	A	U17MC
=5	Mark Shepherd	27		G&PMC
= 8	Ian Rayner	26	B	CDMC
= 8	Paul Blanchard	26	C	CDMC
= 8	David Barrett	26	A	AMSC
=11	Chris Melling	0	D	Lightn
=11	Alan Barnes	0	B	G&PMC
=11	Tony King	0	C	Wall

## Non Race/Rally Championship

O/A	Competitor	Q	pts	Club
1.	Stephen Price	Y	33	BLMCC
2.	Steve Johnson	Y	22	U17MC
3.	Steven Butler	Y	20	CDMC
= 4.	David Barratt	Y	18	AMSC
= 4.	Hazel Johnson	Y	18	U17MC
6.	Simon Robinson	N	28	U17MC
7.	Daniel Barker	N	27	U17MC
= 8.	Arron Newby	N	20	CDMC
= 8.	David Robinson	N	20	U17MC
=10.	George Jennings	N	19	WarDMC
=10.	Phillip Jennings	N	19	WarDMC
=10.	Phil Merrills	N	19	S061MC
13.	Jason McTear	N	18	CDMC
14.	Stephen Kennell	N	16	CDMC

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

**Marshals Championship Table** - See page 11  
**SD34MSG Inter Club League** - See Page 12

# 2013 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last Updated  
27th April 2013*

### Accrington MSC

David Barratt 20

### Bolton-le-Moors MC

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

### Bury AC

### Clitheroe & DMC

Steve Butler	10	Matt Kiziuk	20
Paul Moon	10	Gav Holmes	10
Paul Buckle	10	Simon Boardman	10
Maurice Ellison	10	John Gorton	10

### CSMA (NW)

Eve Fisher	20	Graham Bray	20
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### Fylde MSC

### Garstang & Preston MC

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

### High Moor MC

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

### Lancs & Cheshire MC

### Manx AC

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

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

### Stockport 061

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

### U17Club NW

### Wallasey MC

### Warrington & DMC

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

### Wigan MC

Lance Rawlinson	20	Alan Bibby	10
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### 2300





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**Matt Kiziuk**

## SD34MSG Inter Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	198	4	5
Bolton-le-Moors CC	267	2	3
Stockport061	242	3	4
Warrington & DMC	270	1	1
CSMA (NW)	10	7	16
Accrington MSC	85	6	7
Wallasey MC	102	5	6
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	70	=1	=8
Wigan MC	33	4	11
Lancs & Cheshire CC	17	7	14
Pendle & DMC	20	5	12
Mull CC	19	6	13
High Moor MC	35	3	10
Manx AS	70	=1	=8
Division C		Position	
Club	Points	Div	O/A
U17MC-NW	269	1	2
Bury AC	0	=3	=17
Fylde MSC	15	2	15
2300	0	=3	=17
Lightning MSC	0	=3	=17
Motorsport NW Ltd	0	=3	=17

# ‘Spotlight On’ Barry Lindsay

**Name :** Barry Lindsay  
**Motor club.** Spadeadam Motor Club  
**D.O.B. : Where :** 10<sup>th</sup> Feb 74, Brampton Nr Carlisle  
**Live :** Carlisle  
**Status :** Single  
**Earn a Crust :** Builder – Farm Buildings  
**Club/s :** Spadeadam MC

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

Marshalling with my Dad from very young,  
Autotests before I could drive then got Rallycar

**1st Car :** Nova SR (Was the car to have, back then....)

**1st Competition Car :** Mini for Autotesting. Talbot Sunbeam for Rallying

**Favourite car** Peugeot 106 together we've got some fantastic results

**Other Cars :** Citroen C2 road car used for 12 Cars

**1st Event : and how did you do :**

Dewent Stages 94 – Great Orton.  
Troubled day finished almost last!

**Most frightening Moment :**

Castrol Competition getting onto a Fiesta R2 with a sequential gearbox and having to impress judges, it was very different to my 106 and with a large crowd at rally day Castle Combe

**Biggest Accident :** Rolling on Border Counties a few years ago Second car on the road and caught out on the marbles, got too wide and clipped a bank and over we went.

**Best Event :** Pendragon is my best event enjoy it every year Warop is a great venue and the organising team put on a great day. My best result was the Cheviot Rally on Otterburn in 2012, 3<sup>rd</sup> Over all on an icy day. Showed the more powerful cars the way home!

**Rally Hero Why :** Malcolm Wilson - Hero from a youngster watching him on the local rallies. Standing on Kielder in the black dark waiting to see him in the 6R4 etc!

**Funniest Moment /s :** Correcting my navigator Caroline Lodge on a rally when I told her the corner wasn't as tight as she called it – then in the afternoon in the opposite direction almost going off there and telling her it was in fact pretty tight that way!!!!

Also Winning an Autotest on a Sunday afternoon and having my Driving test on the Monday morning. My dad took me driving every back street of Carlisle to get bad habits out of my system – It worked, I passed my test 1<sup>st</sup> go !!

**Biggest Influence :** My Dad – Always behind me in all motorsport

**Biggest Regret** Not winning the 'Castrol find a star competition'

**Most Help from :** Alan Bateman – from Graham Bowness Peugeot. He gave lots of technical advice when I got the Peugeot 205 then the 106.

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

I've rallied to my Budget for many years with great results. I'd do it all the same again.  
With more budget .... I'd have got a 106 sooner!!!

**Ambitions for the future:** Would like to do more forest events.

**Championships :** AS Performance North of England Tarmac & SG Petch ANECCC championships. Won the Tarmac championship 5 times – Runner – up on the ANECCC champ need to try and go one better!!

**Advice to newcomers to the sport.**

Start at the bottom, do plenty of events then start putting in some giant killing performances – there is no better feeling..  
Spending loads on car parts won't buy you results, but seat time will.



**Photo - Croft Grass - Helen Gibbon**



**Photo courtesy - David Shield**



## SMC Stages - Weeton

PHIL Merrills and Jason McTear shrugged off the sub-zero temperatures to claim a top 20 finish on the SMC Stages at Weeton. The Clitheroe DMC pair finished 16th overall in their Honda Civic Type R and were happy just to make to the finish.

"We were hoping to get well inside the top 10 but with icy conditions we were just glad to get the car home in one piece, because dozens of others weren't as lucky," said co-driver McTear, who lives in Darwen. Although there was no snow at the Blackpool army camp venue, the temperatures never got about minus three degrees all day, creating problems for crews who were unable to get any heat – and therefore any grip – into their tyres.

"We spun three times on the first stage because of cold tyres, which immediately dropped us down into the thirties.

"Although we managed to claw our way back, we simply ran out of time and mileage to get any further," added McTear.

"However, we bagged some points for the SD34 Championship and the car is undamaged, so we pretty happy with the result.

"We would like to thank the organisers, Stockport Motor Club for a really well organised event, and to the marshals who stood out there all day so that we could enjoy ourselves."

**Lancashire Telegraph**

## The Cotswold Motoring Museum celebrates 90 years of motorsport

The tranquil Cotswolds village of Bourton-on-the-Water may seem an unlikely place to find yourself immersed in the sights, sounds and smells of motor racing, but that's just what you'll find in the latest exhibition at the award-winning Cotswold Motoring Museum. Entitled 'Mud, Track and Tarmac', the newly opened exhibition tells the story of the history of motorsport through the activities of CSMA Club members from 1923 to the present day.

**10% off admission price for Motor Club Members**



## Rally North Wales postponed

Wolverhampton and South Staffordshire Car Club Ltd, organisers of the Rally North Wales which was scheduled to run on the weekend of Saturday 6th and Sunday 7th April, after careful consideration, took the decision to postpone the Welshpool-based event.

Event Manager Kevin Witton explains the reason for the postponement:

"Since Wednesday (March 27th) of last week we have been closely monitoring the adverse weather conditions within and surrounding the Dyfi, Dyfnant and Gartheiniog forests which were to provide the Rally with its competitive sections. Today (Monday 1st April) we made a more detailed survey of the gravel roads to be used as Special Stages and found them all to be covered with significant patches of hard ice.

"Given the depth of the ice, especially on the exposed North-facing roads and under the trees, and the long-range weather forecast, it is unlikely to thaw before the event is due to start. The three of the four Clerks of the Course, who are responsible for the safe running of the rally and who drove through the stages today unanimously decided that for the safety of Competitors, Marshals, Rescue and Recovery crews and Spectators the event should be postponed.

"This was not an easy decision to make, but based on what we experienced first-hand, it's the right one. We will now begin discussions with the Championship organisers in an effort to find an alternative date for our event, which should have been the opening round of this year's BRC."

Approaching 140 entries had been received for the Rally and the organising team worked well into Monday night to advise every one of the situation.

BRC Manager Mark Taylor commented:

"It is a crying shame, I think we have all seen far too much snow this winter. I feel for the organising team who have spend the last six to eight months preparing for this coming weekend, to have to make such a difficult but correct decision on safety grounds is a real blow for them and the many competitors looking forward to kick starting their season.

"We will be consulting with the event, our competitors, agencies, the MSA and the other championships over the coming weeks in the hope of finding a mutually acceptable solution. When we are in a position to communicate further news, we will do so.

I was driving up the motorway and my boss phoned me and he told me I'd been promoted.

I was so shocked I swerved the car.

He phoned me again to say I'd been promoted even higher and I swerved again.

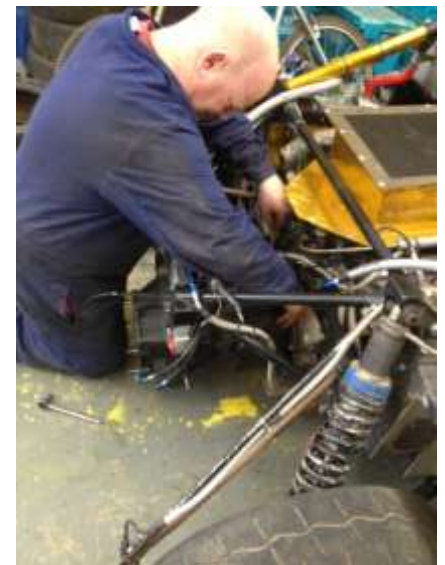
He then made me managing director & I went right off into a tree.

The police came and asked me what had happened. I said "I careered off the road"





Photo Courtesy : Michael Davies



## Horiba D'Isis Stages Rally

After the tour of Eypnt back in March, we found the car difficult to push on to the trailer, so when Andy got the car back to his workshop, further investigation showed there to be problems in the transmission area.

Without going into too much technical blurb (basically cause I don't know what I am on about!) there were bits of gear box going round, and it damaged the oil pump etc. causing over a thousand pounds of damage, because when Andy had got the box originally, they hadn't fitted a oil filter to it, which would have stopped all the bits going to the pump. So Andy says, have we to do Mira, when I have rebuilt the box, it is my local event, - yeah no problem, when will the box be ready? I've ordered the bits, and it will take me a day to put it back together,

sorted. So I drive down from Blackburn to meet Andy at his workshop, the day before the rally, to find a gearbox casing being cleaned, and a bench full of cogs and cwp and diff like things, so as 10.00pm approaches were just finishing loading the van, back to Andys house bit of spagbol, glass of wine and off to bed for a 5.00 start, and were only ten miles from the venue! Scrutineering and noise out of the way, paperwork sorted, start time 9.31, at 9.10 I start to squeeze myself in, and get myself organised. 54321 and were off, 100 HPR 200 line, to HPL carry speed, about a mile further on, and we turn SQ R where Andys rally finished last year on stage 1, 5R 9L and we are sideways, and end up 6 inches from the Armco, 25 seconds are lost trying to get reverse. The marshals come and push us backwards, and were away before Lydon Barton catches us.

Back in service one I leave Andy and the lads to sort the car, while I check the times, 22nd after the first stage, and 45 seconds off the leaders pace. SS2 repeat of 1, a change of tyres and Andys on a mission, we catch Ross Daniels impreza just before the finish, we check the trip meter, and it shows 145mph was the maximum speed for that stage. Were up to tenth o/a. SS3 and we catch and pass the Impreza this time.

Car 1, Tommy Morris is out and we have moved up another couple of places, Andy says we can get a top 5 here, Second fastest on SS4 and fastest on SS5, and we are 5th o/a, cars running faultlessly, Roger Morans out, broken suspension on his Escort, up to third. A couple of delays, and we are thinking, we wont get all 8 stages in,

It starts to rain, SS6 we take 6 out of Ben Burt (Darrian), but lose about 14 to Washington James (Darrian) I check with the organisers, yes the last 2 will run, the gap 1 to 2 is 38 seconds and 2 to 3 is 13 seconds.

SS7 and its chucking it down, Andy goes with inters. Half way round Andy shouts Denzils (Washington) been off !! We catch them up on one of the long straight, he is missing the rear clam, and has a puncture, he pulls over and lets us pass. That's second at least I think, as the are supposed to stop for punctures.

Andys flying and shouts we can win this, as I call flat 1 L and !1R, he doesn't lift even in these conditions, at the finish line we sign the amendment that says it was the last Stage

We check the times with the other two Darrians, and we are third,

Ben Burt won, and took another 7 seconds out of us, well done to them. Third O/A, I would certainly taken that, if I had been offered it the previous day, with the box on the bench, cracking days rallying though, good stages, well set out and arrowed, and not a cone minefield, one of the best single venues I have done.

## David Bogie wins to boost title bid

Defending champ David Bogie grabbed his first win of the season after dominating the latest round of the Scottish Rally Championship, the Aberdeen-based Coltel Granite City Rally. The 25-year-old from Dumfries was fastest through four of the five stages in his new, ex-Colin McRae Ford Focus WRC car.

"The car was pretty awesome today," admitted Bogie, who finished 1min 24secs ahead of the Mitsubishi of Aberdeen's Chris Collie. "The crucial thing for me was to come out of the opening stage with a lead. That gave me the confidence to push on, and after that I feel I drove pretty well. "I'm slowly getting to grips with the car, and today's stages really suited the raw power of the car. "It's great to get my first win of the season, and now we can start concentrating on trying to win the title for a fifth time in a row." But early in the day, Bogie, again co-driven by Hawick's Kevin Rae, was made to work hard for the win. Having opened a five-second lead over the Subaru Impreza of Jock Armstrong in the first stage at Fetteresso, the Castle Douglas driver took two seconds back in the next stage at Drumtochty.

Undaunted, Bogie then went nine-seconds faster than Armstrong in stage three at Glenfarquhar to extend the lead back to 12s. Disappointingly, Armstrong's rally ended on the penultimate stage when the engine of his Subaru blew up. But the day was even shorter for one of the pre-event favourites, Euan Thorburn.

The Duns-based driver, in another Focus WRC, was expected to challenge Bogie at the top of the leaderboard, but he was forced to retire midway through the opening stage when he flattened his car's exhaust.

"It's really disappointing," a gutted Thorburn admitted afterwards. "We came through a blind left-hander and it was rough on the exit. "Unfortunately there were two big stones sitting right on the line that we were committed to, and there was no way we could avoid them. The impact wrecked the exhaust."

Championship leader, Banchory's Quintin Milne, entered the final stage in second place, five seconds ahead of Collie, but finished the day fourth.

Just four seconds eventually covered second to fourth, with Kirtlebridge's Mike Faulkner third, one second behind Collie, and Milne a further three seconds adrift. "I drove well through the final stage, but possibly backed off just a wee bit too much thinking about the championship," Milne said. "I'd love to have been on the podium for my home event, but the main thing is we've scored another good haul of points in the championship."



## BUTLINS Somerset Stages Rally McCloskey Conquers the 'Payne Barrier'!

Connor McCloskey and co-driver Francis Regan have won the Butlins Somerset Stages Rally in their Subaru Impreza WRC. However, in order to take victory, it was

necessary to overcome the challenge from early leaders Charlie Payne/Paul Spooner whose Ford Focus WRC set fastest times on the first two special stages of the day. The Irishmen then retaliated by doing likewise on five of the next six to put them into a lead they maintained through to the finish at Butlins Resort in Minehead.

After 44 miles of competition on Exmoor, the winning margin was just 13 seconds while 3rd overall, in another Impreza WRC, were Kevin Rowledge/Andrew Bargery. Midlanders Pat Naylor/ Ian Lawrence finished an excellent 4th in their Group N 'production' Mitsubishi Lancer EVO9, taking a class win in the process, while 1993 Somerset Stages winner Pete Elkins, accompanied by Andrew Joll, was fifth in his Ford Focus WRC. This was the first event that the Westbury driver had started for twelve months after retiring on the first stage of the 2012 rally! Rounding off the Top Six, two seconds adrift of Elkins, was the Impreza of Rob Smith/Ross Weir.

Following the recent cancellation of the opening round of the British Rally Championship in North Wales due to bad weather, a number of crews had looked to the Somerset Stages for some 'match practice' prior to the re-scheduled start of their season. From them, the Citroen DS3 of Tom Cave/Ieuan Thomas was 9th, claiming the top two-wheel drive award, with the similar car of Callum Black/James Morgan three places behind.

Forty of the 130+ entry were contesting the 1400cc category and, for the third year running, Julian Wilkes/Will Rutherford-Child came out on top in their Vauxhall Nova VXR 190. Having gone on to win the Millers Oils 1400 Championship in 2012, the Taunton driver's defence of his title has now seen him take maximum points on each of the first three rounds. The Proton Satria of former champions Darren Pinchin/Karen Watts, the 2010 winners in Somerset, was second, with Harry Gardner/Elliot Graham (Peugeot 106) in third place.

The battle of the Ford Escort MkIIs was settled in favour of Robert Barrett/Pam Hilton, from Rob Dennis/Andy Boswell, while Somerset regulars Theo Bengry/Les Forsbrook also took a class win in their 'Historic' version. Retirements on the day included Stephen Petch/Ian Windress whose Focus WRC succumbed to starter motor failure at the beginning of Porlock Toll Road and the Lancer EVO9 of Jamie Anderson/Ella Flynn that was forced out with gearbox problems shortly afterwards.

The Butlins Somerset Stages Rally is the third round of the REIS – Get Connected BTRDA Rally Series. Connor McCloskey and Francis Regan arrived in south-west England as leaders and, in spite of a lack of local knowledge, consolidated their position at the head of the points table prior to the Welshpool-based Plains Rally in Mid May.





## Devils Own Classic Rally 17<sup>th</sup> March.

Team Mitchell decided to enter the Devils, partly because the front end of the year was looking a bit thin with the postponement of the Illuminations and the rescheduling of the Rhymoor. Kirkby Lonsdale MC had made the sensible decision to open the event up to moderns by running on a navigation permit and in our endurance spec 205 we had a car which could cope with the rougher tests. It was good to see regularity sections feature of the event too, I know they have their detractors, but to me they balance up the skill set requirement and make it more of a challenge for the navigators. True to form for this winter the morning of the event was somewhat dicey, on my run over from Yorkshire the weather got worse and worse, such that by the time I got to the Heaves Hotel for the start, there was about three inches of snow and it was still coming down. I had my doubts that it could run if it carried on and was glad we weren't running Car 1, sweeping the tests clear of snow.

We were seeded at 11 according to the finals and scrutineered by that number, but at signing on there was a different list and we were now running car 29. The time cards weren't numbered but the advice was to put 29 on them too. There was a lot of speculation as to why the numbering had changed, it crossed my mind that it was to avoid the problem of the faster cars sweeping the snow, but that did seem a bit unfair on Peter Birtles and Richard Goodacre who drew the short straw at car 1, rather than their seeding at 12. However about 10 minutes before the first car was due out and announcement was made that we should start in our original seeded order, though I'm not sure if everybody heard.....! The next interesting challenge was to get out of the car park and find the start control, the snow had made parking arrangement's tricky and many had assumed the control would be at the gate as you left the hotel grounds, this meant cars were all over the place turning round and getting stuck, the 'control' was actually just a harassed Lady stood outside the door without a clock.

We finally got underway checking the Cars odometer on the measured mile, it actually seemed spot on which was a nice surprise. We had attempted to fit my Brantz trip into the car but the gearbox fitting I bought was incompatible and we had no time to fit a cable sensor. The first test was at Elm Tree Farm, better known as 'Arthurs' near Millness. A fairly tight loop around the farm buildings with a stop astride at the foot of a very sharp ramp, sensible move, I've hit my sump on that hard before now. The weather had warmed quickly and the snow wasn't presenting any problems, the tight turns and lack of an efficient handbrake were though and a three point turn was required on a tight turn. We clocked 48 seconds, respectable but 6 seconds off the quickest, Dave Marsden in a Mk1 Cortina. Off we go then to test 2, the old Station yard at KL now a transport depot, to dodge around some more cones and the large and hard looking artic trailers, we nearly missed a cone on this (my wrong call) and had to reverse back dropping ourselves about 20 seconds.

Next port of call was Kirkby Lonsdale market square to pick up the plotting instructions for the regularities, we had the start and finish of both already and it looked very much like we would be visiting the forest at Old Park a few miles further north, the start of the first regularity was on the yellow a few miles south, the second started at the turn in to the forest the finish of **both** regularities was at the exit of the forest, both starts were 'self start' to save marshals (sensible move). The instructions we received in the market square looked straight forward enough just a list of map refs as VIA's, except there was something odd going on. On the first reg, the penultimate VIA was the entrance to the forest, the last Via (the finish) was the exit from the forest, but the third from last was actually **in** the forest. Ahh clever thinks I, we are doing two loops of the forest on the first regularity, then a third loop for the second regularity, what a great use of a superb piece of road. So we set off into the first section things going smoothly enough, pretty much zero penalty at the first IRTC, then into the forest keeping up the momentum at the second IRTC and on to the next control which, as I expected, was the exit of the forest, we quickly took the time and went charging off down the yellow to start our second loop, then I released the marshal had filled our time in for the finish, not the box above which would be the IRTC..... however maintaining 30 MPH on those roads, left little time to ponder this. But as we reached the control in the forest again the marshal gave us a time and wrote it in the box for the **second** regularity, commenting that I hadn't filled the self start time in. *'But I'm only on my second loop we have another to go'... 'no you only come round twice mate'..... 'eh wtf!!!'* Again with no time to loose we shot off to complete what was now the last section of the second regularity, I cheekily filled in the self start time and made sure we were early not late, (I had noticed a line in the instructions stating 'no early penalties on the second regularity'!). I was a bit non plussed by all this, but thinking about it we hadn't lost anything as the first regularity went fine and we just lost a few seconds from the second puzzling over the marshals revelation (18 to be precise).

Setting off to the next test we passed Tot and Maureen Dixon going the opposite way, this had me even more puzzled as I was really worried I'd missed something about those damned map references. **(Continued on page 18)**





## Devils Own Classic Rally 17<sup>th</sup> March.

*Continued from page 17*

TEST 3 was next in Piggy's quarry GS5993, a simple out and back around the rough quarry, then on to test 5 (4 was scrubbed). 5 and 6 were in the quarry at Shap we did them twice to make 7 and 8. Both good tests but we struggled to get a quick time with climbing starts, the 1360cc Pug sometimes feels like it's got a Caravan on the back compared to the Clio or even my old Alfa GTV. Running nearly at the front we weren't affected much by queuing, but it did look like it was going to take a lot of time to clear all the cars through the four tests. We found out this was definitely the case after the lunch halt at Tebay Truck stop (very nice too...!), when we were held up for half an hour at the start of test 9, Clarkes Farm. The test ran up the white through the farm and back out through test 7 on the quarry road at the top, except the rest of the field were still going through an hour and half after we had. I love Clarkes Farm the twisty white leading in to it is a cracking piece of road, though I'm not sure why the start was half way up this time, still it's a great test and should have been run twice in theory. The delays, however meant the organisers had no option but to scrub the second run together with the second pass through quarry at the top.

This just left two more tests a couple of loops around the farm at Giltwhaiterigg just north of Kendal, a spot of Brain fade here saw Steve trying to go the wrong way around a cone first time, thankfully we stopped and reversed in time and just dropped 10 seconds or so. Our early position on the road and the cancelled tests meant we were back at the Heaves Hotel for the finish at around about 16.30.

After a lengthy wait, helped along by a cracking meal the results started to filter out at about 19.30, there seemed a good deal of confusion though. Were the numbers on the sheet, seeded numbers or running numbers?, nobody seemed sure of this especially as certain cars that didn't finish seemed to have a full set of times and this seemed the case which ever numbers you used!. I wasn't entirely surprised to see one of the regularities cancelled, but a bit disappointed to see it was the first not the second. It transpired the map references had been written in the wrong order, so only one loop of the forest was required the first time. In my view that error affected the second regularity not the first. There was however another rumour going about that Tot and Maureen had been given an entry list, not the route instructions in the Market Square, hence why they were coming back the other way after we had finished the regularity, their protest about this got the first one scrubbed, they found the second one and did it OK.

Final results saw Tot and Maureen Dixon in the Mini winning on 11.15, Dave Marsden Mike Garstang 2<sup>nd</sup> in the Cortina on 11.37 and Paul and Jayne Wignall 3<sup>rd</sup> in their 911 on 11.48. First of the moderns was Tom Vipond and Chris Woods in a 206 GTi on 11.54, we wound up 14<sup>th</sup> on 14.11.

All things considered the event was still enjoyable, I like this format of rallying, having done a number of years in Historics, but I do feel KLMC are missing a trick with the Devils Own. There is such a resurgence of interest these days in the Motor- ing News championship, that the events synonymous with those great days need to start cashing in on it. The Devils Own could be made great again if it reverted back to the format it ran a few years back with daylight tests together with a night section, perhaps consideration needs to be given to combining the Lonsdale Belt and Devils together to take advantage of this?.

**Ian Mitchell CDMC & Ilkley**



## Kick Energy Rally

Formerly the VK



It's with massive disappointment we have to announce the postponement of the Kick Energy rally of Derbyshire.

Having just been round the route the best we could, it is simply too dangerous / impossible to negotiate a lot of it. Several re routes could have been put into place but it would have certainly been a shadow of the event we had planned for everyone. The snow drifts that were affecting the route were deeper than the walls and frozen solid, thus no chance of melting before the week-end.

From a marshal point of view we had only a few suitable parking areas and routes between controls would have been limited to say the very least.

We will be looking into a new date that will hopefully suite everybody, but people who do have an entry will have a preferential entry for the re run. Everyone will be contacted in due course from Fran the entries sec

David Cameron was visiting a primary school and he attended one of the classes.

They were in the middle of a discussion related to words and their meanings.

The teacher asked the Prime Minister if he would like to lead the discussion on the word "tragedy". So the illustrious leader asked the class for an example of a "tragedy".

One little boy stood up and offered: "If my best friend, who lives on a farm, is playing in the field & a tractor runs over him and kills him, that would be a 'tragedy'".

"No," said Cameron, "that would be an accident."

A little girl raised her hand: "If a school bus carrying fifty children drove over a cliff, killing everyone inside, that would be a Tragedy."

"I'm afraid not," explained the Prime Minister "that's what we would call a great loss."

The room went silent. No other children volunteered. David searched the room.

"Isn't there someone here who can give me an example of tragedy?"

Finally, at the back of the room, a small boy raised his hand....In a quiet voice he said: "If the Air plane carrying you and Mrs Cameron was struck by a "friendly fire" missile & blown to smithereens, that would be a tragedy.

"Fantastic!" exclaimed David Cameron. "That's right. And can you tell me why that would be tragedy?"

"Well," says the boy "it has to be a tragedy, because it certainly wouldn't be a great loss and it probably wouldn't be an accident either!"



Steve Head / Brynmor Pierce

## Illuminations Rally - Best seat in the house...I think so...

Considering I've been promising Moz for some time I'd write a report and enjoying the monthly newsletter so much, what better opportunity than on an event in the area.

After all the 'will it, won't it' run scenario over the Illuminations, finally on the 13<sup>th</sup> April I made my way up from North Wales for a 'bit of a do' on the fells.

Now to put it into context it's 7 years since I last did an event in these parts, so the thing that immediately struck me was how low key the rallies are compared to on my home patch. No throngs of spectators, arrows here there and everywhere and queues at signing on etc. In some ways it was a nice change to enjoy an informal atmosphere.

Around 8pm my driver for the night, the legend that is Steve Head turned up then the wait for route at 10pm....now as an organiser I've had to make last minute changes myself, however the finals gave a set of amendments which we were to plot when we got the route, upon doing so it didn't work. It was then we found out that the amendments were now cancelled which was a surprise, but soon re-plotted and away we went. I must say the route looked a cracker with many of the old Colman Tyres motoring news roads being used, although I was surprised at the lack of controls/short sharp sections.

Steve and I decided to do the 1<sup>st</sup> section as a get to know each other, but from the off it seemed we were working well together and all was gelling. I've now come to realise where the old term 'northern brow hoppers' came from as some of the jumps are vicious up there and quite a leap of faith (literally) without safety marking or notes as they'd have used back in the day. Passing Dennis Quinn's Escort looking rather sorry for itself was sad to see but by Petrol a nagging feeling was beginning to set in, we were clean and we knew cars 1 and 3 also were. We'd been having some issues with the gearbox late in the 1<sup>st</sup> half also, only to find the induction had come loose and was fouling the cable, re-attached and away we went.

2<sup>nd</sup> half looked like it may have a dropper and my gut feeling was the organisers would be flooding the short twisty section with controls to make certain of a winner, however having cleared this sadly not...on over Buttertubs (scary in the fog!!) and towards the last few sections. Could we be dropping in the section past the golf course...I was living in hope but too soon we arrived at the final control all clean.

A cracking breakfast at the finish followed (to be fair it's one of the best I've ever had) and the wait for results....much chat ensued over a brew and I was told the organisers had lost a 'sure dropper' due to the snow, very unlucky for them indeed. Unfortunately the results were settled on the smallest engine principle which is never an easy pill to swallow and saw us 3<sup>rd</sup> (a good result all the same).

In summary a great honour to sit with Steve and a very enjoyable route from MCC, my thanks to them and their marshals for that. Sadly though the timing issues left a taint on the memory and really that does need addressing before the next event. Would I be back, most probably as it would be an honour to win an event with such a history, the roads were cracking...end of October was it?? (but please, please get some droppers and tidy up the communication)

**Brynmor Pierce**

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# Illuminations Rally

## The 'Will It Won't It' Rally eventually took place!

**Derek had better have someone stood next to him when he reads this report just to pick him up when he faints! The route was Very, Very GOOD.**

I enjoyed most of it enormously. I say most of it because there was bits I did not enjoy – some of it down to the organisers but most of it down to me. For reasons best known to themselves, the organising team seem to avoid the internet as though it were a plague. The communications from the organising team were sparse. It is 2013 and the internet has now been around for 20 years. It is a fact of life these days that people communicate via computers and mobile phones using the internet, that is unless you are Derek Shepherd who seems to want to deny its very existence – *“Derek dose not do BRF, facebook, twitter, or twatter, however, myself, Chief marshal and JCP Treasurer and computation secretary for MCC do facebook and BRF, so we try and keep people up to date, as soon as the new date for the Illuminations has been fixed we will let you know on here and by email and facebook”*

So where did we go – From the start at the Station Hotel in Caton it was a short run out to Wrayton for MTC1 & TC1 just past Bull Bank, past Scaleber and slot left just after Black Wood and into TC2 before heading down towards Burton-in-Lonsdale – across the cross roads and into the 1<sup>st</sup> NAM, quickly followed by NAM2 where the Code Board was missing which caused several crews to drop time at TC3 as they searched for the missing board. A

sprint past Raygill, Langster, Nutgill Farm and Newby Moor took in TC 4 & 5 before heading down to Black Bank and the Quiet through Giggleswick. RC7 was on the bridge at Low Paley Green and following our near collision with the railway bridge here on the Clitheronian I was calling for Andy to back off (probably a little early). Before TC7 and before going through Giggleswick, Anthony Brindle was doing a Noise Check. Anthony had an enormous red reflective sign advertising the noise check, however Dave “Ticker” Whittaker mistook it for a road works ahead sign and almost collected our noise check man as he attempted to stop Dave.

Then it was through Settle onto the Horton road turning off at Langcliffe to TC8. From TC8 it was up Cowside to TC 9, then Capon Hall and slot left past Malham Tarn. At NAM 5 we very nearly took out Mark & Tom Byrne (Car 18 Nissan Micra) as they exited the NAM just as we were coming in. Then it was a blast over Darnbrook and down to Arncliffe. Somewhere along this stretch we came across the course car (piloted by Mr. Denis Quinn) who had managed to make a very rare error and was beached up against a wall on a snow bank.

From Arncliffe it was a gentle run through Kettlewell, Starbottom and Buckden to TC13 and back competitive for the run over Langstrothdale and Outershaw before Petrol at Gayle. Bruce Murgatroyd (Car 8 & MCC Chairman) and Bob Hargreaves had a bit of a heavy landing on a jump just past Malham Tarn which caused the spare wheel carrier to break loose and drag along the road. The spare wheel carrier was re-attached at the control at the end of the section (TC10) and they were able to carry on until the exhaust bracket broke somewhere over Outershaw. Attempts to repair the exhaust bracket at petrol were not successful and it was game over for Bruce & Bob.

Out of Petrol and off to Bittersett (TC17) and down to Countersett and past Semer Water, NAM9, where we nearly got our feet wet spinning round at the waters edge to get a good look at the code board. Quiet through Bainbridge & Askrigg before the run over Summer Lodge Moor (the wind over there was flattening Code Boards – RC 24 had been blown over and Andy got out of the car to read it before putting it back up for following Crews) From TC 20 to TC26 it was a fairly gentle run over Butter Tubs and down Widdale.

Now for my Down Fall – TC26 to TC28. We left TC26 and 90 right and 90 left over bridge into Cowgill look for slot right and ignore the 90 left 90 right over bridge – cant see slot right and go over the bridge. Turn round and go back to find it – on the way two other competitors pass us going the way we have just turned around from (must have missed it like me I thought – wrong!) eventually decide that they were right and it was me that was wrong! Arrive at TC 27 (End of Dent White/ bypass) and dropped 3 minutes (Stupid!)

Andy now has a right Monk on and driving at a brisk rate. Next cock up – we arrive at Catholes (Turn in front of the Golf Club said the instructions – but which way – the correct route looked just like the driveway to a private house) eventually take the correct route after much deliberation and now Andy is on a mission as we make our way back to Gawthorpe and ready for the run over Barbondale – no time dropped but not for the lack of trying from yours truly!



Photo Courtesy Duncan Littler,



The Beach at Semer Water—pre Rally

**Continued on Page 21**



# Illuminations Rally

*Continued from page 20*

TC 29 to TC31 is the run over Barbondale and past Casterton. We catch Matt Broadbent/Joe Cruttenden after RC 39 and are pushing him a bit. I thought he had pulled over to let us past at the 90 left before NAM 15 but talking to him at the finish they had slid wide and nearly clipped the gate. Matt and Joe then chased us down the Roman Road to the end.

All in all thoroughly enjoyable, a bit slack but those classic moorland roads might have been droppers in the day of Targa Timing but with BBC timing easily cleanable – unless your idiot navigator makes a mistake – looks like I wasn't the only idiot out on this event. I fully expected to be last, but one way or another other Navigators made errors too (different ones to mine) and we managed to finished 12<sup>th</sup> O/A.

## Now for the Bad bits.

1. I said it earlier but MCC really have to get to grips with the internet. They can pretend that it does not exist as much as they want but these days some events get all their entries and publish Regs and final & results on line.  
Catch up with the rest of the world. I don't know how they were going to let Marshals know of the change of start venue but I was inundated with requests for information from competitors and marshals.  
(Why me - I am not even a Morecambe member, but if the organising team refuse to tell them anything I assume the rest of you think I know whats going on just because I edit this rag - let me assure you they don't tell me either, in fact I am probably the last person they would tell)
2. The route information (well ours - I did not look at any one else's - I didn't have the time) was not the best. Many of the references, at first, plotted in the middle of nowhere. The quality of the printing was poor and 3s, 5s, 6s, 8s, and 9s were hard to distinguish between (especially in a car with a fluorescent light - the same for 7s and 1s. It took several attempts before a lot of the references made any sort of sense.
3. The final instructions - I think we got 3 versions (have not checked exactly how many we got - might have been more) each correcting an error. Between issuing the final instructions and the event itself there was more than enough time to incorporate the amendments to road book / Route card. It All added to the confusion, and then the amendments were abandoned. Other than that - I enjoyed the event very much (Other than my screw ups).  
The roads were superb as were the marshals. The difference between one event being brilliant and another being poor is in the detail and once again the detail is what let the Illuminations down. Not as much as last years event (2011) but still a way to go.  
You would have thought that with 4 attempts and after 6 months since it was first scheduled to run they might have checked (and then double checked) that everything was correct and got it right on the night!

**Moz Ellison**

# Illuminations Rally

## Out on the Clocks again

Well another event marshalling, this time it was the Illuminations road rally for Morecambe car club and as expected it was up to their usual standard.

Firstly there was the change of start and finish venue which it seemed to take ages for the club to pass this information on to competitors and marshals alike. In fact I think it was the Wednesday before the rally that they finally posted something on their Facebook page to confirm this.

Upon arrival we signed on for marshalling and no one from the club bothered asking if we had any experience, we were just given 2 TC's. This lack of asking for experience was shown when a young lad who turned up to marshal for the first time ever was given a TC and no information as to how to do this. Then there was the marshals pack, come on guys seriously not every marshal comes with maps, surely its better to give people a large print out showing the area they are marshalling in (or at least show them how to get near so that they can use the map you gave them) rather than only a couple of grid squares!

So off we went up to Arncliffe to our first TC, and when we got there we could not believe that our TC was so close to two separate houses, certainly well within 500m. So out came the 4 squares printout and sure enough we were in the right place! You would have thought that common sense would have prevailed and they would have moved the checkpoint ¼ of a mile up the road. That would have stopped cars queuing up outside peoples houses reducing any possible complaints from residents also the quiet there could have then been extended which should have slowed vehicles down hopefully assisting to reduce the number of cars that cleaned the event !

The first TC was rather uneventful, apart from finding out that Denis Quinn had crashed out in his escort before getting to us and the Peugeot 205 that had lost his under slung spare wheel somewhere over Malham everyone else got through without any major issues. Great to see Ian Bruce car 16 on his first ever road rally going so well and smiling like mad!

From Arncliffe we headed over to just outside Dent for our next TC, this was right on a crossroads, again pretty uneventful here apart from car 22 coming past us in the wrong direction, flicking it round on the handbrake and shooting off back to try and find the right route! Then 3 crews that seemed to be following each other in the wrong directions all looking for the right route so clearly some tricky navigation around there.

By all accounts the route that was provided was spot on and certainly the bits of the route we drove over seemed to be absolutely brilliant roads, it just seems a shame that with all the time they have had to plan this event and the quality of the roads they used that they have let themselves down by not looking at the little details making what should and could have been a fabulous event into a distinctly average event.

Surely the time has come for people within MCC to stand up and be counted. A club, and an event with such a rich heritage surely deserves the support of more members within the club. Lets hope that more club members get involved with the next event and make the Morecambe rally one to remember for all the right reasons.

**Matt Kiziuk**

# Illuminations Rally

For us this was one of those events where the few hours leading up to the start were more stressful than the actual rally. In fact, I think I dropped off at one point. But more of that later. After spending the best part of an hour trying to get some in air into the tyres and ending up swapping wheels around the car due to a faulty valve, we were underway, with me pondering how much plotting time I might be losing. Turned out not to be a problem. "Don't panic" says Paul. **"What me, panic?"**

We get to scrutineering and I need to use the poti to check exactly where we're going. "Why is this not working?" After much ferreting about in the car's wiring and borrowing of fuses, still no poti light. So I was consigned to read the map through the poti by the light of my head torch. Worked quite well as it turned out.

With the final instructions came a route amendment asking us to ignore numerous plot references and alter others. No problem, except that the resultant route didn't make any sense. After much cursing, head scratching and glancing at the clock (thankfully we had 2 hours to plot), I had to admit defeat and ask the lads in the next car if I was missing something. Indeed I was. An instruction that we hadn't been given to ignore the amendments sent out with the finals.

Ah, now it made sense. Sorted.

Looked like a belting route, and indeed it was. Get your 97 and 98 ready.

Started just after Wrayton, past Burton in Lonsdale heading out towards Black Bank via Clapham (being careful not to wake up Mrs Smith).

Navigating Settle was tricky, but we managed it without losing time.

Out towards Arncliffe via Malham Tarn. Turn right in Arncliffe, staying south of the river and left up the B road taking us up to Langstrothdale and over the moors towards petrol at Hawes.

Re-start just west of Burtersett and a quick loop through Countersett, past Semer Water and the infamous NAM 9 (that still smarts -more later) and up to Bainbridge.

Re-start competitive North West of Askrigg and over the moor. Over the Bridge at Low Whita and left on the B road, leaving it at the next bridge and then right towards Muker (not using the white). Down through Butter Tubs (where else?).

Quiet through Appersett and then over Widdale, slotting right towards Dent. Use the white above Dent to avoid the centre and heading North West for a quick loop past a golf club and double back towards Gawthrop. Turn right and over Barbondale and down towards the final MTC near Kirkby Lonsdale, staying west of Casterton. Back to the start/finish venue for a cracking breakfast.

Cracking route.

Trouble was it was very cleanable. So much so that we did clean it, according to the results. We actually dropped 24 seconds in the fog and 6 seconds on the section before Barbondale – entirely due to me taking us on a brief excursion into a farm when I lost concentration (nodded off). So why did we only come 18<sup>th</sup>? NAM 9. **NAM bloody 9!**

The car park on the beach at Semer Water. We knew where it was, we went into the NAM, but could we see a board? 1 Fail.

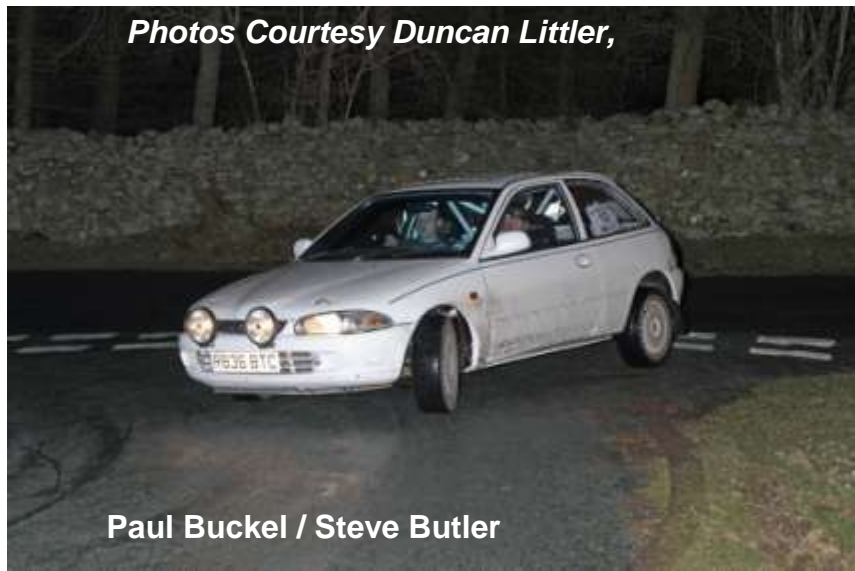
One of the reasons we cleaned it, where a few dropped time on the first section, was that we didn't spend time looking for the second NAM which wasn't there. A good decision, so we made the same decision at NAM 9. Big mistake. Like I said, it still smarts.

Thanks to Morecambe Car Club for putting on one the best routes you'll find on these or any other maps and a big thank you to all the marshals who were all spot on and friendly all night.

See you on the Memorial. Regs are out as I type this and the entry's going in tomorrow.

***From the left hand seat of Car 12 – Paul Buckel/Steve Butler - Clitheroe & DMC***

*Photos Courtesy Duncan Littler,*



**Paul Buckel / Steve Butler**



**Paul Brereton / Jerry Hettrick**

# Illuminations Rally

So, at the fourth attempt Morecambe Car Clubs Illuminations Rally finally happened!. It seems this event has been fated, originally intended to run in November 2012, it was postponed, once for lack of entries and twice due to heavy snowfalls. Even running as late as the 14th April it was still affected by deep snowdrifts blocking part of the planned route. However to their credit the organising team stuck with it attracted a strong entry of 39 Cars and produced a rally with a cracking route over some of the best roads in the Yorkshire Dales.

It wasn't all plain sailing though, the communications leading up to the event were a bit confusing, the finals issued out by email on the Thursday night before the event had a list of Plot references which were to be deleted and some notes about which parts of the time cards to scrub out and even a due time to alter. It was however riddled with errors and sent out a number of times in different versions.

From our part the Lummies was 'must do' event, our previous attempt had come to a premature end in a boggy field when we put the Clio straight on at a ninety right, but up to that point it had been brilliant, we hoped for the same again. This time we were out in the 1.4 Endurance spec 205 and seeded 17th at the front of the semi expert class. We nearly didn't make it though when the clutch failed on the Friday afternoon. Fortunately various people rallied round and we got it fixed by early afternoon on Saturday with plenty of time to get to the start venue at the Station Hotel, Caton near Lancaster, we went through Scrutineering easily enough, though the noise tester did comment that our Tyres looked a bit marginal, truth is they are marginal, even when new!. Steve had taken the risky decision to use the Khumo V700's, which are a very soft, sticky trackday Tyre, even when new they only have 4mm of tread, but they grip extremely well, even in the wet. We had a spare set of AO35's in the boot of my car just in case, but only intended to use them if the weather tipped it down, standing water can be the Khumo's downfall.

The notice board at signing on had another set of revisions for us, more plot references to delete, one or two to correct and a few NAM's which needed adjusting. The event was pre-plot and crews collected the instructions 2 hours before their start time from MTC1 which was about 10 miles further North East near Wrayton. Plotting instructions were simple enough with about 120, 10 figure map references, some with approach or depart directions to plot. We decided to do it in the car as the pub was a bit noisy and dark, I have to say I was somewhat confused by the deleted references shown in the finals. Some of these referred to a series of route checks over the Buttertubs road, but it was obvious we had to go over that road as there was no alternative. The other set of deletions were right at the end of the event but again it was far from clear. We resolved to sort that one out at petrol as we had no time left by then.

So 00.17am saw us charging off from MTC1 into the first section, short and easily cleanable, the next section took us around to the south of Burton in Lonsdale, with two NAM's in quick succession, the first was easy to find the second was a problem. A car park appeared right where the plot said it would be, but no code board, just a confused looking crew in a Proton, we pushed on trying another likely spot a white leading to a farm, but that lead us nowhere and we had to reverse back. A number of cars were milling about looking, so we decided to trust our plotting and push on to the end of the section. We dropped a minute but at least got confirmation nobody else had found the missing code board. A minute wouldn't be a problem.... would it?.

Four more sections two more NAM's, 5 code boards and a noise check, brought us to the edge of Giggleswick, no time dropped everything running smoothly. A neutral section through Giggleswick and Settle to TC8 on the steep road out towards Malham Tarn, we dropped 30 seconds on the short section through to TC9, the 205 struggling up the Hill. The next section took us past Malham Tarn and out over the fell road towards Arncliffe, a tricky road with big drops off to the right we rolled into the control nicely on time, but were thwarted by the Marshals (a certain Mr Hudson and Pal) who decided we were 4 seconds late..... a few good natured choice words were exchanged over that!. A neutral through Arncliffe and then another competitive section brought us around to Kettlewell with a neutral up the Wharf Valley through to NTC13 just north of Buckden on the B road.

The next competitive took us around the hairpin slot left to Hubberholme and Yockenthwaite, a NAM at the tight Bridge near Deepdale took time out of us. This road climbs steeply out of the valley towards Hawes and we went into a dense fog bank here, at times we could hardly see over the bonnet,



1st O/A - Pete Tyson/ Neil Harrison



# Illuminations Rally

*Continued from page 23*

Steve employed Mick Briant's tactic of weaving from one side of the road to the other, it does seem to work as you can track road easier as your lights are pointing at the verge at alternate sides. Mind you I did worry what might happen if we weaved left when the road went right!.

Fortunately the Fog cleared by the time we reached the top and the fast road downhill to MTC2 a mile or so north of Gayle. I was surprised to clean this section, given the fog, two more NAMS and a couple of code boards.

The Petrol halt was at Hawes, there was no official information but we gleaned that the last section of the event was running so basically the route instructions handed out at the start, were correct, but the information in the finals mostly irrelevant. Not everybody had the same opinion though!.

The restart was a couple of miles east at Buttersett the section taking us up over the Hill to Countersett and into a NAM in the car park at Semer Water then another NAM on the way back down towards Bainbridge, no problems for us, a few missed the Semer Water NAM though.

A neutral through Bainbridge and back on it again on the high Fell road heading north west towards Reeth, with a number of code boards and a NAM plus another Fog Bank, for us this one was going to be tight, but we were just about on time when with just a hundred yards to the control, I miss read the map and what I expected to be a 45 left, turned out to be a slot left and we over shot. (Look more closely Ian!! , the road goes under the letter A). We only ran 50 yards down the road, but met head on with a 206 coming back out, as we reversed back, they nipped in front and into the control, there was already a Car queuing, so we were now three cars back.

By the time we could get the card over to the Marshal, 3 minutes had gone by a simple but a costly error.

The next section ran up the valley towards Muker with a neutral through the Village then back south over the Buttertubs pass, 8 minutes allowed and three code boards, no time dropped. A long Neutral back through Hawes and south on the B6255, to TC 25 near Redshaw Moss the route then went sharp right and over the top into Dent Dale through TC26 and followed the more northerly road, avoiding Dent (a black spot) by using a short tarmac White, to TC27.

Heading further west down the narrow road we took a tricky to find slot left and over an incredibly narrow bridge and a hairpin slot left into TC28, before heading back east on the opposite side of the River, we very nearly came unstuck here, on a 'not as map' ninety right approaching a good 20MPH too fast as it came up just over a crest. A lock of the brakes, lift and hurl it round, fortunately the Khumo's stuck (Those A035's wouldn't have) and we bounced around actually running on the kerb stones on top of a wall, I was looking at a six foot drop a few inches to my left!!!. Perhaps that experience made us a little more cautious as we dropped 16 seconds at TC29!. The cracking route continued south now over the tricky Barbondale road, with five more codeboards and a NAM to bring us to the final control as we met the A65 just east of Kirkby Lonsdale.

So back to the Station Hotel for a very nice breakfast, we didn't really know what to expect in terms of results, had we interpreted the changes correctly?.

When the results started to come out it was clear that we were far from the only ones cleaning most of the route, in fact the top four were all clean right through, I wasn't surprised. Our various slip ups had cost us 4.45 and placed us a very respectable 11<sup>th</sup> and third in class, just out of the top ten meaning we keep our semi expert status, we aren't ready to be experts just yet thanks.

The top places were finalised by engine size, which isn't ideal after a full nights rallying on those roads. The Mini of Tyson/Harrison won, followed by the Willan/Proctor - Proton, Head/Pierce – Proton, Harrison/ Taylor – Proton, all clean on 0 penalties. Fifth Harrison/Holmberg – Imprezza 1.00, Sixth Leckie/Beswick in a yet another Proton on 3.00. So less than two minutes separated 6<sup>th</sup> to us back in 11<sup>th</sup>, a very very tight result.

If only I hadn't missed that slot.....!!!

*Photo Courtesy Duncan Littler,*



**Ian Bruce / Tom Pritchard**

# “ROOF OF ENGLAND TOUR

I scrapped the idea of going in the Escort because it sounds crap with the engine misfiring. I noticed that there were two Mercs entered so I went in the CL500.

It was a lovely quiet and warm day (double glazing and climate control ) though lots of people had these silly little cars with a material roof that they felt obliged to remove (the sun may have shone but it was not warm on the tops) We had a very pleasant saunter through the dales and up to Hawes, lunch stop was at a farm park which was just about OK with a buffet of sorts. We finished at Lowther castle and it was a very relaxed and pleasant day. The morning was really good taking in a lot of our normal rally territory but the second half began to get a bit boring. We had been following a Moggy Minor for yonks when I said to Jeff “I’m falling asleep here Jeff I think we will move on a bit.” I think I shocked the poor old bugger as we passed him on a longish climb but I just love the pleasantly muted sound of the V8 as she climbs through the rev range.

There was one longish piece of road where we came up behind an MGB and I just had to have him, it was a narrow lane so I had to encourage him to move over with the aid of the horn and we got up a healthy bit of speed in a very short space before running out of straight and coming up behind a Lotus Elan, Jeff said its not far to the finish now but I said to him I have got to pass that Elan because he thinks its a bit special so I eventually got the opportunity and flew past him. Then we were back behind a mini and sedately followed him to the finish a couple of miles down the road. The little burst of speed woke me up and made the afternoon a little more interesting but all in all a splendid day out.

**PB**



Photos : Jeff Almond



## SD34MSG Inter-Club Table Top Rally Challenge Following Round 2 16th April

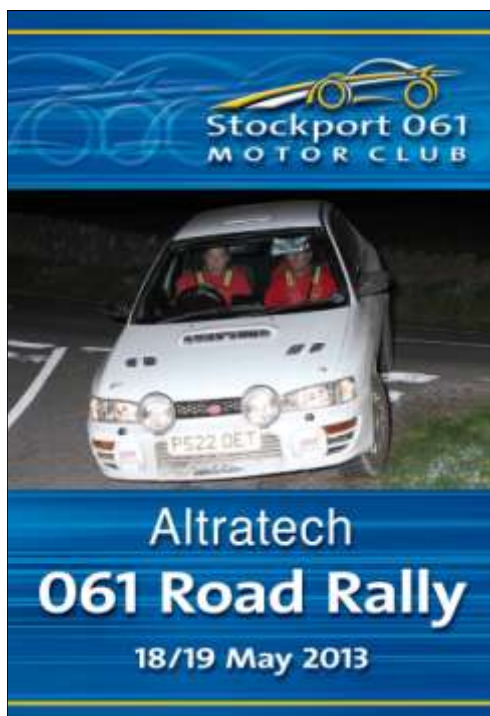
Pos	Name	Points
=1	Steve Butler	22
=1	Terry Martin	22
3	Maurice Ellison	19
=4	Matt Worden	16
=4	Tony Vart	16
=4	Steve Lewis	16
7	Matt Kiziuk	14
8	Chris Woodcock	12
=9	Sam Hargreaves	10
=9	Danny Hartley	10
=9	Paul Buckel	10
=10	Gavin Holmes	8
=10	Ian Farnworth	8
12	Jez Turner	7
=13	Pete Whittaker	5
=13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

**Next Round (round 3)  
More info next month  
(see Grumpy page 33)**



## G&PMC Memorial Rally

**15/16th June  
Regs available  
from  
[www.gpmc.org.uk](http://www.gpmc.org.uk)**



**Altratech  
061 Road Rally  
18/19 May 2013**



# Merrills Motor Services SMC Stages Rally

## BRASS MONKEY TIME

After our jaunts around the North West Stages & the Roskirk Stages rallies we decided to go back to one of our favorites which was the SMC Stages rally. The preceding days were very worrying with the weather causing deep snow within 20 miles of our house and the freezing conditions meaning the snow not shifting.

On Saturday the crew at Stockport MC gave us the all clear with little snow in the Blackpool area but with the windy and cold weather conditions we decided to drive the BMW up the M6 to Myerscough scrutineering. This was less painful than I thought it would be with the car plodding along happily at 60mph and the fuel consumption being very good. I could get used to this.

Scrutineering went OK and we drove home in the daylight and loaded it on the trailer before dark after swapping the tyres over ready for a forecast dry day on Sunday. We found out several crews had pulled out as their cars were buried in the snow. Weird weather!

Sunday was dry but very cold. The site at Weeton has very little shelter from the wind and it was ridiculously cold with the wind chill. We strategically parked next to the tyre van to try for some rest bite and sat in the 4x4 for warmth.

A lot of Warrington members were again supporting the event both competing and marshalling but the vast majority had braved the conditions to stand in the cold and marshal. The WDMC gazebo was erected and the lucky group were very cosy behind one of the last remaining buildings on the site.

After the drivers briefing we just sat in the car out of the wind until the start. The car all checked out OK and ready to go.

The first stage was good apart from the rear tyres with I had just bought not working straight away but Phil was coping with the rear sliding around a bit. The hyd handbrake came into play but Phil stopped using it as it was dry but very dusty which meant we were just sliding too much when he tried it. Adjustment of tyre pressures needed.

On stage 2 the notorious "I don't want to play coming out the corners" started. I was convinced that the fuel system was the cause. Despite this we were slowly moving up the table. Even by this stage there were a few bumps and scrapes and several retirements. A typical and all too common theme here.

The rest of the morning went well with Stockport's unique use of the venue meant for some very interesting stage layouts which I liked a lot. We had to allow a few cars to pass but we also caught a few cars as well with us regularly catching the 30 second car in front and at one point passing them. The car was running faultless once again despite the annoying lag. The only requirement with the car was fuel. Mr. Walsh suggested a fix on the vacuum system but it ended up losing us some mid range power so the cable tie was removed and we ran as we always do.

During the afternoon we had an annoying spin costing us a bit of time as we ended up square across the road and Phil only grabbing reverse instead of 1<sup>st</sup> several times. The rear tyres and a bit of gravel causing the incident as the driver did his best to get out of it. David Greenbank from the club was going well in his Subaru but Keith & Tony in their Mk.2 retired after a collision with the chicane earlier in the later had damaged an oil pipe which eventually ruptured.

On the last two the field was decimated with less than half the field running and we ended up with a multitude of different cars around us with Honda Civics, Scoobies and Quick Mk.2's.

On the last stage we witnessed the demise of the front running Subaru of Simon Bowen as it blew us just in front of us after we had just let it pass. We got stuck behind the stranded car losing us about 8-10 seconds but we got to the end of the stage and another rally. No navigation mistakes after my Three Sisters mess up.

I really enjoyed the day and despite our capacity handicap we finished 14<sup>th</sup> overall & 5<sup>th</sup> in class.

I have been tinkering with the car to sort out the dreaded lag and it could have been down to the air filter being too close to the MAF sensor. Flaming fuel injection!. Anyway, we hope to be out soon, in warmer weather hopefully for us all

See you soon





# Ryemoor Trophy Rally

## Ryemoor Trophy Rally – 23/24 March – Paul Buckel/Steve Butler Car 18

At last, the long awaited return of the Proton. After what seems like an eternity, the new cage is in, the rebuild is complete (well, virtually – need to get that electric window sorted on my side, Paul) and we're off for what will hopefully be a full season's road rallying. Neither of us had competed on a road rally since the fuel pump on the Nova decided to throw in the towel on last year's 061 and so I'm getting my excuses in early and declaring "I might be a bit rusty on the plot and bash". Had a bit of a practice on the first of the SD34 table top rallies and winning that might have given me too much confidence. More about the navigation, or lack of it, later.

Paul was understandably nervous as we approached scrutineering, it being the first time the Proton had faced the critical eye of the MSA's finest, but he needn't have been worried – it sailed through, as usual. Better still, the noise man declared it the quietest car he'd seen all night. As Paul pointed out, as a C of C himself he needs to lead by example!

Now you might be wondering where the route took us. Well you're not alone. I've just got the maps out and it seems that the navigation was so challenging for this navigator that he didn't have time to draw much of it on the map. Unfortunately for me, the navigation was a test of both intellect and eyesight, neither of which can be described as "any good" in my case. The first and most critical cock up of the night was to ignore an instruction on an early section to **only** pass through certain spot heights, none of which were number 207. So what did I do? Yep, sent us charging through SH207 whilst ignoring Paul's observation that "there's something going on down this slot on the right, looks like a control". And indeed it was. 1 Fail.

A later indiscretion involving my dodgy eyesight and a spot height masked by a district boundary line nearly had us WD into a NAM, but we just about got away with that and turned round and went the right way before anyone noticed. Dropped a load of time, though. This wasn't going well, but to be fair we were enjoying it. A good route and something of a challenge.

Which brings me to the road conditions. We were half expecting the rally to be postponed due to the snow that had recently claimed the VK as its first victim. However, as had been reported, the roads in this neck of the woods looked clear and all was good, or so it seemed. There were still some snow drifts about just when you didn't expect them, and I whilst I had my head down in the map I heard the occasional expletive coming from my right as we'd come over a crest and hit some patchy snow and ice which was usually just where you didn't want it. The worst of the snow was to come, which resulted in a competitive section being shortened. Unfortunately, there was no way around other than to follow the original route which took us down White Horse Bank, a steep downhill section littered with 90s and hairpins and which was essentially sheet ice all the way down! Very scary – especially when the engine cut out and the car turned into a sledge, spun around and came to rest against the bank pointing the wrong way. There was no way it was going uphill and it was only a matter of a minute or so before the next car was about to arrive, so we had to get out of the way, sharpish. So, engine back on and reversing gently down the hill until we can find a spot to turn around and the engine cuts out again. This time, we're a sledge going backwards and gathering speed. Quick thinking by Paul and a skilfully executed J-turn (an autotesting friend of ours would have been proud) had us facing the right way we just managed to pull into a lay by before the next car trundled past, pointing the right way. I pulled my fingernails from the dash and we made it to the finish intact.

21<sup>st</sup> overall was not a good result for us, but despite that we thoroughly enjoyed the event. The car was faultless on its first outing after the re-fit, as was the driver. The navigator, on the other hand.....

As always, a big thank you to the organisers for putting on an excellent rally and also to the marshals who had to stand out in some freezing conditions. We'll be back to do better next year.

**Steve Butler (CDMC) – from the left hand seat of Car 18.**



Photos by Matthew Rudd Photography,  
[www.matthewruddphotography.co.uk](http://www.matthewruddphotography.co.uk)





# Ilkley Jubilee Historic Rally

The Ilkley Jubilee Classic Rally started from the superb venue that is Skipton Auction Mart and even before we check into MTC1 we have three tests to do around the Auction Mart. These three tests are very enjoyable - we are not as quick as the top boys but we get them right with no wrong tests. This we see as an improvement, because on the Devils we were not sure what to expect and we have spent a bit of time since then discussing how to communicate the correct route to be taken - so we are quite chuffed that we got the tests right. In fact throughout the whole of the event we don't get a single test wrong.

The event had a total of ten tests and by far the most enjoyable (for us) are test 8 Haw Park Farm & Test 10 Scargill Reservoir (Elsack Reservoir is pretty good too). These two tests are less Autotest and more Special Stage in nature (i.e. Less hard work for me - not too many cones to worry about - and more about Paul getting his foot down) Over the past three years, both Paul and I have wittered on about 'Navigation' rallies and how much we don't like them and here we are entering classic rallies where the route instructions are all about difficult navigation and on top of that they throw in long regularity sections. Idiots or what?

As I said previously the tests are linked with navigational sections. Some are easy and its just a matter of setting the trip meter and following the instructions (tulips) at the correct miles. These I can cope with and I have now learned how to set the trip on the measured mile correctly and it all seems simple enough until they start throwing in the plot and bash instructions that also include regularity sections with speed changes. Before this event we had obtained from the HRCR some speed tables to help get our timing correct. However, this numpty couldn't find them at the start (later discovered in the back of the tow truck after we had loaded the Escort on the trailer to head home) so it was a matter of mental arithmetic to get us round. I am obviously not as good at mental arithmetic as I thought. Having said that - Maybe I am better at it than I thought I thought (Results show us not to have picked up too many road penalties) but trundling at 26mph along some of the flat and straight moorland roads got extremely boring and it was probably that as much as anything that had us booking in either early or late.

Then came the big cock-up - A Regularity with several intermediate time controls & the inevitable speed changes. A series of tulip diagrams that one way or another I could not get to work. I followed them as best I could and managed to get to the next TTC but the route we took was not the one prescribed by the organisers (mine was actually better) and we picked up a shed full of penalties for my errors. From here on we were not in with any sort of shout and I was only hoping that we were not the only ones. Well, we were not but there was only 4 other crews that got it more wrong than me!

The next outing for me and Paul and the Escort is going to be the Berwick Classic on the 3rd & 4th of May. By then the new Paul Gardner built engine should be fitted as well as a handbrake, and I will (MUST) remember to take the average speed tables with me. Despite our (my) poor performance we still had a great day out and it is still a big learning experience that I hope (Will) get to grips with. The navigators on these events really are good to be able to get the P&B navigation right whilst juggling average speed and the constant changing of speed and then calling the tests.

And I complained about P&B on night rallies - did not have a clue what was going on in other disciplines of the sport

Overall - Must do better!!!

**Maurice Ellison CDMC**



*Photos : Jeff Almond*





# Flying <sup>2013</sup> Scotsman

Photos Courtesy James Taylor - Huddersfield



## Ilkley Jubilee Historic Rally

STEVE Entwistle scored his best result of the year with a giant-killing performance on the Ilkley Jubilee Historic Rally. With just 998cc under the bonnet of his Orangebox Mini, Entwistle and navigator Bob Hargreaves finished a brilliant sixth overall and third in class.

"I'm very happy with the result, considering the quality of the field and that the only crews ahead of us were in much more powerful machinery, such as Porsches and Ford Escorts," said Entwistle. "We might have finished as high as third overall if we hadn't lost 30 seconds on a regularity and then with a misfire on one of the tests.

"But I'm sure everyone could say 'if only', so I'm not complaining too much! At the end of the day it's one of my best ever results."

Organised by Ilkley and District Motor Club, the Jubilee is one of the top historic road rallies in the country and forms part of the HRCR (Historic Rally Car Register) Clubmans Championship and used roads and test sites in East Lancashire. The 150-mile route comprised a series of regularity sections and 10 'timed to the second' special tests on private land. The rally kicked off with three tests in quick succession at Craven Cattle Market, which saw Entwistle and Hargreaves, in their iconic ex-Roy Mapple car in the top three – despite the power disadvantage.

The morning's regularity sections were split up by a tight and twisty test on the car park and perimeter of PPE in Kelbrook, followed by a test on the loose surface road surrounding Elslack Reservoir.

"It was a very demanding day for both the driver and the navigator," said Entwistle, who is being supported by Mini specialists Mini Sport of Padiham.

And there was success for other East Lancashire crews out on the rally.

In the Ilkley Jubilee Run, which ran alongside the main event and featured just the special tests, Blacko's Ross Butterworth, with Richard Kenyon on the maps, finished first overall in their Ford Escort. Fourth place went to Pendle pair Clive Escreet and Tom Leeming in a Morris Minor, with Lee Moulden and Nathan Derbyshire rounding off the top ten in their Triumph Dolomite Sprint.



Photos : Jeff Almond



# WALES RALLY GB MOVES TO NORTH WALES

The 2013 Wales Rally GB (14-17 November) will feature a new home in North Wales and an exciting new competitive route - both reinforcing the legendary event's position as one of the most challenging and attractive on the FIA World Rally Championship calendar. New base for the UK's round of the FIA World Rally Championship HQ on Deeside with ceremonies in Conwy and Llandudno. This comprehensive revitalisation comes after the announcement of an extended partnership with the Welsh Government and as a result of wide-scale consultation with manufacturers, teams, competitors and spectators. Having been based in South Wales since 2000, the world championship event now moves to North Wales. Highlighting the automotive industry's importance to the Welsh economy, the rally's Headquarters and central Service Park will be located on a new site being prepared alongside the Toyota Engine Plant on Deeside in Flintshire. The event's ceremonial start will be hosted in Conwy on the Thursday evening with the finishing line celebrations in neighbouring Llandudno on Sunday afternoon.

Four-days of competitive action will feature a more compact route with the majority of the timed Special Stages set in the classic Welsh forests. Adding to the overall appeal both night and family-friendly spectator stages are being reintroduced into the itinerary and fans will be offered a wider range of tickets at significantly lower prices than before. Full ticket details will be announced when the final route is confirmed but the pricing structure is being radically changed to cater for both traditional rally enthusiasts in the forests and new audiences expecting additional facilities.

"We have listened to what the teams and fans want in our determined efforts to create what we are confident will be not only one of the best rounds in the WRC but also a fitting finale to the entire 2013 world championship," explained Andrew Coe, Chief Executive of rally organiser International Motor Sports. "South Wales has provided us with a fantastic home for Wales Rally GB since 2000 but the move to North Wales has a number of significant advantages. Most importantly, perhaps, we are closer to the sport's traditional heartlands, some iconic rally forests, as well as being within a short drive of some of the larger conurbations in the UK such as Liverpool, Manchester and the Midlands. Taking those factors into account, as well as our new ticket pricing policy which is designed to cater for both hardcore rally fans and a wider family audience, we are confident that the 2013 Wales Rally GB will be a highlight on the motor sport calendar."

Cllr Graham Rees, Cabinet Member, Conwy County Borough Council said: "We've been working closely with the organisers of Wales Rally GB over the last few months to secure the return of this prestigious sporting event to Conwy County Borough, and we're very pleased that Llandudno and Conwy have been selected to host this event. Motor sport is very popular and, along with a large number of supporters, can attract considerable economic benefits to an area. I'm sure it will be a great success."

Since its inception in 1932, the rally has been run 68 times. Enforced stoppages have included World War 2, Suez Crisis (1957) and Foot and Mouth (1967). Wales Rally GB is the British and 13th and final round of this year's FIA World Rally Championship (WRC). To date, it is one of only two events (along with Finland) to have retained its status as both a qualifying and scoring round of the WRC since the championship was established in 1973.

Wales Rally GB is held annually and is organised and promoted by International Motor Sports Ltd (IMS), the commercial arm of the Berkshire-based Motor Sports Association, the governing body of motor sport in the UK. The Welsh Government has been principal funding partner since 2003.

## TOUR OF HAMSTERLEY

SG PETCH 28 APRIL 2013



Bentham's **David Wright** was denied a podium finish in the Tour of Hamsterley rally last weekend when problems with the anti-lag valve meant he retired from the event to prevent more serious damage to the car.

Wright had a race against time to get his Kumho Tyres, Proflex, Drenth, York Brewery, Millers Oils, Owen Developments and Grove Hill Garage-supported GPM Mitsubishi Evo 9 ready for the rally after the accident he suffered on his last event but he made it to the start line and was keen to repeat the win he took last year.

Despite being on the wrong compound tyres for the opening stage Wright was third quickest. Changing the tyres saw him set good times on stages two to five including two second fastest times but hopes of a good result ended in stage six. The anti-lag valve issue cost a few seconds in the stage and rather than risk more expensive damage to the engine Wright decided not to attempt the final stage.

Getting to the rally start was a huge achievement," said Wright. "We had so much work to do to rebuild the car after the crash and it was all very last minute but we got there! Thanks to everyone who helped. It's disappointing to retire as a podium finish was on the cards but with our next rally, the Plains, in three weeks time we didn't want another expensive and time consuming repair to fix so we stopped after the sixth stage.

"It was an ideal shakedown for the Plains though, we had a few small problems which hopefully won't occur again so I think we're in a good position to challenge for a top result next time out. I enjoy the stages that the Plains uses to we'll be pushing for the podium again."

**March has been an interesting month.** After our trials and tribulations on the Devils Own. On stripping the head on our engine we found that two of the rockers (no comments about me being off my rocker thanks) had become misaligned and had destroyed themselves and the camshaft which accounted for the somewhat rough running !

So I took two engines down to Paul Gardner at Garstang to have them properly sorted as road rally engines to run the historics with. As I write this they are still there though one is being run up on the dyno today and will, hopefully, be ready to put in the car in time for the Berwick Classic next weekend.

Jeff Almond and I did the Roof of England Challenge run by Wigton MC the weekend after the Devils so the Escort was parked up on a lift again (where it has spent most of its last 3 years having money and time lavished on it) so we did it in my Mercedes CL500 which was very civilised and comfortable on a lovely day which was rather too cold for me and I was greatly relieved that I had never bought a rag top as all the MG brigade felt the need to have the roof down so they looked the part ! whereas we just cruised round taking in the beautiful scenery which looks so different in the daytime after normally seeing things with spot lamps on. Some of those drops would slow you down on a daylight road rally but when its dark you don't even notice them. We had a pleasant lunch halt and the finish was at Muncaster castle and it was altogether a very nice relaxed day out.

I quite like touring for a change but the need for speed brings you back to the rally scene. The 'Lumies' (how did they get Lummies on the regs and all the paperwork for gods sake) used all the roads we had been over on the Roof tour and the difference day to night was very accentuated. Much criticism has been levelled at the organisers but I think perhaps a little unfairly. They had nightmares getting it to run and some of the detail was dealt with sloppily but the roads were fantastic and lots of fun. I was with Jerry Hettrick from Carlisle in my Proton (which is for sale @ £2000 with its Harry Hockley suspension, sump guard and tank guard) road rally ready and ready to go 2001, 1800 cc & lots of spares a real genuine bargain. I will be going back to a 306 rallye but doing much less on the all nighter scene.

However, I digress (again) We reached the first code board which was situated on a small muddy loop to the left just after a crossroads. We halted at crossroads and could see ahead of us that Paul Grey in the mini had been stopped by a police van. Doing a bit of rubber necking we managed to miss the loop and arrived at the next board which should have been in a parking space on the left. Two laps of the space proved that the board was not there.

There were several cars running up and down like headless chickens and we decided to go on a bit and look at other options of where the boards might be. Eventually Jerry said to me 'We have to go back, this is two fails' I agreed and we headed back towards the junction, sure enough the loop was there and the board. The second board was missing. We dropped 3 minutes on this and we were gutted. Then later we were taking a slight right hander when we hit a pothole in the road and punctured. This section lost us 6 minutes.

Now everyone says it was easily cleanable and I would say that is true but they kept labouring the point but only three crews cleaned it so where does the EASILY come into it. The guys who are saying that didn't clean it did they ?

I enjoyed myself and it was a good blast round on roads we don't often use now, in fact some we have not used in years. Morecambe do need to get their act together with internet coverage and communication. Paperwork was sloppily presented.

Things were obviously not helped by the chief marshal being ill but what can anyone do to avoid that ? and at 10'clock on the Saturday someone had to dash off to Cheshire to get the clocks or it couldn't have run. We should never be too hard on people who give up their time to organise events for us. I once criticised an event on BR site and it came back to bite me (fair enough) we should not labour points on public forums criticism can be done more discreetly in club newsletters if you like. Jerry and I finished up lucky 13<sup>th</sup> but we had a cracking night and that's what counts at the end of the day.

Next outing was the Ilkley Jubilee in the Escort. I had put a 2 litre engine from a Sierra in it as it was the only running engine we had. I had snapped a handbrake cable so we were a little impeded though not too much. Everyone we had spoken to had said 'Are you daft ? Why are you entering such a difficult event when you are learning something new' Maurice and I are not easily put off so there we were on the start line feeling very nervous.





# The Barrow Taxi Column

*(continued from Page 31)*

On the Devils the car was so low on power we couldn't get the tail end out at all and I was thinking that I was going to make a complete pigs ear of it in front of all these people. The first 3 tests were in the auction mart grounds, as usual and we set off on the first one which was quite short, I screamed it up to the first two cones holding it in first gear, swing round for a 180 to the right, tail end swung out and back down to the first cone 180 right again up into the next parking bay same routine two 180s engine and box howling but tail came out again, peachey. Stop astride end of test. The marshal came up to us, that should have been stop astride, you have stopped on the line, I will give you benefit of the doubt because it's the first test.

Oh boy, what a relief the car feels good and the first test out of the way. Second test was going great to the last bit where I became disoriented and hesitated. 'Moz which way do I go here ?' Moz was frantically pointing to the finish line 'Over there go on, go on' I woke up then and pulled up astride the finish. The marshal was laughing 'Just go where he points' he said. Oh dear old men ! I really must sharpen up. The next test on the loose went well and I was learning how to drive RWD again after all these years. Get the car off balance and floor it, it was slowly filtering back into my brain.

Then we went out on Maurices favourite part of the event. Regularity ! What a load of \*\*\*\*\*. Miles and miles and boring miles of crawler gear 20mph average 26mph average 28mph average.

We have a gps speedo because the speedo is not calibrated to the old Escort stuff. GPS speedos are OK but not really very steady and as Maurice had left the speed charts in the tow truck back at the start we were very hazily trying to guess what the heck we were doing.

We managed to lose the organisers intended route for a little while which earned us a huge amount of penalty points (I should point out that, in this case points do not make prizes) The starter motor came loose on the car so we just kept it running all day then after handing in final time card at finish we just went back to the auction mart and loaded car on trailer and came straight home.

I must say we laughed a lot and thoroughly enjoyed ourselves and learned a lot on both sides of the car and we feel really buoyed up and looking forward to the Berwick.

Maurice has just bought himself two stop watches after talking to Mike Garstang. I must say we are both very keen to do well in this branch of motor sport after a questionable start on our first two events but there are many positives to work on and we are learning all the time.

As my dad used to say ' You live and learn, then die and forget it all' Heigh ho

**Paul Brereton**



**Phil James - PRO-RALLY PHOTOGRAPHY**

TEL: 01772 69-00-34 MOB: 07771 76-86-57

EMAIL: phil@pro-rally.co.uk





After I did the Illuminations Rally (or Lumies Rally or even Lummies Rally depending on who sent out which bit of information) I was somewhat deflated - Poor Andy had driven his heart out to make up for the silly mistakes of his navigator and even though I had enjoyed most of it, I was wondering 'what am I going to say about this event that wont upset the tender feelings of MCC and stop them whinging to our chairman about my report and how biased I am against MCC'.

They may think I am - but I am not. I have had my disagreements with them and I still think they need to be more organised but I have nothing but admiration for any club/ organising team prepared to put on an event, especially in the North West, but MCC certainly need to get their act together about keeping people informed about the rally.

Event quality is not **just** about the roads and route chosen - The Lummies had this in spades but attention to detail and good communications was sorely lacking

**One very good bit of news from the event was the email from a householder on the route**

*Good morning and congratulations on the weekend rally, it was nice to see it finally take place.*

*While I am sure there are some people, who get themselves up set by a series of cars, charging past their house in the early hours, I found the event passing our house to be an enjoyable spectacle.*

*It was a sight to see, very strong head lights crisscrossing the sky as the car climbed out of Battersett towards Countersett, and then a flash as they broached to top of the hill.*

*Then the sweep of the head lights across the land and lake, as the made their decent into Countersett, down to the lake only to reappear charging past our house.*

*It was odd to note the difference in technique, as evidenced by the gear changes and amount of braking.*

*I just hoped to add some support, for a pass time I have no interest in, but one I suspect many others complain about.*

*See you next year?*

*Regards David*

**Wednesday the 17th of April was Kirkby Lonsdale MC 'Night of Road Rally Legends'.**

The Forum include **Malc Graham, Ian Harrison, Dave Scaife, Clive Sissons, Dave Orrick** and was chaired by **Kevin Savage**.

Another cracking night with laughs all night long. Dave Orrick having only landed back in the UK at Manchester Airport at 6pm and still Booted & Suited. Malc Grahams next outing will be at Clitheroe & DMC - date yet to be confirmed. Probably June or July meeting Watch this space

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



**G&PMC** are planning to run another road rally this year. Provisionally earmarked for the end of November and called **The Preston Regardless Rally** - something to do with celebrating the founding of the original Preston AC and not to be confused with Chelmsford MCs Preston Rally

The route will cover approx 166 miles on maps 97, 98 & 102 (might also use some 103?)

**Tuesday the 16th of April** was the second round of the **SD34MSG Table Top Rally Challenge**.

Once again this took place at CDMC in Waddington. I have now attended all 6 of these Table Tops (and been CofC twice) and despite asking at SD34MSG meeting if another club would like to host one of these events at their clubnight - only once has this been taken up by another club.

Surely other clubs must be interested in running a table top at one of their clubnights.

If you are please contact me at [sd34news@gmail.com](mailto:sd34news@gmail.com)

### Should have gone to SPECSAVERS

Well I did and now have a pair of Bi-Focals - which means that instead of me using insulation tape to secure my glasses to the peak of my baseball cap so that I could see the road ahead and look underneath my specs to see my map I now can see both the road and the map in focus and it is now so much easier. Poor Bob Hargreaves got a pair of Varifocals and they make him queezy - he is back to wearing two pairs of glasses. AND he still did better than me on the Ilkley ! The bad news for me is that I now cant blame my glasses for any wrong slots or mistakes - Bugger !

### I was at Kirkby Lonsdale MC on Monday the 22nd of April.

Mike Garstang was explaining some of the intricacies of Historic Road Rally Navigation (2 days too bloody late for me & the Ilkley Jubilee).

Mike was more than helpful and a jolly nice chap to boot. I have so much still to learn about this side of rallying - it is so complicated (well for me it is) with Plot & Bash Navigation plus regularities, speed tables, trip meters and stopwatches all being juggled between tests. And I am doing these events with Paul Brereton. Both Paul and I have been both vociferous and not too complimentary with our comments about P&B on Road Rallies - the irony (that maybe should read hypocrisy) of us now trying to do this type of event has not escaped us!

Our next outing will be the Berwick Classic on the 3/4th of May (should have the new Paul Gardner engine in the Escort for this and with luck a handbrake that works) to be followed by the Lake District Classic on the 7th of July

# OUT & ABOUT With Gemini

## **Knutsford & DMC The Plains Rally BTRDA Saturday 18th May 2013**

This is to welcome, advise and invite you again to help with Safety Radio cover on this year's event, If you have already arranged to work and help as a radio crew with a stage commander, please let me know and I'll add you to the official radio list for that stage.

Let me know which stage you would like to work on. The only double stage is Gartheiniog, sorry I won't be able to fit you all in on that stage.

With the change from the RED Flag system to the Yellow ones, could you advise me if you have a Yellow Flag of your own and will be bringing it please.

For more details and [ when it's compiled the Entry List ] will be on the web page: - <http://www.plainsrally.co.uk/>

Kindest regards -  
Bill Wilmer --

Plains Radio Staffing Officer;

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

**Chris Woodcock G 25**  
**John Ellis G 33**  
**Alan Shaw G 39**  
**Peter Langtree G 48**  
All on 10 points each

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

## **North Humberside Motor Club John Overend Memorial Stages Rally 12th May**

**Melbourne Airfield, near York  
Stuart (Gemini 13) is looking  
for volunteers to help at the  
above event.**

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

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

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

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

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

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

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

## **Gemini Communications Team**

**MOTORSPORT MANAGEMENT SAFETY SYSTEMS**

**Serving Motorsport for 45 Years**

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

**Bill Wilmer 07973-830705**

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

## **Knutsford & DMC Plains Rally Saturday 18th May**

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

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

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

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

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

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

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

## **Bolton-le-Moors CC Neil Howard Stages Oulton Park 16th November**

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



## Classy Fernando Alonso takes China victory for Ferrari

The Spaniard was in control as Lotus's Kimi Raikkonen and Mercedes' Lewis Hamilton fought off a late challenge from Red Bull's Sebastian Vettel. McLaren's Jenson Button, making one stop fewer than his leading rivals, was fifth. Vettel's title lead over Raikkonen was cut to three points, with Alonso now up to third, a further six behind.

The race was dominated by tyre strategy but it was clear from relatively early on that Alonso would be tough to beat. Having qualified third, Alonso started on the fragile 'soft' tyre, like the other cars in the top seven on the grid.

He passed Raikkonen at the start to trail pole position winner Hamilton in the first few laps, before taking the lead from the Mercedes at the start of lap five.

Fernando Alonso's victory was his second at the Shanghai International Circuit since its inception in 2004. The Spaniard also triumphed in 2005, when driving for Renault. Lewis Hamilton is the only other driver to have won multiple races at the venue after successes in 2008 and 2011.

Alonso made his first stop for tyres two laps later, dropping back behind the drivers who had started the race on the more durable 'medium' tyres, while Sauber's Nico Hulkenberg led the race from Vettel and Button.

But Alonso made rapid progress back up through the field and took the lead from Button after Vettel had made his first stop for tyres by passing him into Turn One on lap 21.

That dropped Alonso to third behind Vettel and Hulkenberg, but the Ferrari driver passed both within six laps and when Vettel made his second stop the Spaniard led Hamilton by more than 10 seconds.

With everyone needing to make one more stop and Vettel still to fit the 'soft' tyres, it was clear Alonso was in total control of the race at this stage and indeed he extended his lead to nearly 13 seconds before his final stop on lap 41. He rejoined right behind Vettel and passed him into Turn One with 13 laps to go, with the world champion still needing to make a final stop.

Behind him, Vettel tried to build a big enough lead over Raikkonen and Hamilton to ensure he had a chance of racing them for a podium position in the closing laps. Raikkonen had trailed Hamilton until he leap-frogged the Mercedes by making his final stop three laps earlier and the Finn controlled his pace to stay ahead to the end.

Raikkonen lost about 0.15secs a lap in performance through a damaged nose and right-hand part of the front wing that was caused by a clash with McLaren's Sergio Perez. Vettel made his final pit stop with five laps to go and went flat out to try to close the 11-second gap to Raikkonen and Hamilton ahead.

He closed right in on Hamilton at the start of the last lap but the Englishman just managed to hold on, helped by Vettel starting to slide in the corners before the long back straight as his tyres began to lose grip.

Button's was an impressively controlled drive to make one fewer pit stop than his rivals in an uncompetitive car, passing Massa for fifth soon after emerging from the pits from his final stop.

Toro Rosso's Daniel Ricciardo converted his excellent seventh place on the grid into the same position at the finish, while Force India's Paul di Resta used the same strategy as Button to take eighth ahead of Lotus's Romain Grosjean and Hulkenberg.



RIBCHESTER's Adam Morgan says the first weekend of the new British Touring Car Championship exceeded all expectations after he recorded his best ever finish in the series.

Morgan's best finish in his debut season last year was eighth but he took seventh, sixth and then fourth place in the three races at Brands Hatch at the weekend.

The 24-year-old was just aiming for consistency in 2013 but admits he may now be able to set his sights a little higher. Morgan, competing for family team Ciceley Racing, qualified in 10th before improving his position in the races in Kent.

"It was a fantastic weekend," he said. "We went pretty quick in pre-practice but we got held back a bit in qualifying by the snow. But to finish seventh, sixth and fourth in the races, challenging for the podium, was unbelievable really. It definitely exceeded my expectations. I went into the weekend just wanting three top ten places. I think it's just down to more experience this year, and knowing how to stay out of trouble. The team did a fantastic job with the car and the good thing is we've only had two dry days testing so far, so there's more time we can find. Even for the last race we were making changes to the car and going even quicker, so I think there's more to come. I don't want to get too carried away, the aim for the year was just to keep the points ticking over and consistently finish in the top 10, but hopefully I can compete for podiums as well. Some people maybe thought I was a loose cannon last year but hopefully I will prove them wrong this year."

**Lancashire Telegraph**



## REPORTS & ARTICLES WANTED

Normally, when I am knocking this rag/newsletter/mag together I can expect a last minute rush of reports & articles, however, this month (& I have not come up with a reason why yet) it has been damned hard work getting anyone to compose anything.

Without reports about what clubs and their members have been doing this would be a boring read and just be about what I have done and although I think I am the best thing since sliced bread - I doubt you agree - I could do with a few more contributions. Please!



MCMRC

## SCAMMONDEN CHALLENGE

As muted some time ago ...after Pendles Hill-climb I can now reveal that after a meeting with MCMRC & Pendle, discussions took place with regards a Scammonden CHALLENGE !!!

As of yet it has to be confirmed with the committee etc of MG car club...I have not got any contact details

Upshot of the discussions so far are :-

- 1) It will be a "challenge"....and therefore will not require an MSA permit @ £48
- 2) All three events HAVE TO COUNT....the idea being all clubs get a reasonable entry ...hopefully
- 3) It will cost nothing to enter, just doing MG's event in May ...means you will automatically be registered...if you do not do the two subsequent events then you will forfeit any chance of winning.
- 3) It will be based on index of performance within your class, as it was deemed the fairest option.
- 4) there will be awards for 1st, 2nd & 3rd overall .....others may be added .
- 5) The major awards will be donated by Mick Tomlinson of "A" Frame engineering. To whom we are extremely grateful....the gentleman who got beaten into 2nd fastest on Pendles event..on the last run by the BTDBTDBTD

The idea of the challenge is to try and generate more interest in this classic venue and to ensure its continued use.

I accept at this moment not everything is finalised, but we (MCMRC & Pendle) wanted everyone to be aware of it prior to MG's event in May.

It is the first challenge etc of its type I have been involved with, and I would welcome any constructive criticism.

Thanks

Rod

*Although Mid Cheshire and MGCC (NorthWest Centre) are not in SD34 we at Pendle & DMC hope that we can get some support.*

*Regs for the MG event are out if anyone is interested I can email them out.*

**19th May - Scammonden Dam Hillclimb**  
**raymond.duckworth@btinternet.com**

## SOLID PROGRESS FOR LYNCH AT MALLORY



Westhoughton-based racer Tony Lynch enjoyed another strong weekend of competition as the Monster Energy British Rallycross Championship headed to Mallory Park for the second round of the 2013 season. Lucas Oil Team Geriatric driver Lynch went into the weekend buoyed by a fine podium finish in the season opener at Lydden Hill last month on what was his maiden appearance in the BMW MINI class.

In the weeks between events, Tony and the team had worked hard on making improvements to the car, with a revised suspension set-up fitted ready for the second race meeting of the campaign.

Despite his car still being down on power compared to his rivals, Tony's weekend started in fine fashion with victory in the opening heat, and a brace of fourth place finishes in the remaining two heats were good enough to earn him a front-row start for the final.

An early race clash with Keifer Hudson as the pair battled side-by-side at the start of the final saw Tony lose valuable time, with a half spin later on in the opening lap also dropping him away from the fight for the lead. Despite that, Tony was able to fight back to fourth spot for another solid points haul on his second outing in the MINI.

Despite missing out on a second successive podium finish, the progress made over the course of the weekend means Tony can now prepare for the third round of the year at Knockhill confident about his chances of victory, with further improvements to be made to his car prior to the trip to Scotland.

"Obviously I don't come away from the weekend pleased with the end result, but when you look at the performance, I'm delighted with how we got on," Tony said. "Although we'd made improvements to the car in time for Mallory, we know there is still work to do with it, so to show the kind of pace we displayed on track at the weekend is very encouraging for the remainder of the year.

"Winning the first heat is an indication of the potential we have, but we made a lot of progress over the weekend and are in a good position moving forwards.

"Scoring points in the early part of the season was always our aim as we knew it would take time to get used to the MINI after three years running in the Swift series. With our performance this weekend, and the work we have planned before Knockhill, I'm confident that we'll be able to take another step forwards in Scotland."

**Tony Lynch - Wigan & DMC**

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

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

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

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

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

**Do not forget,**

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

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

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

**Please support National Motorsport Week: 29 June – 7 July 2013 [www.NationalMotorsportWeek.co.uk](http://www.NationalMotorsportWeek.co.uk)**

Regards

Steve Johnson

Accrington MSC - CSMAClub - F1000RC

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

Go Motorsport Regional Development Officer (North West)

## PACENOTES MAGAZINE CELEBRATES 10YEARS



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Georgia Shields

**PAGE 14 WIN A TRIP TO BARBADOS**

**The Italian Job**

twitter.com/pacenotesrally  
facebook.com/rallymag

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

## ANWCC Marshals Monthly Draw:

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

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

Graham Bray 3 wins

Eve Fisher 3 wins

Mark Wilkinson 1 win

Chris Jarvis 1 win

Gareth Williams 1 win

Ian Winterburn 1 win

Peter Langtree 1 win

Also Steve Johnson who reads this mail on 4 wins

Don't be missing out

## PIRELLI RICHARD BURNS

FOUNDATION RALLY

4/5th May



The new for 2013 **PIRELLI CARLISLE MOTOR**

**SHOW** has received the backing of one of the countries top dealerships and Arnold Clark and Ford have promised fans a fantastic display for this inaugural event.

Their display will include the official Ford hospitality unit and also the unique Ford marquee which will accommodate two full size, seated, Play Station simulators for fans to put their skills to the test and see if they are World Rally Champion material. The entire display will be hosted by Ford's event specialists and , of course, the Arnold Clark team.

Exact details of the vehicles on show are still being worked out but it is sure to be a fantastic display featuring the latest range of models. Arnold Clark and Ford look forward to welcoming all rally supporters to the first ever Pirelli Carlisle Motor Show.

Remember, entrance to the show is FREE, car parking is FREE and your enjoyment of the Play Station simulators is absolutely FREE !!!!!

Paddy took 2 stuffed dogs to the 'Antiques Roadshow'. "Ooh!" said the presenter, "This is a very rare set, produced by the celebrated Johns Brothers, taxidermists who operated in London at the turn of last century. Do you have any idea what they would fetch if they were in good condition?" "...Sticks?" Paddy replied.

Paddy decides to take up boxing and goes for the required medical. A few days later the doctor 'phones and says "Paddy, you realise you've got sugar diabetes." Paddy says, "Nice one, when do I fight him?"

It was hard getting over my addiction to the Hokey Cokey. But I've turned myself around and that's what it's all about.



## MORRIS LUBRICANTS RALLY NORTH WALES CANCELLED IN 2013

Wolverhampton & South Staffordshire Car Club Ltd, organisers of the Welshpool-based Morris Lubricants Rally North Wales - originally planned for Saturday 6 and Sunday 7 April and subsequently postponed due to adverse weather conditions - will not be run in 2013.

Event Manager Kevin Witton explains the reasons for the cancellation; "Despite lengthy discussions with the Motor Sports Association, their Rally Championship Steering Group and the five championship organisers who had confirmed our event as one of their qualifying rounds, we simply could not find a suitable alternative date to run our event in 2013".

Mark Taylor, Manager, MSA British Rally Championship, said: "It's a real shame the rally won't run this year, as it is one of the more popular events in the rally calendar. It's also a blow to the organising team, who have worked tirelessly over the past nine months preparing for the event. To find an alternative date at this stage would have been an almost impossible task; rather than go off half-cocked, I think this is a good decision. I have spoken to the organising team and have assured them that Rally North Wales will be a counting round of the 2014 MSA British Rally Championship and we look forward to continuing to work closely with the Club in preparing for next season."

MSA Steering Group Chairman Mike Broad summed up the organisers' invidious situation: "The Morris Lubricants Rally North Wales is the only rally that qualified for four of the biggest stage rally championships in the UK and it has been an impossible task to find a new date that worked for everyone involved."

"Other issues not solely relating to date availability had to be taken into account. For example, the allocation of forest stages, venues for service parks in both Welshpool and Dolgellau, and the start/finish facilities in Welshpool. It has not been an easy decision for the Wolverhampton club and I am sure, having given full refunds to every one of the 140 entrants, they will have lost a considerable amount of money through this enforced cancellation."

"I have a tremendous amount of sympathy for Kevin and his volunteer team and am delighted to hear that they have already been assured of a place in the 2014 MSA British Rally Championship."

---

An Irishman wanting to become a Priest went to see the Bishop who said "You must answer 3 questions on the Bible".

"1st - Who was born in a stable?"

"Red Rum" he replied

"2nd - What do you think of Damascus?"

"It kills 99% of all germs" he replied.

"3rd - What happened when the disciples went to Mount Olive?"

"That's easy" he said "Popeye kicked the seven bells out of them!!"

---

Two Irishmen looking through a mail order catalogue.

Paddy says "Look at these gorgeous women! The prices are reasonable too."

Mick agrees "I'm ordering one right now"

Three weeks later Paddy says to Mick "Has your woman turned up yet?"

"No" said Mick "but it shouldn't be long now though. Her clothes arrived yesterday!!"



## MSA British Rally Championship 2013 BRC will be best five from six

Following the announcement that Rally North Wales will not run in 2013, organisers of the MSA British Rally Championship and the NGK Spark Plugs BRC Challenge have confirmed that they will not seek to replace the event and the series will be decided on the six remaining rallies.



*The Pirelli RBF Rally is the first of a shortened six round 2013 BRC*

Mark Taylor, Manager, MSA British Rally Championship:

"It was always going to be difficult for such a well supported rally, hosting four major championships, to find a replacement date at relatively short notice. It's a real shame the rally won't run this year, as it is one of the more popular events in the rally calendar."

"It's also a blow to the organising team, who have worked tirelessly over the past nine months preparing for the event. To find an alternative date at this stage would have been an almost impossible task; rather than go off half-cocked, I think this is a good decision. I have spoken to the organising team and have assured them that Rally North Wales will be a counting round of the 2014 BRC and we look forward to continuing to work closely with the club in preparing for next season."

The new opening round in the 2013 BRC calendar, the Pirelli Richard Burns Foundation Rally has confirmed that the recent change in weather, which forced Rally North Wales' original postponement, means that the Kielder stages are in pristine condition for the event

---

"The budget should be balanced, the Treasury should be refilled, public debt should be reduced, the arrogance of officialdom should be tempered and controlled, and the assistance to foreign lands should be curtailed, lest Rome will become bankrupt. People must again learn to work instead of living on public assistance." - Cicero, 55 BC. So, evidently we've not learnt much over the past 2,068 yrs.

---

Paddy caught his wife having an affair and decided to kill her and himself.

He puts the gun to his head, looks at his Wife and says "Don't laugh, your next!!"



# **G&PMC Memorial Rally 15th June Regs available from [www.gpmc.org.uk](http://www.gpmc.org.uk)**



## **Port Talbot Motor Club Swansea Bay Rally 4th of May**

Talbot Motor Club will return the long established Swansea Bay Rally to competitive running for 2013, with a new format, on the 4th of May, aimed at providing a top value for money stage rally, with the emphasis on the competitor, particularly clubmen and first time stage entrants.

As competitive mileage in some forests is limited by Commission restrictions during the building of the wind farm in the Resolven/Rhondda complex, leaving only Rheola & Margam available.

With aim of avoiding road mileage the PTMC event will in 2013 be based entirely at the Walters Arena forest complex above Glyn-Neath, and have a competitive route of thirty five miles, with an entry fee of £335.00 this excellent value for money.

The event getting underway at 11.00 am, ensuring that the whole rally can be tackled in just one day, including travelling to and from the venue.

That achievement is due to the invaluable help of The Walters Group and Mr. Cliff Mainwaring, to whom PTMC expresses thanks. With costs in mind, the format ensures that rally cars can be trailered in, and thus avoid the need for road tax, and the event will also be particularly suitable for first time competitors on a forest stage rally.

With a vastly experienced and some new additions to the organising team and a competitor friendly format, PTMC is confident that the newly configured rally will be one not to miss. **Regs from [www.ptmconline.com](http://www.ptmconline.com)**

## **North Humberside Motor Club John Overend Memorial Stages Rally 12th May Melbourne Airfield, near York.**

The event is a round of the following championships: The Threshfield Garage Ravenol Oil ANCC Stage Rally Championship, ANEMMC Roadrunner Phoenix Awards Stage Rally Championship, Yorkshire League Club Championship

Entries are restricted to 65 to reduce waiting time so we recommend entries are made early as last year the event was over subscribed.

Event Regulations and on-line entries are now available via the NHMC website -

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

## **Technical Regulations**

### **Sound control**

The image shows what appears to be a 'SuperTrapp' – or similar device – which is a silencer that is clamped on to the end of exhaust pipes. They are a long-established piece of equipment and are generally regarded as an additional means of silencing, rather than the sole means of silencing in an exhaust system.

The 'SuperTrapp' comprises a series of shaped rings; the number of rings fitted determines the silencing effect. Such devices are acceptable but it is vital that they are not removed after scrutineering, since this would contravene regulations.



### **ROPS certificates**

Following recent concerns with documents presented at scrutineering, the MSA Technical Department issues the following guidance.

From 2008 the old MSA-style ROPS certificate was replaced by a standard FIA-style certificate for all new approvals, although the MSA logo still appears on the newer certificate. The newer certificates are used for all ROPS homologations numbered 2250 onwards. These certificates are a six-page document including a detailed three-quarters view drawing and a number of photos of the installation. Page six of the document is in effect the 'installation certificate' for each ROPS installed to that design.

Any certificate presented at scrutineering must be printed on MSA 'security' paper and must not be a photocopy. The ROPS in the car must be identical to the one on the certificate in terms of design and installation, and page six must be completed and signed by the manufacturer. The VIN/chassis number and ROPS serial number on page six must both match the vehicle presented.

## MSA British Rally Championship

BRC announces prestigious competition for rally fans  
The MSA British Rally Championship will feature two brand new prestigious awards aimed at fans and spectators this season, one for amateur photographers and the other for videographers.



The BRC Photographer of the Year will be aimed at amateurs featuring the 2013 BRC or NGK Spark Plugs BRC Challenge. Images are not just restricted to rally cars in action, but can also cover any aspect of the events or championship. The BRC Film Maker of the Year will focus amateur movie makers publishing their work featuring any aspect of the championship which may also include ideas from behind the scenes, fly on the wall stuff and dynamic music edits. Shortlisted images will be featured on the official website home page

The judging panel which will include the official championship photographer Jakob Ebrey and TV production company Greenlight TV who will be asked to adjudicate on subject material which captures the spirit of competition, dynamic action, and atmospheric shots covering the scope of the championship, its events, competitors, teams and fans.

Entries to the competition, both static and moving imagery will be featured on the official BRC website which is viewed worldwide and regularly welcomes over 50,000 users a month.

The winners will be hosted at the annual British Rally Championship awards night where they will be presented with their trophies and where their work will be showcased.

The details of the competitions and how to enter are listed on the BRC website

### Clwyd Vale Motor Club

## AutoMark Novice Road Rally 11/12 May

The event is aimed at beginners and novices and will be run in a no-nonsense format, on some of the best rallying roads in North Wales. Minimal use of code boards, 3m controls and common sense marshalling all under the supervision of current competitors. This year's event will use some white roads, all of which, however, have been traversed in a standard road car. The event will be straightforward pre-plot navigation on maps 116 and 117.

Regs and entry form are now available at <http://www.cvmc.org.uk/AutoMarkRally.html>

Entry only £60.



## Wales Rally GB to start and finish in Llandudno

IT has been confirmed that world championship event Wales Rally GB will be centred in North Wales in November, providing a multi-million pound boost for the area. For the last two years it has started in Llandudno and Conwy, and finished in Cardiff but this year the action will be based entirely in North and Mid-Wales.

Both the start and finish take place in Llandudno with the ceremonial start in front of Conwy Castle.

The event brings with it worldwide media coverage and the benefit to Cardiff is estimated as having been s2.7m last year with benefits for Wales as a whole at around s20m.

While the events organisers International Motorsport has confirmed the start and finish details, they say plans to have the main service area for the competing cars at the Toyota factory on Deeside are still under discussion.

They also hope to base the administrative headquarters for the event in Wrexham.

Andrew Coe of International Motorsport said: Its true to say were keen for North Wales to be a major part of the rally as in 2011 and 2012 when Llandudno and Conwy were used for the start the support was exceptional.

We were also impressed by the success of the Rallyfest event we held in Llandudno in 2011.

We are working closely with Conwy County Council as partners.

After starting from Conwy Castle on November 14 the competitors will head to the Clocaenog forest near Ruthin for a loop of special timed stages.

The Marine Drive around Llandudnos Great Orme is likely to be included later in the day as a non-competitive road section, but it will run competitively at the end of the event on November 17 before the cars go through the official finish in Llandudno.

Its also anticipated there may be competitive stages in the Gwydir Forest near Llanrwst although nothing has yet been finalised.

Andrew Coe said one of the prime reasons for basing the rally in North Wales is the regions close proximity to large centres of population in Liverpool, Manchester and Birmingham, which its hoped will boost spectator figures.

And he is promising an enhanced spectator experience with the introduction of new stages which might include visits to the grounds of stately homes.

The inclusion of night stages, which will restore the rallys reputation as a test not just of speed but endurance for drivers and co-drivers, is also planned.

Graham Rees, Conwy County Councils cabinet member for the tourism says the economic benefits of basing the event in North Wales will be huge.



Presents

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

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

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

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

*We look forward to receiving your entry*

## Wigton Motor Club Lake District Classic and Lake District Targa

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Sunday, 7th July 2013



A counter towards the

**Gates Tyres**  
Historic Rally Awards

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

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

The MIRA proving ground near Nuneaton, will be the location for the rally on Saturday, June 22, with competitors having more than 60 miles of sealed surface stages in a compact one-day format. "With the lack of availability of Mallory Park and Bramcote Barracks we were not able to stage our annual multi-venue event, but the team wanted to make sure the date remained in competitors minds for 2014 and felt that a single venue event would achieve this," said Clerk of the Course, Richard Hinton. RALLY MINI MIDLANDS is a round of both the AWMCC Kingsway Insurance Heart of England Rally Championship in association with DMACK tyres & Threshfield Garage Ravenol Oil ANCC Stage Rally Championship 2013 Full details of the event along with entry forms and supplementary regulations available at [www.rallyofthemidlands.co.uk/](http://www.rallyofthemidlands.co.uk/)

## Rallying with Group B

will be running a demonstration stage at the up coming Donington Historic Masters.

We will be joined by some members from the Historic Rally car Register and will be showcasing cars from all eras of rallying.

This is part of the build up towards the Michelin Rallye Groupe B which has been re-scheduled to Run on the back of the Rally Isle of Man in sept.

More news shortly.

Entries filling up so come along for another great weekend.

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Unit 6, Clifton Business Park  
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Preston, Lancashire, PR4 0XQ  
Tel: 01772 633777 Fax: 01772 633792

## The Nithsdale Targa Rally 2013

On 5 May 2013, the South of Scotland Car Club Ltd will promote a multi-venue Targa Rally in the Nithsdale District of Dumfries and Galloway, South West Scotland Those of you who have previously competed on our autotests should not notice a difference in the format or test presentation, mixing loose tracks, private roads, air-field and smooth concrete.

We are electing to run this event as 'closed to club' which avoids the need for an MSA competition licence, but means all competitors must produce a SoSCC club card at signing on. Memberships will be available at signing on. For entries and enquiries contact

Roland Proudlock  
07824 847383 [roland.proudlock@btconnect.com](mailto:roland.proudlock@btconnect.com)



Association of North East & Cumbrian Car Clubs

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



Association of North Western Car Clubs

Next Meeting

**Tuesday May 14th**

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

**The Next SD34MSG Meeting**  
**Wednesday 15th May**

(3rd Wednesday of every other month)

**8-00pm,**

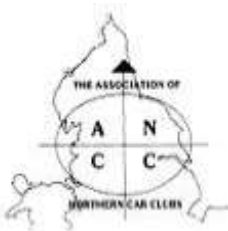
Hartwood Hall Hotel, Chorley. PR6 7AX  
Just off M61 at J8 109 / 583 181

**ANCC**

Next Meeting

**8th July 2013**

Whitcliffe Hotel,  
Cleckheaton (104 / 186 255)



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Ian Dodd

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Mobile: 07772 258096  
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Customised Clothing Printing  
Outdoor Clothing  
Hi-Vis  
Schoolwear  
Bag and Men Party Shirts  
Printed Bags & Accessories

**FRANK PIERSON, Pierstune, TNT 242J**

It is with sadness I felt I needed to report Frank has passed away at the age of 80. He has been battling with health for several months.

Frank will be remembered for his Motoring News, Epynt exploits along with his engine and car building skills.

It was Frank who encouraged me at the age of 14 to join him on rallies, which lead to me working for him on leaving school until setting up rallyschool in 1989. Frank was one of the best drivers I have ever witnessed he made things look so easy and his legacy will continue to be adopted at the school for as long as I'm here.

TNT 242J whilst not up there with some of the works registrations it will always be up there with people in the sport who know a thing or two.

I could write a book on Frank, his codrivers, events and my times with him, but at this moment, sadness is all I can offer.

We have lost a legend of rallying and I as so many are devastated.

RIP my friend. 2.4.2013

John Goff

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

100 mile route P&B Navigation.

Mainly OS map 81

Regs & further information from  
[nialltcook@tiscali.co.uk](mailto:nialltcook@tiscali.co.uk)

This policeman came up to me with a pencil and a piece of very thin paper.

He said, "I want you to trace someone for me."



**Pro-Rally.co.uk**

**1**

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**Phil James**

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MOB: 07771 76-86-57

EMAIL: [phil@pro-rally.co.uk](mailto:phil@pro-rally.co.uk)



## MSA confirms Nick Bunting as new Chief Executive

The Motor Sports Association has confirmed the appointment of Nick Bunting to the position of Chief Executive with effect from 20 May 2013.

The recruitment process to secure a successor to Colin Hilton, who retires after more than 20 years at the MSA, began last year under the guidance of MSA Chairman Alan Gow. A working group comprising Gow and Hilton, as well as non-Executive Director Dennis Carter and Motor Sports Council Chairman Tony Scott Andrews, was charged by the MSA Board with conducting the interviews of short-listed candidates.

Bunting was the unanimous recommendation to succeed Colin Hilton, who will stay on in a consultancy capacity at least until the end of the year.

"I am delighted with the appointment we have been able to make," says Alan Gow. "Nick will be an outstanding Chief Executive for the Motor Sports Association and brings with him a wealth of sporting experience which will be of great value to the sport. He has over twelve years' top-level experience with the Rugby Football Union as its Chief Operating Officer and is also a Director of Sports Coach UK and the Sport & Recreation Alliance. Nick was also an advisor to LOCOG (the Organising Committee for the London Olympics) and a Board Member of the National Skills Academy for Sport and Leisure. He is currently the Chief Executive of PRIME (The Prince's Initiative for Mature Enterprise). "Nick has some very big shoes to fill and I would like to pay tribute to the extraordinary achievements of Colin Hilton in the past 12 years; the MSA is unrecognisable from the organisation that he took over in 2001 and that is largely down to his leadership. Nick inherits a well-run, financially sound organisation that sits at the heart of British motor sport and which takes a central and active role in the development of the sport. The whole sport owes Colin a significant debt of gratitude and we wish him a well-deserved retirement."

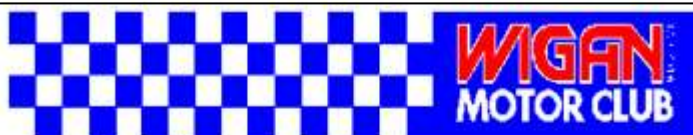
## The Berwick Classic Historic Rally May 4<sup>th</sup> / 5<sup>th</sup> 2013

The Berwick Classic Sporting Trial on Saturday 4th / Sunday 5th May 2013 is open to all historic cars registered prior to 31.12.81

The Berwick Targa on Saturday 4th / Sunday 5<sup>th</sup> May is open to all cars of all ages complying with the MSA Road Rally Regulations but which cannot comply with the MSA Historic Vehicle Regulations due either to age or non-period modifications.

OS Maps 66, 67, 74, 75,

The two day event will start from Berwick 18.00 hrs, and entrants will tackle eight special tests and one regularity in a 55 mile route before heading to The Cheviot Centre in Wooler for 21.00 hrs. Some of the later tests on Saturday will be run in the dusk so bring your spotlights ! Following a 10.00 hrs restart on Sunday morning from Berwick, competitors will tackle a further fifteen special tests and two short regularities before finishing at the Whitekirk Golf and Country Club near North Berwick for a presentation dinner.



### THE CETUS STAGES.

Where: Three Sisters Race Circuit, Wigan. When: Saturday 11<sup>th</sup>. May 2013. How much: £155.00.

Mileage: 28 Miles.

Number of Stages: 12.

Surface: All sealed tarmac/adam.

- Championships:
- 1 The ANWCC Stage Rally Championship 2013.
  - 2 The ANWCC All-rounders Championship 2013.
  - 3 The ANWCC Ladies Rally Championship 2013.
  - 4 The 6R4.com Three Sisters Stage Rally Challenge 2013.
  - 5 The SD34MSG Inter Club League 2013 supported by Gazzard Accounts.
  - 6 The SD34MSG Stage Rally Championship 2013 supported by Gazzard Accounts.

Send your entries to The Entries Secretary, Adrian Spencer, Adgespeed Ltd. Unit 14, Thames Trading Centre, Woodrow Way, Irlam, Manchester. M44 6BP.  
Telephone 07960 964069 between the hours of 19:00 - 21:00.

Marshal's & Timekeepers wanted please Contact The Chief Marshal Telephone 07909 813002.

Regulations & Entry Forms can be downloaded at:-  
[www.wiganmotorclub.org.uk](http://www.wiganmotorclub.org.uk)

Closing date for entries: Thursday 9th. May 2013.

PATRIC and SEAMUS (Dublin mechanical engineers) were standing at the base of a flagpole, a blond woman walks by and asks "what they are doing" "We're supposed to find the height of the flagpole," said Patric "but we don't have a ladder". The woman took a wrench from her bag, loosened a few bolts and laid the flagpole on the floor, then she took a tape measure from her pocket, took a measurement and announced " 5 metres" before walking away. Seamus shook his head and laughed. "Ain't that just like a blond. We ask for the height and she gives us the length!"

## PLAINS RALLY 18<sup>th</sup> May

Regulations for the 2013 Plains Rally are now available online at [www.plainsrally.co.uk](http://www.plainsrally.co.uk) and the online entry system is now live. This year's event will see 6 stages in Dyfi, Gartheiniog, Hafren, Sweetlamb and Woodyard. The entry fee is £440 or £390 for BTRDA Rally First competitors.

Based once again in Welshpool we look forward to welcoming all competitors in May.

### DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS contact

**Gemini Communications**  
**Bill Wilmer 07973-830705**  
**w.wilmer@btinternet.com**  
Specialising in the Art of Communications

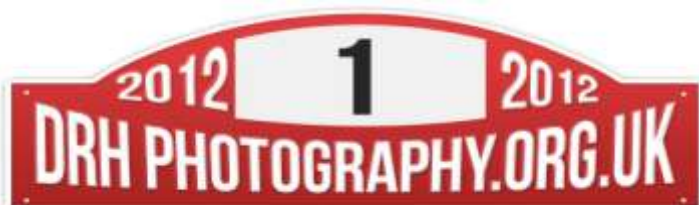
### Sheffield and Hallamshire Motor Club Bickerton Skoda Hallamshire Stages at RAF Barkston Heath Sunday 5th May.

The event will consist of 8 stages, approx 50 miles on smooth concrete and tarmac and some weathered concrete. It is a round of EMAMC, ANEMMC and ANWCC championships.

The entry fee for this great event is only £215 (£190 for S&H members at 1/1/13) and there will be a max of 80 entries. Our last event was full so get your entry in quick.

The easiest and quickest way to enter is online at <http://www.rallies.info/webentry/2013/h.../index.php> or go via our website at <http://www.sheffieldandhallamshiremc.co.uk/index.html> you can also get in touch with our entries sec. by emailing [entries@hallamshire-stages.co.uk](mailto:entries@hallamshire-stages.co.uk) or ringing 07501 467625

Marshals/radios please contact Len Fowkes on 01909 565458 or [marshals@hallamshire-stages.co.uk](mailto:marshals@hallamshire-stages.co.uk)



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

## RALLY OF THE TESTS

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

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

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

[www.craevents.eu/Events/rally\\_of.../marshals/](http://www.craevents.eu/Events/rally_of.../marshals/) and we will then keep you informed over the next six months

### ROUTE OUTLINE/EVENT INFORMATION

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

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

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

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

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

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

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

An advertisement for Grove Hill Garage. On the left is a large blue stylized 'G' logo. Next to it is a red Mitsubishi Lancer Evolution rally car with the number 1720 on its front. To the right of the car, the text 'GROVE HILL GARAGE' is written in large, bold, black capital letters. Below that, in smaller bold black capital letters, is 'M.O.T, Service & Accident repair centre'. At the bottom right, a telephone handset icon is followed by the number '015242 61782' in large, bold, black capital letters.

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## RETRO-SPEED

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### **"Border 100" Road Rally 4/5 May**

**100 miles of classic Road Rally action  
maps 125 & 126.**

The Rally team again thanks Brian Jones of Station Works Garage as main Sponsor

This event is a round of the ANWCC / AWMMC / TEIFI VALLEY & WBCC Road Rally Championships, and therefore, to avoid disappointment we advise entries are submitted as soon as possible.

We hope you enjoy the event and look forward to welcoming you to Llanfyllin on the 4th May.

Regs and Online Entry Form will be available from [www.welshbordercarclub.co.uk](http://www.welshbordercarclub.co.uk)



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### **Format unveiled for the DMACK Carlisle Stages**

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

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

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

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

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

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

Regulations for the event should be available now at [www.racrallychamp.org/Carlisle\\_Stages/c...s\\_home.htm](http://www.racrallychamp.org/Carlisle_Stages/c...s_home.htm)



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## The Blyton Rally Challenge 2013

Blyton old airfield has a long history of motor sports since the site was decommissioned in 1954. In recent years, single venue rallies promoted by Clitheroe DMC and Lindholme MSC have continued the tradition. For 2013, the two clubs have collaborated under the aegis of the Association of Northern Car Clubs to introduce a Challenge which covers the three rallies held there. To ensure that all cars of whatever engine capacity have an opportunity to contest the Challenge, points will be awarded on a Class basis. There will be an overall Champion Driver and Co-Driver at the top of the points tables, and Class Awards as well. LMSC and CDMC hope that the incentive of the Challenge will encourage crews to enter all three rallies in a spirit of friendly competition.

Blyton is a site of fairly modest dimensions, but this works in its favour in some ways. The compact size encourages close competition, as witnessed by the top three cars on the 2012 Lincoln Green and Hall Trophy being separated by just a few seconds. The surfaces include Blyton Park Driving Centre's new race-track quality asphalt, older tarmac, and a little concrete. A limestone jump is sometimes included in stage routes. Taken together, the surfaces offer a good challenge, without making damage to the car very likely. There is plenty of run-off space, so that errant cars ought not to impact the scenery. However, the clubs do use large wrapped straw bales to delineate the course in places, and contraventions of stageroutes will naturally incur penalties. There are good vantage points to view the action – BPDC have some raised banks which give a view of the whole stage.

Camping in the Service area is available to crews who attend a Friday scrutineering slot before the rally on Saturday. Blyton village has a couple of excellent pubs, and also a noted ice-cream parlour.

The BPDC site is easy to access, to the north east of Gainsborough in Lincolnshire. The town has a major shopping centre in Marshall's Yard, as well as a choice of supermarkets and independent traders. Lindholme Motor Sports Club and Clitheroe and District Motor Club hope that they will see you there on the Lincoln Green, the Hall Trophy, and the Jack Neal in 2013. Oh - and its FREE! Just enter the rallies and you're in the Challenge.

## A.J Harrison & Co

MOTOR ENGINEERS, VEHICLE SALES AND MOT



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## Tel. 015242 - 62105

### Manx Auto Sport The Manx National Rally 10th & 11th May 2013.

The Manx National Rally is open to both National "A" & National "B" Licenced Competitors. 2013 sees the event have two new special stages along with the opportunity for competitors to take part in a shakedown stage.

For 2013, the Manx National Rally is a qualifying round of the following championships:

- Eurocars Motorsport Manx Rally Championship
  - REIS - Get Connected MSA Asphalt Rally Championship
  - ANWCC Stage Rally Championship
  - The SD34 MSG Stage Rally Championship
  - Formula 1000 - Super 1000 Rally Series
- Special Stages: 20, Stage Mile: 120 approx  
Entry Fee: £460.00 excluding travel  
or £780.00 including travel\*

\* Travel included 2 Adults + Van + Trailer

For all travel and accommodation enquires please contact Sally Helwich, Isle of Man Event Services on 01624 664460 or [sally@iomevents.com](mailto:sally@iomevents.com)

For Regulations and Entry Form visit

[www.manxautosport.org/pages/competitor-information.aspx](http://www.manxautosport.org/pages/competitor-information.aspx)



### GoMotorsport Newcomer Prize Draw

We are launching a prize draw to encourage people that have started motor sport from January 2012 to share their experiences with us. Anyone that sends us their story and supporting photos where they can will be entered into a prize draw for the opportunity to win a pair of tickets to Wales Rally GB. This can be both competitive and volunteering experiences.

All the information is on the website and can be found at the link below. It is being launched in the February newsletter. This is a good way of raising awareness of first time experiences in motor sport and a promotional tool to show how easy it is to get involved.

[www.gomotorsport.net/Share-your-stories-for-a-chance-to-win-Wales-Rally-GB-tickets](http://www.gomotorsport.net/Share-your-stories-for-a-chance-to-win-Wales-Rally-GB-tickets)

**If you have started in motor sport since January 2012, simply send a short account – no more than 400 words – of your first foray into the sport, along with any images to illustrate your story, to [newcomer@GoMotorsport.net](mailto:newcomer@GoMotorsport.net) by 30 September 2013. The winner will be picked from a random prize draw to receive the tickets.**





## Stobart Rail Pendragon Stages 22nd September 2013

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

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



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

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

No Recce

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

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

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

Regs available ELECTRONICALLY ONLY!! on  
[www.herefordshiremotorclub.co.uk](http://www.herefordshiremotorclub.co.uk)  
from Weds May 1st



Dave & Julie Harwood at  
Road & Stage Motorsport Ltd. Whitegate,  
White Lund Industrial Estate, Morecambe.  
Happy to help with all your rally needs.

Just call or Telephone,  
You are always welcome.

**Tel: 01524 844066**

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

**Email: [sales@rsmmotorsport.co.uk](mailto:sales@rsmmotorsport.co.uk)**

## West Cumbria Motorsport Club P & R Benn



**GREYSTOKE STAGES RALLY 2013**

Sponsored by **P & R BENN**

## GREYSTOKE STAGES RALLY Sunday 14th July

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

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

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

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

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

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

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

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

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

## Three Castles Classic Trial

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

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

Three Castles Classic Trial, 5th-8th June 2013  
[www.three-castles.co.uk](http://www.three-castles.co.uk)

# Acknowledgements

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

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

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

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and last but not least, Chairman / Secretary/  
League Compiler / Individual Championship  
Compiler (& complaints manager) - Les Fragle

The intention is to publish this EMag  
on the last day of each month.

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

**Deadline for copy is Monday 27th May for  
the June edition which is due out on  
Tuesday 31st May 2013**

**PLEASE Email Reports etc. to**

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

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

## 2300 Club

intend to run the  
**Mullard Trophy Rally**

On

**14th September 2013.**

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

The CoC will be Ian Grindrod.

More Information will be available at

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

Nearer the time



## THE CETUS STAGES

**Saturday 11th May 2013**

**12 Stages, 28 Miles, Cost £155**

**Three Sisters Race Circuit Wigan**

**Regs & Entry form**

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

Marshals & Timekeepers

Tel. : 07909-813002

A round of the following Championships

ANWCC Stage Rally Championship, ANWCC All Rounders Championship  
ANWCC Ladies Rally Championship, The three Sisters 6R4.com Challenge  
SD34MSG Inter Club League, The SD34MSG Stage Rally Championship



**National  
Motorsport  
Week**

**29 JUNE - 7 JULY 2013**