

November 2011 spotlight



Motor Sport Group



**Accrington Motor
Sports Club Ltd**

Member Clubs

CSMA
CLUB



BAC



also available on line at
www.sd34msg.org.uk

Vol. 01 Issue 02 November 11 Maurice Ellison

**Gazzard
Accounts**

Chairmans Chat

I trust the first issue of '**spotlight**' – The SD34 MSG Monthly Motorsport Magazine – was well received and can I thank all those who sent in articles for publication and ask that you, plus many more budding journalists, continue to fill the pages of '**spotlight**'. It doesn't need reams of text so, for example, please pen a few words about an event you entered or helped on, I can imagine there will be loads of stories from the recent Mull Rally. Also any associated photographs would be welcome.

Continuing the **history of SD(34) Motor Sport Group** from it's naming in 1964;

The four founder clubs quickly became six and then ten. Caldervale MC fell by the wayside and became extinct but other clubs came along and the number gradually grew to sixteen. Member clubs covered the whole of the old Lancashire (and part of what is now Cumbria) from Kirkby Lonsdale in the north to Liverpool in the south, from Colne in the east to Blackpool in the west.

Co-operation there was as the Group co-ordinated their sporting activities so that the dates of events did not clash. Mutual support was there too in the form of entries and officials. Friendly competition between the clubs grew as the Group organised annual championships in most branches of motor sport and not least the Lees for Tiles Interclub League which is keenly fought each year, won by **Clitheroe & District MC and Springhill Motor Sport Club** more often than any other clubs. Being able to speak as a group has advantages over the lone voice of a single club and members of the Group sat on no less than five of the RACMSA's specialist committees in the 1970's and 80's. A measure of self discipline also came about as transgression of the rules by one member club could bring the wrath of the others !

There will be more about the history of the Group in subsequent issues of '**spotlight**' and I am again grateful to those colleagues who have supplied me with this information.

Annual Championships.

As mentioned above we still organise annual championships with awards presented at the Presentation Evening early in the following new year, a photograph from the event in 1998 is attached, spot a few well known faces !

The current championships consist of:

The Interclub League – competitors or marshals score points for their member club on League events (generally all events run by an SD(34) MSG member club). There are three divisions each based on the overall club scores in the previous year.

The club awards are for 1st Overall and 1st in each Division.

Championships for the following disciplines – **Road Rally, Stage Rally, Off the Road** (Autotest, Autosolo, Sprint and Hillclimb) and **Marshals**. Awards are given for 1st Overall and 1st and 2nd in each Class or 1st, 2nd and 3rd for the Marshals.

The Individual Championship – designed to award the highest scoring all-rounder as to qualify they must score in two disciplines or one discipline plus marshal an event. Awards are given for 1st, 2nd and 3rd. Full details of the Championship Rules are available from the Secretary. (les.fragle@gmail.com)

Registration fee – this is just £5 which covers one or all the disciplines, there is no fee for the Marshals Championship. So if you are planning your events for next year then why not pay just £5, or nothing if you just fancy marshalling, and you could well walk away with an award at the end of the season.

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

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MOTORSport
with NEIL JOHNSON
Feb 14, 2012

EXPERT ANALYSIS: The celebrity panel at the SD34 presentation evening, seated from left: Chris McQueen, Ian Girdlestone, Roy Goodworth, MC, Tony Jordan, Nick, Neil Inverness, chairman of Puddle DMC, and Alan Shoen, retiring chairman of SD34 MSG.

ROAD TO SUCCESS: SD34 Road Rally Champion Tony Jordan, right, and Andrew Hughes, with Tony Jordan, 2011.

SERGEANT'S STRIPES: The Sergeant, from Keweenaw, receives the SD34 Trophy for winning the 2011 Road Rally Championship from Tony Jordan.

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The Club Meets at 8-30pm Every Tuesday
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The Club Meets at 9-15pm onwards
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Mull Car Club

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The Club Meets at 8-30pm on the 2nd Thursday of
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The Club Meets at 9-00pm Every Monday
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Motor Sport Group

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The intention is to publish this Magazine on the last Thursday of each month. It will be emailed to SD34MSG Delegates to distribute as they wish to their relevant Club Members. The Magazine would be much better with reports from both Clubs and their members **Please note the deadline for inclusion is the Tuesday before the last Thursday of the Month** If the Magazine is a little later than above - it is probably because I am waiting for a promised report or everyone has sent me copy at the last minute - on deadline date - rather than sending bits and pieces as they occur. Email Reports to Maurice Ellison at : **sd34news@mail.com**

BUT FOR January ISSUE Make the Deadline date the 20th Dec. - Distribution the 22nd Dec.



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



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



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

Acknowledgements

Thanks to all contributors - this is only the third issue, but a big thanks to the various Championship Compilers a job that I have done in the past and its a thankless but necessary one, a Special mention of gratitude to our Reporters, Alan Barnes, Bill Chadwick, Gary Heslop, John Gorton, Ian Angel, Hazel & Steve Johnson, Julie Harwood of RSM, Stuart + Lynn + Arron Newby of TEGSport, Phil James of Pro-Rally Photography, Bill Wilmer, Dan Hurst, Chris Paskin - Orion Photography, Richard Dix, Chris Sheridan and Paul Brereton, and of course our chairman Les Fragle

HOWEVER - I could do with far more information to make it even more interesting. especially from people involved in circuit racing, hillclimbs and sprints etc.

Reports on events you have done or planning to do. What plans have you for next year ?

Building a new car ?, Profiles - whos who ! Photographs, Events that Clubs are running, Clubnights, etc etc Send it all to Email Moz : SD34news@gmail.com

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

Guinness, Guinness and MORE Guinness Tour of Mull 2011

A 5.30am start on Thursday October 13 saw myself and my old road rallying partner Mark Standen set off on the long journey to the magical kingdom of Mull, scene of the 2011 Mull Rally.

For those who do not know, Mark and I will be hoping to be blessed with an entry next year for the event in a Peugeot 106 which has been three years in the making and is now nearing completion, thanks to the love and care of Garstang and Preston member Lee Jones and his team at Newton Motorsport (cough, cough, plug, plug!!!)

Mark has been a co-driver on the event three times, although next year he'll be behind the wheel and, if he has anything like the pace and skill he used to show back in the err...(1980s), we should be aiming for a result (no pressure there then).

But I digress. A quick stop at Southwaite services for a coffee and before we knew it we had driven through the splendid scenery in the Great Glen and had hopped across the water at Corran before finding ourselves down in Lochaline, where we asked one of the ferry-men if there was a pub in the vicinity as we faced a two-hour wait for the next crossing.

"Och, there's one a couple of miles away but it's shut", came the reply, so we thought we'd have a look at one or two rally cars that had arrived behind us, on their trailers, ready to make their way on to the promised land.

It was only as we walked back to our car at the head of the queue that I glanced to my left and spotted a large sign in foot-high letters above an open door that said LOCHALINE SOCIAL CLUB...Doh, I really do need to get my little old derriere down to Specsavers, toute suite! And so, the first of many pints of Guinness was enjoyed before we finally made it onto the island, via the Fishnish terminal.

Next stop was the Linnhe View guesthouse in Craignure, run so magnificently by Jim and Mary ven Heerden (Tel.01680 812007) - plug, plug!!!.

After chucking our bags into our magnificently appointed twin room (plug, plug!!!) we decided it would be wholly inappropriate, if not rude, where we to ignore the alluring charms of the Craignure Inn for a welcome refreshment. I really like Guinness when on Mull, in case you had not noticed, and after sampling the black stuff in there, it was time to get showered and head off to Tobermory, to the MacDonald Arms, where we were greeted by many familiar old faces, and then up over the Mishnish Lochs road to Dervaig and, in particular, the Bellachroy Hotel, for a bite to eat and more friendly banter. We ended up chatting with Sam Collis, doing the event with Steve Cressey in a well sorted Mk 2 escort, and Sam's partner Sasha Heriot, doing the event at car 99 in a Lotus Elise with a chap called Howard Moore, from Banbury. Several people told us he used to navigate for ace road rally driver Bill Gwynne back in the day ... so they must have been right!

Anyway, on to Friday and we feverishly made our way down to Tobermory Distillery to watch the scrutineering. There were some amazing cars on display, not least a Peugeot 306 Maxi, being driven by Matthew Tarbutt but owned by his co-driver ...sorry, his name escapes me!

Also present was the cleanest, most immaculate Mark 2 Escort I've ever seen, owned by a guy called John Marshall from Dunblane, who owns a big builder's type business called Beatson's. And on talking to people huddled around it, all gawping in disbelief, I learned it had cost £110,000 to build and had a 300bhp BDA engine and God knows what else lurking behind the pristine red and white livery. One to watch that night, for sure!

Down in the carp park there, Mark and I bumped into Kirkby Lonsdale main man Alex Willan and his lovely lady, and I could see from the wide-eyed expression that Alex, a Mull virgin, was drinking it all in. I'm sure he'll be back, most probably at the wheel of a Satria of some description!

Another most welcome face was that of an Aberdonian called Garry Muir, who has become a buddy over the past three years thanks to his endless enthusiasm and assistance with the building of our Peugeot. Garry and his wife, the lovely Tracey-Louise, were on the island to assist Tobermory crew Alec Brown and Thomas Watt, in a Saxo, who did some giant-killing on the event - more of that later.

The atmosphere was fairly crackling and as we departed the scene, heading back to the welcoming bosom of the Craignure Inn, we could not wait for the action to begin that night.

Several Guinnesses later (not Mark, he was driving), it was time for us to head off to a stage to await the setting of the sun and the lights, then the roar of Mr Calum Duffy's arrival in his magnificent Mark Two Escort, running car one on the road.

Continued on Page 6



Photos Courtesy Alan Barnes



- | | | |
|----|--------------------------|---------------------------|
| 1 | McKinnon / MacGillivray, | Subaru Impreza WRC |
| 2 | MacGillivray / Fraser, | Subaru Impreza |
| 3 | Harper / Campbell, | BMW MINI Cooper S |
| 4 | Pye / Falconer, | Subaru Impreza N15 |
| 5 | O'Donnell / MacDougall, | Ford Escort RS |
| 6 | Mounsey / Wardle, | Mitsubishi Lancer Evo VI |
| 7 | Gallagher / Morrison, | Subaru Impreza |
| 8 | Stell / Yates, | Mitsubishi Lancer Evo VII |
| 9 | Weir / Brown, | Ford Escort MK II |
| 10 | Mackenzie / Mackenzie, | Ford Fiesta ST |

(Continued from Page 5) We had positioned ourselves down on the Loch Tuath section and if we thought the Duffy brothers were sensational when they blasted past us, then Paul Mackinnon was even more so, clearly eating into the 30-second interval between the cars as he chased Duffy with a rare fury in his hired Kenny McKinstry-prepared WRC Subaru Impreza. Minisport man Daniel Harper came through with precious little candle light, a tail pipe glowing bright orange and sparks showering the road from the exhaust. Mark and I thought his race was run, thinking his engine had blown, but it transpired that it was a loose connection on the alternator and Dan and his co-driver Chris Campbell went on to secure third overall and a podium place after a fairly rip-roaring drive. Well done Sah!



We'd walked into the stage so were able to watch the first 40 or so cars then get back out and head up to Craignure to the service area, where we discovered that Alec Brown (Saxo, car 51) was winning the 1600cc class B. The favourite for the class, Ian Chadwick, had experienced a puncture on stage 1 (Mishnish Lochs) and then had an engine mount break on his Peugeot 106, meaning he had gear selection problems as the offending broken bolt jammed into the gear selector area below. All this drama had cost him six minutes and he was already a beaten man. Meanwhile, up at the front, MacKinnon had indeed gone into the lead. Duffy had been fastest through Mishnish but MacKinnon had overhauled him on the long second test which took in the Hill Road, via Calgary to Tuath. Mark and I then made our way to the Gribun test and, again walking into the stage on foot, we happened across a friendly bunch of spectators who had a big box of Stella, an enormous bottle of Smirnoff Vodka, and a scaffolding rig-up which enabled you to sit, some eight feet above the ground, where you could see the cars zig-zagging through the treacherous rocks, before taking off in front of us for the jump 500 yards before the test ended. Quality viewing!!! Our raucous friends had clearly been imbibing in their alcoholic booty but the atmosphere was never less than friendly and the action spectacular. Danny Harper landed really heavily over the jump, but was clearly back on song. The biggest disappointment was the non-appearance of Calum Duffy, who was already out, after a differential failure. I timed a number of cars from when I first saw their lights to the point where they disappeared out of view here at Gribun and



Mackinnon was clearly the quickest, but Harper was back in attack mode and another driver lighting up the night was Graham (Grum) Wilcock in his Manta. On to Saturday daytime and Mark and I went back to Gribun, this time walking further into the stage and seeing some brilliant driving despite the murky Mull weather (it was pouring down). Here we also witnessed the accident that ended up with Chris Atkinson, the co-driver in car 81, a Peugeot 205 - being cut out of the shell after it flipped on to its roof and landed on the beach at Gribun. Chris, from Hoghton, near Preston, was transferred by helicopter to hospital in Glasgow where, after two days in intensive care, he has regained his cognitive powers and was thankfully on the mend.



By the end of the Saturday afternoon action Mackinnon held a lead of six minutes and seven seconds from fellow Mulleach James McGillivray, also in a Scooby Doo, with Tristan Pye (Scooby) in third and Danny Harper fourth, 15 seconds adrift of a podium place.

Alec Brown had made his way up to 33rd place in his Saxo but was now second in class behind a much more powerful Citroen C2 R2 Max. Unfortunately for Alec, he had suffered a one minute penalty for booking in early at the end of a road section and this was to prove frustratingly expensive at the end of the event.

On Saturday night we went to watch the start of the Glen Aros stage and here we could see that Mr Harper was 'properly' on it. At the vantage point where we looked on, virtually every crew anchored on ahead of a 60 right bend but not the Minisport mini. Fully committed, flat out and on a charge.

From there we headed back to Tobermory for welcome refreshments provided by the Guinness family of Dublin, and then the arrival of the cars at the end of the event.

The top three proved to be Mackinnon, McGillivray and Daniel Harper, while the C2 R2 Max of Gareth White and Callum Atkinson won the 1600 class, pipping Alec brown by only 22 seconds after 220-plus miles of fierce combat. We even managed to secure a Tunnock's Scottish pie each (yum, yum) but unfortunately we had to head back to Lancashire straight after the event and when we pulled into the queue at Fishnish Fery, at 4.30am, there were already 58 cars, camper vans and god knows whatever else in front of us.

Arriving back home at 5pm, suitably cream crackered, we both agreed it had been a fantastic four days, filled with good-natured humour and the camaraderie that can only be found amongst the rallying fraternity. So, to everybody involved in the organisation and support of the rally, thank you and well done.

Here's to next year!!!

Alan Barnes (Garstang and Preston Motor Club)

GALLOWAY HILLS Stages Rally

A quality field headed by four-times winner and event sponsor Jock Armstrong and co-driver Kirsty Riddick will line up for the start of the **Galloway Hills Rally in Castle Douglas on Sunday 30th October**. The popular end-of-season challenge, which has been brought forward from its traditional December date, has attracted leading competitors from Scotland, England and Ireland. They will tackle five classic forest stages, totalling around 42 miles. With his Subaru Impreza still sidelined after crashing out on the Speyside Stages in August, Armstrong will take to the wheel of an unfamiliar Mitsubishi Evo 9, as he aims to become the first driver to win the event five times. The Castle Douglas ace has been lent the car by Yorkshire-based Steve Petch of SGP Motorsport, whose son Stephen starts second in a Hyundai Accent WRC, co-driven by John Richardson. Third seed Chris Collie has impressed in the MSA Scottish Rally Championship this season in his Subaru Impreza with four top-ten finishes. The Aberdeen-based drilling engineer, who'll be co-driven by the experienced Neil Shanks from Elgin, finished sixth in the overall drivers' standings. Ex-Irish champion Pat O'Connell and co-driver Mark Wiley in a Mitsubishi Evo 9 head a twelve-strong Northern Ireland contingent who will make the ferry crossing to Stranraer thanks to continued support from Stenaline. Belfast's Liam Regan, co-driven by Damien Duffin, will be one to watch in his 4-wheel drive Mitsubishi-powered Peugeot 206. It proved to be one of the "star cars" of the Merrick Stages, where he finished a very creditable eighth overall on his first visit to Galloway. Ian Paterson and Jim Haugh will be another local crew looking to mix it at the sharp end of the leaderboard in front of home support. Paterson, who took his Subaru Impreza to fourth overall in 2010, starts one ahead of Newton Stewart's Craig McMiken – who in the past four years has finished second, third, fifth and seventh in his Mitsubishi Evo 9. The top ten is rounded off by Port William crew Fraser Wilson and Steven Broll who have shown steady improvement in their Mitsubishi Evo 6 since switching to 4-wheel drive at the start of the 2011 Scottish championship campaign. It culminated with a twelfth overall and Group N honours on the final Colin McRae Stages round earlier this month.

The leading 2-wheel drive competitor – seeded eleventh – is Northern Ireland's Shane McGirr who finished sixth overall in 2009 in his 1600cc Toyota Starlet. With the engine now boosted to 2000cc, some good times are expected. Jim Sharp from Stranraer goes into the weekend fresh from a fine fifth overall in his Subaru Impreza on last Sunday's UTS Cheviot Keith Knox Rally. Meanwhile, 2010 Scottish Junior Champion Peter Stewart and dad Richard will be looking for a strong family finish in their respective Subaru Imprezas.

There are no fewer than thirteen Ford Escorts of varying spec in the line up – headed by experienced Irish crew Paul McErlean and Niall McKenna.

The rally, which is jointly organised by Solway, Machars and East Ayrshire car clubs, will start from the Market Hill in Castle Douglas at 08:31, before heading to the first stage THISTLE INN CROSSMICHAEL Glengap at 09:02.

That is followed by the MARCHBANK BAKERS THORNHILL Cairn Edward at 09:37.

Competitors will then return to Castle Douglas for a service break at the Market Yard from 10:20 - 11:00.

The R.EARSMAN LTD Dalbeattie stage will follow at 11:22, followed by a re-run of stages 1 and 2 at 12:34 and 13:09 respectively. All times are for Car 1.

Spectator information can be found on the event website www.gallowayhillsrally.co.uk



RIBCHESTER racer **Adam Morgan** is preparing for the biggest two races of his life as he bids to fulfil a long-held dream by securing a £300,000 drive in the British Touring Car Championship. The 22-year-old, competing for Ciceley Racing, is currently second in the Ginetta GT SuperCup standings going into the final weekend of the season at Silverstone and the winner of the series will get a fully-funding drive in the prestigious touring car championship next year. The current leader of the points standing is the experienced Carl Breeze – a man who once succeeded 2007 Formula 1 world champion Kimi Raikkonen to win the British Formula Renault series. But Morgan, whose father Russell runs Ciceley Racing after once teaming up with former Blackburn Rovers owner Jack Walker's son Howard to race in the Renault Spider Championship, believes he can claim the title and knows how big an opportunity is in front of him. Tom Sharp and Nathan Freke also have an outside chance of top spot. Morgan admits he is already pleased to be second in only his second year in the Ginetta series, which is shown live on ITV4 with crowds of around 30,000 present at race weekends.



Motor Sport Group

Committee Meeting

Wednesday 16th November

(3rd Wednesday of the month)

8-00pm

Hartwood Hall Hotel

Chorley

Just off M61 at J8

109 / 583 181

Do you fancy having a go at this Road Rallying Lark ?

You are probably a member of an SD34MSG Club - otherwise you probably would not be getting this newsletter in the first place - there will be plenty of people at your club from whom you can seek advice if you just go and ask. If you are feeling too shy - then look up this site for the answer to some basic questions.

www.midnightmotorsport.org.uk

You can find more basic tips ranging from car preparation through to navigation on the Beverley & DMC website

www.bdmc.org.uk

Other good sources of information on line, especially about the more tricky navigation stuff can be found at

www.wdmc.org.uk and

www.northumberlandbordersrally.co.uk

Or give me a bell and I will put you in touch with someone local to you, who can help you to avoid some of the common and simple mistakes - moz 07788-723721

(tho' after my run on the Illuminations Rally - you might be better off asking someone else !!!!! Having said that two of the novice navigators I gave instructions to finished very well - I must do as I say to others and not cock up next time out !)

Road Rallying is probably the best value for money motorsport available. Average entry fee costs work out at well under 10p per mile, compared to Forest Stage Rallies at £10 per mile and S.V. Stages at £4 /mile . Of course you have to add on your car preparation costs, Tyres, repairs etc, etc

One of the easiest ways to learn how it all works is to volunteer to marshal on an event - your only cost then is a few quid for fuel and an O/S map. You can then see if its for you The O/S map will always come in useful (Navs see Below)

NOVICE NAVIGATOR WANTED

For The Quinton Novices Road Rally on the 19th November Contact MOZ on 07788-723721 & I will put you both in touch

TEG SPORT

have been awarded the sole distribution rights for the UK to supply the Skoda Fabia R2 cars and parts. The first three cars arrived at the TEGSport Workshop yesterday (Wed 26th Oct)



David (from RSM in Morecambe) has decided to race the 89 van Diemen at Oulton on 22nd October in the Moose trophy race.

Testing is a must so shop will be closed on Friday the 21st. Always wanted to put a notice on the door saying "gone racing" LOL

If anyone is looking for a Mk1 Escort rolling shell let me know, we have a customer with one for sale. **01524- 844066** Take care -Julie



David enjoyed his run out at Oulton even though he was a little rusty. He almost managed to get the lap times he was looking for in practice but qualified 8th and finished 7th in first race and had a good dice with Will Alterman and Mike Stewart and 10th in second race.

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£7500.00

SD 34 MSG Inter Club League

Division A		Position	
Club	Points	Division	O/A
Clitheroe & DMC	477	1	1
Bolton-le-Moors CC	338	2	2
Stockport061 MC	326	3	3
Warrington & DMC	237	4	4
Lancs & Cheshire CC	156	5	8
Division B		Position	
Club	Points	Division	O/A
Accrington MSC	230	1	5
Garstang & Preston MC	206	2	6
CSMA (NW)	178	3	7
Pendle & DMC	86	4	11
High Moor MC	66	5	12



Division C		Position	
Club	Points	Divis.	O/A
Manx AS	130	1	9
Wallasey MC	(102)	(2)	(10)
Bury AC	(36)	(3)	(13)
Lightning MSC	0	=4	=14
2300	0	=4	=14
Motorsport NW Ltd	0	=4	=14
Mull CC	0	=4	=14

MARSHALS CHAMPIONSHIP

Only Contenders who have Qualified - results are shown

Club	Pts	Club	Pts
Stockport 061		GPMC	
Mark Wilkinson	50	Graham Chester	30
Andy Turner	50	Les Fragle	30
Ken Wilkinson	50	Steve Kenyon	30
Ian Bruce	40	Terry May	30
Andy Chambers	40	Margaret Duckworth	20
Brian Stott	40	Andy Benson	20
Daniel Chambers	40	Jason Bleakley	20
Martin Payne	40	Clitheroe & DMC	
Rob Yates	40	Steve Lewis	30
Hazel Payne	30	Don Wild	30
Julian Russell	30	Martin Berry	30
Nancy Russell	30	Martin Whittaker	20
Mathew Turner	30	CSMA (NW)	
Bolton-le-Moors MC		Steve Butler	40
Peter Sharples	30	Greg Holden	40
Julie Sharples	20	Eve Fisher	30
Eric Wilcockson	20	Graham Bray	30
Jo Evers	20	Bury AC	
Darren Spann	20	Wallasey MC	0
Warrington & DMC		Pendle & DMC	0
Billie O'Brian	40	Lightening MC	0
Robert O'Brian	30	High Moor MC	0
Gordon Pirie	30	2300 Club Ltd	0
Ann McCormack	30	MotorSportNW Ltd	0
Dave Read	30	Manx AS	0
Colin Cresswell	30	Mull CC	0
Joanne Mackman	20	Bury AC	0
Accrington MSC		Points up to and including Promenade Stages	
David Barratt	40		

SD 34 MSG Championships Forthcoming Rounds

- 20-Nov Stage Rally**
Bolton-le-Moors CC
Neil Howard Memorial Rally
Melbourne airfield, Pocklington
- 26-Nov Road Rally**
Beverley & District MC
Beaver Rally
Humberside
- 26-Nov Stage Rally**
Clitheroe & Dist MC
The Hall Trophy
Blyton Airfield, Lincs
- 4-Dec Autosolo & PCA**
Accrington MSC Nat B & Clubmans **Winter Autosolo**
Blackburn Services M65, J4
- 4-Dec Autosolo & PCA**
CSMA NW Nat B & Clubmans
Winter Autotest
Blackburn Services M65, J4



Visit the SD34MSG Website for ALL the
LATEST & FULL Championship Standings

Individual Championship

Only Contenders who have Qualified results are shown

Following - Pockerstars Rally

O/A	Competitor (qualified)	pts	Club
1	Steve Lewis	55	CDMC
2	Hazel Johnson	33	CSMA
3	John Ric Wood	29	GPMC
4	Michael Tomlinson	26	PDMC
5	David Barrett	20	AMSC
= 6	Gary Jakeman	14	HMMC
= 6	Paul Buckel	14	CDMC
= 8	Chris Woodcock	8	CDMC
= 8	Heidi Woodcock	8	CDMC

Stage Rally Championship

Following - Enville Stages

O/A	Driver (qualified)	pts	Class	Club
1	John Ric Wood	107	D	GPMC
2	Alex Jackson	54	A	GPMC
=3	Chris Woodcock	53	A	CDMC
=3	Ross Miller	53	C	CDMC
=3	Richard Bromley	53	B	WDMC
6	Hazel Johnson	52	A	CSMA
7	Peter Jackson	27	D	GPMC

O/A	Co-Driver (qualified)	pts	Class	Club
1	Heidi Woodcock	53	D	CDMC
2	Paula Swinscoe	28	A	CDMC
3	Paul Blanchard	26	C	CDMC

Road Rally Championship

Following - Morecambe Rally

O/A	DRIVER	pts	Club
1	Simon Boardman	37	CDMC
2	Derek Long	20	BAC
3	Paul Buckel	9	CDMC

O/A	Navigator	pts	Club
=1	Steve Butler	29	CSMA
=1	Andrew Long	29	BAC
3	Ian Raynor	8	CDMC

Off The Road Championship

Following Morecambe Rally

O/A	DRIVER	pts	Club
1	Steve Johnson	61.10	AMSC
2	Steve Price	55.25	BLMCC
3	Steve Lewis	48.48	CDMC
4	Hazel Johnson	26.40	CSMA
5	Michael Tomlinson *	19.95	PDMC
6	David Barrett	19.63	AMSC
7	Christopher Day	11.30	CDMC
8	Steve Butler	10.00	CSMA
9	Stuart Tranter *	8.64	L&CCC

ADVERTISING IN the 'SPOTLIGHT'

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Dulux Trade MSA British Rally Championship BRC Awards night "The Bash" NEW DATE

19th November 2011

With David Bogie and Kevin Rae now Dulux Trade MSA British Rally Champions and Scottish Rally Champions elect, the BRC and BRC Challenge awards ceremony, the "BRC Bash", has changed date to avoid a clash with the Scottish awards night. Still at the Manchester Hallmark Hotel, the event is now scheduled for a week earlier, on Saturday 19th November.

The successful format remains unchanged, with a black tie dinner interspersed with awards and the fantastic Greenlight TV footage from the season. Reception drink, three course dinner, wine and coffee are included, with a disco and late bar until 1am making it a night to remember. The overall Dulux Trade MSA British Rally Championship awards will act as the finale to the evening, but the ceremony will also play host to the Fiesta SportTrophy & SportChallenge, Citroën Racing Trophy and as ever, the BRC's popular support series the BRC Challenge.

Sadly the Hallmark Hotel is now fully booked, but being close to Manchester airport, there are plenty of hotels nearby and the Hallmark, which has already been extremely accommodating with such a late date change, is endeavoring to help anyone with previous bookings to find rooms nearby. Everybody is welcome, but with 250 people attending in 2010 and tickets limited, it is essential that you book early to avoid disappointment. The booking form is available to download from the front page of www.rallybrc.co.uk or www.rallybrcchallenge.co.uk

TEG SPORT



2011 Rallycross Weekend

Croft Circuit - Saturday 5th and Sunday 6th November 2011
Gold Medallist Doran To Contest Croft Rallycross Grand Prix
Momentum is rapidly gathering for the British Rallycross Grand Prix which takes place at Croft Circuit in North Yorkshire on Sunday 6th November.

Entries are pouring in for the prestigious event with most of the country's leading drivers set to take on their foreign counterparts at the two-day meeting which also sees the final round of the Quaife MSA British Rallycross Championship.

Amongst the confirmed entries so far are European Championship contender and X-Games gold medallist Liam Doran in his Monster Energy Citroen C4 ERC, newly crowned MSA British Champion Julian Godfrey (Ford Fiesta Mk6 ERC) and the unique Mitsubishi Lancer Evo X of former National Rally Champion Steve Hill.

As well as Leeming ace Kevin Procter's Ford Focus, the local challenge has also been bolstered with the news that Scotch Corner tuning wizard and ex British Champion Tony Bardy will be driving a Ford Puma ERC 4x4 at the event also.

In addition to the action on track, there are a host of other attractions including the Ford RS Owners Club and other car clubs on display, Crow's funfair and Darlington precision driver Paul Swift doing stunt demos during the lunch break on Sunday.

The event has also attracted significant sponsorship from SHC Hire Centre in Northallerton, Silks Nightclub in Leeds, Northallerton-based NYG and specialist motorsport travel agents www.just-ferries.com.

No camping is available at Croft but the promoters have negotiated a rate with Allerton Court Hotel, Darlington Road, Northallerton (approximately 11 miles from Croft Circuit) as follows:

Camping: External WC provided, Tents £5 total for Friday/Saturday night, Caravans/Motorhomes - £10 total for Friday/Saturday night (limited space so book early).

The hotel bar and restaurant are open for all camping at the premises. Alternatively, rooms are available at the hotel at a reduced cost of £50 for a double and £40 for a single room which represents substantial savings. Contact the hotel direct on 01609 780525 to book. Procters Coaches will be putting on a return coach for anyone wanting to travel from Croft to the hotel or into Northallerton for bars and restaurants. Entry forms are available www.rallycrossuk.com/documents/entry/round8 and any prospective competitors wishing to compete at the event should note that there are a number of cars available for hire. Anyone interested should contact Kevin Procter on 01677 425203 for more information. Further information and details are available at facebook.com/rallycrossgp and twitter.com/rallycrossgp.

Adult ticket prices are £8 on the Saturday and £15 on the Sunday or £18 for a weekend ticket. Advance tickets are available until October 28th and more information can be found at www.croftcircuit.co.uk.

Photos courtesy of Tim Whittington/Rallycrossworld.com





The Ford Fiesta R2 claimed its best ever finish in the **FIA World Rally Championship at Rallye de France.**

Elfyn Evans, former Kick Energy Fiesta Sport Trophy UK and Ireland champion, piloted his Pirelli-supported Gwyn-daf Evans Motorsport Fiesta R2 to an impressive 16th place overall to be top 2WD car and took the victory in Class 6.

Out of the 64 cars that entered the 11th round of the WRC, 36 were Ford cars. Ford won the R2 class, the Super 2000 World Rally Championship (S-WRC) with the Fiesta S2000 and the Ford Fiesta RS WRC claimed seven fastest stage times including five out of six stage wins on the event's final day.



Tony Worswick explains the fascinating and complex engineering of the ex Jordan F1 car that he used in the 'BOSS' racing series to the members of **Garstang & Preston MC** on Tuesday the 11th October



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RALI MON

After doing the Garstang & Preston Memorial Rally with Alan Barns and enjoying it we decided to do a rally in Wales and the Rally Mon was picked as I was familiar with the island and it was 95% tarmac. So I sent in the entry 2 months early to be sure of a ride organised my marshal (no marshal no entry) on welsh events something we should look at as it gives the organisers a better chance of getting all controls manned

A few days before the rally Alan's Father passed away and I was going to pull the entry but I had met a nav a couple of years ago that was up for a ride at short notice so Tom Prichard was in the silly seat. The night before the rally Tom rang to say he had been in hospital after a fall and could not do the rally So again was going to pull the entry but phoned my marshal to say it was off and he said don't pull it I will do it with you. Dick Jones was my navigator and best man at my wedding so we were off on the rally Mon.

The rally started at the Anglesey showground and as we arrived we could see a number of cones on the outfield this was to be the super special at the start under floodlights.

Scrutineering and signing on sorted. Cars were in parc ferme in the big shed most crews went out to walk the course of the first stage. MC1 to TC1 just under 1 mile in front of the shed. We gave it a miss as we were seeded at 26 we were going to watch the first 10 cars then jump in our car to show them how it should be done.

We stood and watched the Course car leave the start line at a good rate of knots and disappear into the distance

Lots of crews were taking about the amount of people standing on the track with no segregation of spectators and cars.

As the seconds ticked by we could not believe that no one had told the spectators that the road they were standing on was competitive.

Then the course car arrived at great speed and it reminded me of Corsica as the crowd parted for the car then closed after it. Crazy!!! After a few minutes delay the first stage was demoted to a transport section in the interests of safety.

So off we went to the rally proper.

As all the cars in front of us were escorts apart from Ian 'dude' Roberts in his golf We thought we would be able to keep up the pace but by the second control we got caught by the next car and let him pass only to come to a T junction a few minutes later to find him stuffed in the bank - strait on at T ? The speed of the cars at this level of road rallying is crazy and if your navigator makes a mistake you go off.

We decided to get a finish and we were prepared to cut if we had to but we managed to get round just inside fail time we finished 34 O/L but only 45 finishers out of 90 cars says it all welsh events are too fast now and all the talk at the start was about the new rules for next year or am I just getting to old for it.

Bill Chadwick (Garstang & Preston MC)

Friday and Saturday 9th/10th September saw the 30th Anniversary of this popular North West all-tarmac event on the closed roads of New Brighton Promenade. However this year's event featured a new Friday Floodlit Super Special Stage which was run in reverse seeded order, which meant the top 20 or so seeded cars competing in the dark around a shorter inside lap and a longer outer lap. This was the only stage to operate on the Friday evening, with ten further stages to be run throughout Saturday. Ian Savage/Gary Heslop in the Roundabout Tyres sponsored yellow/red Mitsubishi Lancer Evo 6 had not competed on the event since 2007 and were seeded at No.38. Having successfully got through noise test, scrutineering, and Signing On, we walked part of the set-up Friday stage to familiarise with the switch from the inner lap to outer lap and vice versa. Fortunately the low seeding led to us attempting the stage just as it was going dark starting from the shorter inside lap. Our idea was to negotiate this "night stage" without any major errors to remain intact for the ten Saturday stages, which we managed to defeat the car paired with us in a time of 2:48 which put us in joint 35th O/A overnight. Having been released from Parc Ferme in middle of stage, car loaded back onto trailer readied for return home overnight. Having earlier watched cars in daylight, we returned to watch the pairings in the top 20 seeded cars and speak to locals who had come out in numbers to spectate and show their support to this new innovative Friday night floodlit stage. Mark Wilkinson/Lee Carter (Car 9) were fastest overnight clocking 2:31, one second faster than Rob Dick in the Darrian T9. Time for the 1 hr 10 min trip home, we arrived back at base @ 12.30am. Saturday morning saw us meet back at base @ 5.45am for us to head back to New Brighton @ 6am. It had been raining overnight, but arriving in New Brighton saw it drier than at home. The first pair of stages on Saturday morning were longer in mileage than the Friday floodlit stage. I managed to walk around part of the stage to check out splits/merges/chicanes, and feel the weight of some of the watered filled drums which flanked the entrances to each chicane. SS2 (1st stage Saturday) saw us complete without error in 3:56 (23rd fastest) which placed us in 26 O/A. SS3 – repeat of SS2 saw us 5 seconds quicker 3:51 (24th fastest) and we had moved up to 22 O/A. Ian adjusted the Anti Rollbar Bushes to hopefully allow the rear of the car to "break away" a little. SS4 saw us set a time of 3:00 (25th fastest) and Ian a little happier with the handling, although the car felt a little down on grip in places. We were now 20 O/A. SS5 saw us go 3 seconds quicker.

Now adjusting the front suspension settings, we went out to SS6. Unfortunately halfway around the "first lap" of the stage, after exiting a roundabout we experienced revving and no drive. Upon placing the car off the circuit, Ian soon pointed out that a shaft may have broken that enters the transfer box. Result – early end to our event.

Despite our premature exit, the event saw us meeting and speaking with many familiar faces both competing or officiating on this popular North West event, including Ann McCormack and Pat Marchbank at Signing On. Really good to catch up.

Indeed Pat was officiating as Competitor Liaison Officer (a role which I am familiar with - Nth West Stages with Pat), to which she mentioned that she wouldn't need to bother liaising with me !! I'll remind her about that @ Blackpool in 2012.

The former SD34 MSG Road Rally compiler Terry Martin was co-driving for Steve Quigley in the Renault Clio 16v. Terry had not competed on the event previously, so did really well to guide Steve to a very respectable 11th O/A.

Also competing from SD34 MSG clubs were John Ric Wood/Bradley Johnson in the Mitsubishi Evo – 41 O/A, and Peter Sharples/James Swallow in the distinctive yellow Ford Anglia – 43 O/A.



Ian Savage/Gary Heslop



Photo Courtesy of Jason Evans



John Gorton - see page 22



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The Smiths were unable to conceive children and decided to use a surrogate father to start their family. On the day the proxy father was to arrive, Mr. Smith kissed his wife goodbye and said, "Well, I'm off now. The man should be here soon. "Half an hour later, just by chance, a door-to-door baby photographer happened to ring the doorbell, hoping to make a sale. "Good morning, Ma'am", he said, "I've come to..."

"Oh, no need to explain," Mrs. Smith cut in, embarrassed, "I've been expecting you." "Have you really?" said the photographer. "Well, that's good. Did you know babies are my specialty?"

"Well that's what my husband and I had hoped. Please come in and have a seat". After a moment she asked, blushing, "Well, where do we start?" "Leave everything to me. I usually try two in the bathtub, one on the couch, and perhaps a couple on the bed. And sometimes the living room floor is fun. You can really spread out there." "Bathtub, living room floor? No wonder it didn't work out for Harry and me!"

"Well, Ma'am, none of us can guarantee a good one every time. But if we try several different positions and I shoot from six or seven angles, I'm sure you'll be pleased with the results."

"My, that's a lot!", gasped Mrs. Smith.

"Ma'am, in my line of work a man has to take his time. I'd love to be in and out in five minutes, but I'm sure you'd be disappointed with that."

"Don't I know it," said Mrs. Smith quietly..

The photographer opened his briefcase and pulled out a portfolio of his baby pictures. "This was done on the top of a bus," he said.

"Oh, my Goodness!" Mrs. Smith exclaimed, grasping at her throat.

"And these twins turned out exceptionally well - when you consider their mother was so difficult to work with."

"She was difficult?" asked Mrs. Smith.

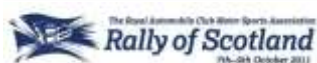
"Yes, I'm afraid so. I finally had to take her to the park to get the job done right. People were crowding around four and five deep to get a good look"

"Four and five deep?!" said Mrs. Smith, her eyes wide with amazement.

"Yes", the photographer replied. "And for more than three hours, too. The mother was constantly squealing and yelling - I could hardly concentrate, and when darkness approached I had to rush my shots. Finally, when the squirrels began nibbling on my equipment, I just had to pack it all in."

Mrs. Smith leaned forward. "Do you mean they actually chewed on your, err, equipment?"

"It's true, Ma'am, yes.. Well, if you're ready, I'll set-up my tripod and we can get to work right away." "Tripod?" "Oh yes, Ma'am. I need to use a tripod to rest my Canon on. It's much too big to be held in the hand for very long." Mrs. Smith fainted...



Being the penultimate round of the Intercontinental Rally Challenge (IRC), there were thrills and spills from start to finish among the field of world-class crews as they pushed hard to overcome the punishing stage conditions to claim valuable championship points. However, Norwegian driver Andreas Mikkelsen dominated the event with five stage victories to win with a 26.4 second lead over Finland's Juho Hanninen. Bryan Bouffier from France was third.

37 cars started the event in front of Stirling Castle on the Friday evening, with numerous crews having to retire during the rally. British driver Guy Wilks was one of the victims, retiring on the final stage, after having climbed back up to ninth position following an off on stage five during the first day. There was also disappointment for the top Scottish names in front of their home crowd including Lanark's Alister McRae and Dumfries's David Bogie as they were unable to make the finish.

Mikkelsen's win was his first victory in the IRC, and at 22-years-old he is the youngest IRC event winner. The weekend's results have now set up what promises to be an enthralling six-way battle for the IRC title in Cyprus in November.

TFM Media

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Is she looking for a bit of 'Business' or is it just co-incidental that she chose to stand next to the truck for this photo



www.4Kam.com

I have been both looking forward to this event and dreading it all at once. I think (might be wrong) that my last outing as a competitor on the 'Lummies was back in 1972. Some 40 crews and a further 3 reserves were posted as entries on BRF on the Sunday night (a week before the event) By Monday night it had been announced that the entry had been increased from a maximum of 40 crews to 45 crews. Good to see that the pre-event publicity and reputation from previous events was getting through to competitors plus of course it now was part of the SD34MSG championship. Late on Monday an email was sent to competitors to inform them that the usual Illuminations format of London Map had been abandoned in favour of Preplot. I am all in favour of traditional preplot over other systems but I was surprised that Clerk of Course Paul Mount had opted for this change as it was Paul who brought this system to the Lummies when he took over as CofC and has been quite vocal in his preference for this method. An additional email was later sent out with a map showing the start & scrutineering locations. CofC Paul Mount uses a program called Fugawi to plot waypoints (all the controls, GWs, Gates, etc) starting with WP 001. On the Start map you could pick out WP001 (with a little red square) at the start of the Bleatarn road so those in the know of Pauls system knew it was going to be a anti-clockwise route despite the 'apparent' leaks to the contrary! (bit sloppy that!). The road heading west over Wrynose and Hardknott on Wednesday and Thursday night was busier than normal as some people took a quick look! (it was also busy the previous Saturday & Sunday)

The route and roads used were, in general, extremely good and the ones that I had expected - one or two little surprises - but still a cracking good route. The event started over the unreadable Wrynose and then onto Hardknott to be followed by Birker Fell, Dunnerdale, Jackson Ground, and a slightly different way, from last year, over Woodland Fell to Blawith before a trip round Oxen Park, Ickenthwaite and Rusland to the far away halfway halt at Ulverston. From Petrol is was back up to the Texaco station at Newby Bridge and into the tricky bits around Canny Hill, Over the A590 and off to Cartmel Fell, Strawberry Bank and then Winster (missing out the Ford with a reroute - although I know of at least one crew who still went thro') Then a run up through Gilpin Mill to the delightful bit of road of Hag End (to be met by a chap in his dressing gown, in the rain - not a happy bunny!) We skirted Windermere using Heaning white and onto map 90 for the run to the finish using the A592 Kirkstone Pass and then down the misty yellow back into Ambleside.

I thought it might be me being a bit picky but the comments on BRF from other competitors about the organisation of this years event tell me that I was not alone in my thoughts - amateurish and sloppy. (just a few of the comments)

"Fantastic route, absolute stunning roads and the people at OS want shooting but I'm afraid that it didn't make up for all the bad points of which there were too many to list."

"Great roads, thanks to the marshals. It has the making of a fantastic rally but with quite a few tweaks needed for next year."

"Cracking route, and excellent marshals as always, but hugely let down on a few other areas."

Had I not seen Paul Mount at both the start and finish of the event - I would have thought that he had had nothing to do with it and left it all down to some novice with little or no experience because it fell down so much in so many crucial areas, compared to previous years with him as Clerk of Course.

I could blame the organisers. I could blame Andy. I could blame everyone and anyone for our poor result but in truth it was all down to me. I cocked up with the timing and we finished an ignanimous 29th O/A. I wont bore you with the details but I cocked up with the timing - big style - Buzzer

Talking of timing - Wharton clocks have been around almost as long as me and we all know that they are subject to failure. With this in mind it is common practice for at least one of the course cars to carry spare clocks to replace the ones that fail. I know of at least one control who was visited by 2 course cars that did not have spare clocks with them but was told that the 3rd course car did, however, the third course car did not bother to stop at their control and they had to add 20 mins to the time of their clock - until it failed altogether (Ah have I got an excuse?) - and then used the time shown on competitors clocks - that cant be right - can it ? (a lot of clocks were out by far more than a minute) Whats the point of carrying spare clocks if you cant be bothered to stop and check marshals clocks or was it just a jolly for that crew ? Surely they were there to do a job not to have free run ?

Everything, other than the roads used, must have been put together by an amateur and very substandard team with little or no experience and certainly not with people who are out competing

Mozzer (car 34) G&PMC



Morecambe Car Club

Illuminations Rally 22nd/23rd October

LUNE VALLEY MOTORS





Morecambe Car Club

Illuminations Rally 22nd/23rd October

LUNE VALLEY MOTORS



I was beginning to think that I had a jinx on me after three retirements in three rallies, and so lining up at the start of Morecambe's Illuminations

Rally at the Old Dungeon Ghyll hotel near Ambleside left me feeling a bit nervous! I was again sitting with Roger Jenkins for the second time in a week, in his standard MGB GT, and although Roger only competes on HRCR club-man type regularity rallies, he wanted to have a go at a proper rally for a change to see what all the fuss is about - No doubt he was buoyed by the mention of 'regularity' in the regulations!! I did try to explain to him that it wasn't quite what he thought it was... The route was straightforward, and as Paul Mount said at the start, this will be the easiest route that I have plotted for years. The trouble was that it was mostly on map 96, and map 96 has precious few roads on it that actually look like what happens in the real world! The first section was brilliant - if regularity over Hardknot and Wrynose Pass didn't put him off, nothing would. We didn't really have the power to scoot up the hills quicktime, nor did we have the brakes and tyres to give us confidence to attack the downhill bits - especially with couple of hundred feet drops off the edge! So we plodded along as best we could, pulling over to let Maurice (and others!) pass us where we could. After the passes, the route took us through Dunnerdale, and then over Birker Fell, Jackson Ground where I still overshot the slot left even after Maurice telling me where it was! We lost ages here trying to reverse ten feet as there was a spectator in a Range Rover, behind us who wouldn't (or couldn't if there was another car behind him) reverse out of our way ... We got caught again by a couple of quick Minis and a Volvo (!), only to round a corner 30 seconds later to find them all trying to reverse out of a wrong slot to a farm yard .. Greasy roads and crap tyres saw us slide straight on at 90 L into a grass bank, but with no real damage, and not being used to getting round corners on the handbrake, some of the hairpin junctions were not taken in the 'classic' style ... Fortunately after all the rain in the week up to the event, Winster Ford had been cancelled for safety reasons, no doubt bringing a sigh of relief to some people! Still, we got round inside OTL, no wrong slots, we had a better second half (but I think everyone did) collected all the code boards, and finished 23rd overall. This was a cracking rally, with some great roads and no nonsense plotting and loads of marshals out at just about every control and gate - most appreciated!

More importantly, it was a finish, so I'm not jinxed after all !!

Chris Sheridan (see page 34 for more reports)

A young woman on a flight from Ireland asked the Catholic priest beside her, 'Father, may I ask a favour?'
"Of course child. What can I do for you?"
'Well, I bought an expensive woman's electric hair dryer for my Mother's birthday that is unopened and well over the Customs limits, and I'm afraid they'll confiscate it. Is there any way you could carry it through Customs for me? Under your robes perhaps?'

'I would love to help you, dear, but I must warn you: I will not lie.'

'With your honest face, Father, no one will question you.'
When they got to Customs, she let the priest go ahead of her. The official asked, 'Father, do you have anything to declare?'

'From the top of my head down to my waist, I have nothing to declare.'

The official thought this answer strange, so he asked, 'And what do you have to declare from your waist to the floor?' 'I have a marvellous instrument designed to be used on a woman, but which is, to date, unused.'

Roaring with laughter, the official said, 'Go ahead, Father. .

Next!

Illuminations Rally Photos Courtesy of
Orion Photography **07528 704105**



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TAG Sport – Adgespeed Stages Rally

It has been eight years since I rallied, and a season of being ill navigating for Dan on 12 cars convinced me driving was the only escape, so roles were reversed and the old Wood Street Garage/DRH Photography.org.uk Escort MK2 was dusted off and readied for battle. A serious comeback needed a serious service crew, so Mitch and Ryan were drafted in. I need people I can trust to laugh and ridicule me if I put it off. We went down to Wigan the night before and stayed in luxury accommodation so we were fresh and at our best in the morning. That was the plan, but we slept in, and it was all a bit of a rush! We were greeted at the circuit by wet but drying tarmac so all looked good. First Stage was a bit slippery and I was very rusty, driving it a bit like a road car but kept it on the black stuff and was smiling. Dan was quickly in the swing of things and having a ball. This was Dan's first ever rally and his first go at navigating. The biggest question lingering in his head was, "will I be seeing my bacon sandwich again?!" By Stage 3 things had dried and we caught and passed a couple of cars, admittedly they were a Micra and a Corsa, but hey we were faster than them! Stage 4 was a repeat of 3 and again things were good. By Stage 5 the rain had come and it was very tricky. Sideways a lot! We passed the Corsa again and I immediately lost the back end and was 90° to the road across the front of him. Fortunately he backed off and I got it straight again.

After lunch the stages ran the opposite way and were still wet. We had an excursion into the tyres (photo top right) and the fan stopped working so we were steaming up. We made another detour through a hay bale on a later stage right in front of Ryan who was snapping away with Dan's camera....700 photos worth of snapping!

We were delighted to finish and come home 34th. We didn't beat many, but we beat some and had a good laugh. Many thanks to Mitch and Ryan, great service crew and great drinking buddies! Also thanks to Mactec for their support and of course Wood Street Garage in Maryport. The next event we will have team fleeces so will be much faster!

Report by Trev Hurst. Lancaster MC

www.tagsport.co.uk

"TAG Sport, home of the serious rally team" – YEAH RIGHT
Photos from the event available at www.drhphotography.org.uk



Photos courtesy of drhphotography



Sunday 9th October saw a quite wet and windy **Adgespeed Stages at Three Sisters** race circuit where CSMA and Accrington Motor Sport Clubs Hazel Johnson (19), on her fourth rally, finished a respectable 5th in Class accompanied by co-driver Accrington's Jamie Foster (21); one place ahead of CSMA's Martin Young with co-driver Lewis Norris. Accrington's Steve Butler was also out however swapping his usual co-driver's seat for that of the driver with Dave Barratt navigating to assist him, despite the constantly changing weather, in achieving 3rd in class. Some well deserved results for all concerned.

Hazel Johnson CSMA (NW)



British IndyCar driver Dan Wheldon has died following a massive accident at the Las Vegas Indy 300.

The Buckinghamshire-born star, 33, was one of 15 drivers involved in a crash at the second corner on lap 13 of the season-ending race. The accident at the oval-shaped Las Vegas track happened when a number of cars came into contact on turn two, sending several of them airborne, smashing into the outside wall and catch fence. The cars were traveling at speeds of over 200mph. With cars burning and debris littering the track, the

race was red-flagged. It was the first-ever death at the circuit in its 40-year history. Wheldon was airlifted to the nearby University Medical Center but his death was announced to his fellow drivers in a meeting back at the track. Wheldon had started the race at the back of the field and had made up 10 places in the first 12 laps before the crash. Wheldon, who was driving for Sam Schmidt Motorsports on Sunday, had failed to secure a regular ride this season after being replaced by JR Hildebrand at the Panther Racing team. Despite that, Wheldon put together a deal with Bryan Herta Autosport for the Indianapolis 500, a race he ended up winning after Hildebrand crashed going into the final turn. Wheldon then took up Bernard's offer to pay \$5m (£3.1m) to any non-regular series driver who won the season finale at Las Vegas. There were 34 cars entered in the Las Vegas race - one more entry than was the case at the far bigger Indianapolis 500 circuit. Earlier in the week, drivers had voiced concerns about speeds of close to 225mph being reached at the track during practice. The Briton also suggested the Las Vegas track was not big enough for the number of cars - 34 - that were competing on Sunday. Consequently, when there is an accident it can, he said, result in something quite catastrophic. The scrapping of the race meant Scotland's Dario Franchitti secured a third straight series crown, as title rival Will Power was also caught up in the accident.



East African Safari Rally

Mark Bentley (from Whalley) says he has no worries about safety as he prepares to travel to Kenya in November to take part in the East African Safari Classic Rally alongside brother Ed. The duo have committed around £30,000 to the once-in-a-lifetime trip but Kenya has hit the headlines for the wrong reasons in recent weeks, with the Foreign Office advising against all but essential travel to the north of the country after kidnappings near the Somali border. The world famous rally, though, will take part over 3,000 miles in southern Kenya and Tanzania between November 19 and 28, and Mark is convinced they will be able to enjoy the gruelling event without any problems. "We are going to Mombasa and it's about 500 kilometres north of there where the problems have been, although I know a French woman was kidnapped at Lamu Island a bit further south," said the 41-year-old. "But the main tourist area is 100 kilometres north. We will be sensible and stay with the security with the rally. "And I think once we're out of Mombasa we will be fine because we are going west towards Nairobi and then to Tanzania. "This is something that we've always wanted to do. I have been rallying since I was 17. Ed is three years younger than me and he started when he was 16 and has been co-driving with me ever since. "If you ask people which rally they most want to do, in the UK a lot of people would say the RAC Rally, the Rally GB, but around the world probably 50 or 60 per cent would say the Safari Rally. "It used to be part of the World Rally Championship until 2001 when it got dropped because it was too dangerous with how widespread the area is and because of problems for the television. "But now it has become a historic rally for cars from the 1980s and before, the sort of cars that Stig Blomqvist and Bjorn Waldegard used to drive, so it has been reborn. "People have been asking me have we been there before and I say, 'I've been to South African on holiday and I've been to Knowsley Safari Park, does that count?'"

The Bentley brothers, who grew up in Accrington, competed in the British Rally Championship before taking time away from the sport between 1998 and 2008 to concentrate on their day job as Ford dealers. Their main base is in Skipton but they also have dealerships in Keighley and the Isle of Man. They have competed in various rallies this year and have also spent time testing their Ford Escort Mk1, which has now left for Kenya via container ship ahead of the departure of the Bentley brothers and their support team next month.

"The car went two weeks ago and we're flying out on November 13," Mark said. "It has been adapted for altitude because we are going up to 12,000 feet in the foothills of Mount Kilimanjaro. "There are 50 cars in the rally and on average only 50 per cent finish so just finishing will be an achievement. We'd like to finish in the top 10 but that's in the lap of the gods because there are effectively four British Rally Championships rounds every day for 10 days, so it's like two full seasons of rallying in the space of 10 days. "We are sponsoring the trip through our own businesses but we're now asking for sponsorship that will go towards two charities, the Princess Royal Trust for Carers and a Mombasa-based charity, the WEMA Foundation.

"In six weeks' time we will be at the orphanage to present them with the money."

Anyone able to sponsor the Bentley brothers can donate to the charities at www.justgiving.com/bentleysonsafari.

www.bskc.co.uk

The BSKC has grown quickly. In 2011, it was contested by 450 teams (1350 drivers) from over 175 schools from all over the UK. In 2012 we have added new circuits so that we can reach more schools and colleges.

We believe that motor sport is the most engaging sport in the world and that participating in the BSKC can directly benefit your pupils in and around school. Motor sport is also an educational gold mine. We have developed special BSKC curriculum materials for your school to use back in the classroom.

Motor sport also carries an element of danger. However in our opinion the type of arrive-and-drive karting on offer in the BSKC is far less dangerous than other sports widely available at schools such as rugby and skiing.

Championship Details

The British Schools Karting Championship 2012 is open to any school or college student aged 13 - 18 (as of 1st January 2012).

The championship is a team based sport.

Teams must consist of exactly 3 drivers from the same school / college.

All drivers must be taller than 5ft 2 (with shoes on).

Each team will enter in to a mandatory practice session (20 mins per driver) and a semi-final at your local participating circuit.

The total cost of entry into the practice session and semi-final is £45 inc VAT per driver (£135 per team).

The best teams in each region from the local semi-finals will qualify directly to the regional finals.

Those teams that are successful in the regional-finals will be invited to race in the national-final and have a shot at being crowned the British Schools Karting Champions of 2012.

BRING THE EXCITEMENT BACK TO THE CLASSROOM

The championship brings the thrill of motorsport into your school without major expense and can provide a wide variety of opportunities to build the curriculum around the excitement and motivation of participatory motorsport. The BSKC provides more than just a fun opportunity to race. The BSKC can enable your school to:

- Motivate students and staff - raised motivation = raised achievement

- Develop organisation, teamwork and management skills in students

- Bring STEM to life and enables you to bring real life STEM study into the core curriculum using the BSKC teacher support material

- Find and develop the hidden talents of the Gifted and Talented

- build an exciting and motivational curriculum project in Key Stage 3 using the BSKC curriculum kit

- Develop staff and student relationships through this unique competition

- Bring real motivation and the desire to learn to examination subjects using the BSKC examination projects

- Improve behaviour by developing the desire to learn through the motivation to be the best

We have created a whole set of resources for you to use back in the classroom as well as provide insight in to the various funding streams that can be accessed for the BSKC projects

2011 Ross Traders Historic Tour

I have always enjoyed the Ross Traders with its reasonably taxing navigational handouts. This has not always been to everyone's taste, and the HRCR have generally asked organising clubs to "tone down" the complexity of navigation. The event has traditionally attracted a good number of local crews, and this year I navigated Martin Neal, whilst Ryan Pickering navigated Roger Bricknell and John Broughall had persuaded Judy Howells to read the maps for him.

The Ross Traders is a founding event in the HRCR Championship, being established as an historic regularity rally in the early 1990's. For many years it was seen as a "Marmite" event. Those that loved it enjoyed the navigational challenges set. It was sometimes branded as being excessively navigational with controls hidden behind hedges and in lay-bys etc. However, this was unfair as accurate plotting and map-reading skills would always ensure a good result. Some would argue that these are still the basic skills of a competent rally navigator.

The event has moved on. A new Clerk of the Course – Simon Harris - has embodied his own characteristics on the event, and many now enjoy the challenges set. The Traders has not completely lost its navigational roots, so crews have to be alert to the subtleties in the navigation. The traditional first test was held in the Ross on Wye Cattle Market before embarking on a 160-mile route through the glorious Welsh Borders countryside. The broadly anti-clockwise route left the Ross Cattle Market with a pre-plot regularity to the 1st set of tests held at the excellent Whitfield Estate. Best times on the 1st regularity were posted by Neal/Dix and Wood/Savage, both only dropping 6 seconds over the 5 ITC's. Immediately in problems were Mustarde/Blackett – wrong slotting and thus incurring a large time penalty. This was to be a feature of the event, with most of the top crews incurring at least one hefty regularity penalty. Only Birkhill/Woodman and Wood/Savage were to survive the day without a major regularity mishap. The 1st set of Whitfield tests saw John Ruddock have a slight edge over Howard Warren. Next came the 2nd regularity with its wonderfully crafted navigation. There was some head scratching as crews were directed through the "old road" at Llanvihangel Crucorney and its crafty route check. Going "off-piste" here were Championship favourites Warren/Woodcock who eventually followed Deacon/Doble into the next ITC. The challenging day continued after lunch with a mixture of plot and bash, and semi-plotted navigation. First in trouble were Bricknell/Pickering and Deacon/Doble who both got in a muddle in the maze of roads around Winnal Common. With the 1st ITC coming up very quickly there was little chance to correct any errors. On regularity 5 many crews found difficulty in locating the slot left in 5025. Notably Ruddock/Taylor and the Vokes had several trips up and down the lane together before "synchronised" rallying ensured that the both found the three ply road and, of course, it's immediate ITC. The splendid forestry test venue at Bishop's Wood again provided 2 long tests. Going very quickly here were John Ruddock and Roger Powley.

On the final regularity both Martin and I, and John/Judy had problems. We missed an easy slot off a busy road. It took much time to turn around and we dropped 2 minutes at the final ITC. John/Judy fared even worse – they missed a Check with a subsequent 10 minute penalty.

The results showed that crews with seasoned navigators dominated the top 10. However, this was an event where good teamwork was key in getting a good result. Drivers possessing the skills of consistent driving on the regularities plus the ability to extract the best out of the car on the tests were to show well in the results. Whilst crews were exhausted after a very full days rallying, there was universal agreement that this had been one of the finest Traders.

A final mention must be made of Simon Harris and his team. Having taken over the rally organisation from Paul Loveridge, he has put his own distinctive style on the event. The 2011 event has left us all with a nostalgic memory of the Traders of old. Let us hope that Simon's successor will continue with this excellent tradition.

Richard Dix CSMA

Results:-

1.	Worth Birkhill/Cath Woodman	Morris Mini	18:00
2.	Jon Wood/Kevin Savage	Morris Mini Cooper	18:03
3.	Howard Warren/Guy Robinson	Porsche 911	20:54
4.	Martin Neal/ Richard Dix	Ford Escort Mexico	21:03
5.	John Ruddock/David Taylor	Ford Escort Mexico	22:07
6.	Ian Crammond/Nigel Raeburn	Mercedes 280SL	22:26



Challenging end to the BTRDA season

The 56th running of the **North Wales Car Club (NWCC)** Cambrian Rally attracted over 120 crews from throughout Britain along with French rally driver Laurent Fouques.

Heavy rain throughout the week leading up to the rally and on the day of the event meant muddy and slippery conditions in the classic forestry stages of **Penmachno**, **Clocaenog** and **Alwen**. Of the cars that started, over a quarter never reached the finishing line at Llandudno and those that did had enduring tales of adventure to tell. Rally favourite and 2011 BTRDA Gold Star Champion **Andrew Burton** blew the engine of his hybrid Peugeot Cosworth on SS2 and retired from the event along with the 2010 Cambrian winner, Steve Perez when his Lancia Stratos suffered with gearbox failure on SS1, the Penmachno stages claiming some big scalps.

Ludlow based **Shaun Gardener**, co-driven by Ben Innes in the TNT Tyres (Ludlow) Ltd Mitsubishi Lancer Evo 5/9 won the event by just 9 seconds after a titanic battle with Aberdyfi based **Tom Cave** in a World Rally Car, the Mitsubishi Lancer WRC, the pair setting the same times on several stages or at worst being only within a handful of seconds of each other.

A puncture on the first stage in Penmachno and then catching a car on the Orme stage cost 19 year old Cave valuable seconds, the youngster having to settle for 2nd place honours overall, but taking the WRC class win on the event.

27 year old Llandudno based Millers Oils Rising Star driver, **Matt Edwards** co-driven by Sam Collis of Chesterfield took **Neville Jones'** Vulcan Industrial Fasteners Ltd Subaru Impreza to a commanding 4th place overall and 2nd in class following a late hire deal organised through Geoff Jones Motorsport.

Back behind the wheel of a four-wheel drive rally car for only the third time since 2008, Edwards said *"The hatch back version of the car takes a bit of getting used to and we took a while to find our feet. The conditions out there were the slipperiest I've seen on this rally and the twist of changing to tarmac from gravel for the last two stages was a real challenge as we don't have the budget or team support to do a full swap in the last service from gravel to tarmac spec, relying instead on just changing the tyres."* Despite this, Edwards set 5th fastest times on both stages on the Orme. In the forest, he set the 3rd fastest time on the Alwen stage, just 7 seconds behind rally winner Gardener with Edwards saying *"I set a target of a top five finish which we achieved."*

Ffestiniog driver **Ieuan Rowlands** beat sibling **John Rowlands**, the latter retiring from the rally with a failed suspension in Clocaenog Forest. Ieuan, co-driven by and Cerri-gydrudion's **Emyr Hall** in his Volvo engine Ford Escort MK2 finished a stunning 7th position overall and first two-wheel drive car, despite a minor coming together with the scenery in Penmachno and a puncture in Alwen, putting many of the four-wheel drive crews to shame.

Rhuddlan based driver **Luke Francis** co-driven by John Roberts of Colwyn Bay in the Bob Francis Crane Hire backed Mitsubishi Evo put on a show of great maturity to finish a very credible 8th overall and 3rd in class despite two dramas on the first stage in Penmachno which saw him join several other crews with a puncture and then having a massive high speed moment.

Francis said *"The puncture cost me over 20 seconds and in this game, you can only look to pick up a few seconds here and there on the others unless they have major dramas."*

Anglesey driver **Keith Parry** and co-driver Eryl Evans of Aberystwyth were challenging for 2nd place in the Welsh Forestry Championships, but from being 13th going into the afternoon running of Penmachno North, the car left the road and got stuck in the trees. Despite valiant efforts to free the car, the crew lost over 10 minutes and along with it the 2nd place in the Championship. Parry did however take the Class win in the Championship.

One car that made history on the event was the 1275cc mini of **Rob Jones** which has taken part in the Cambrian Rally for the last 24 years. Jones of Mochdre was co-driven by Pete Buckley, the North Wales Car Club crew managing to finish the event in 75th place despite a few problems with the car.

Ruthin's **Hugh Hunter** and regular co-driver Andy Marchbank of Little Sutton were pushing hard in the newly acquired Ford Focus WRC, taking 4th and 3rd places in the two opening stages in Penmachno and winning the Clocaenog stage. However Hunter retired on SS4, Alwen after colliding with a gate post.

The Great Orme stage was not without its dramas and provided spectators with close-up action and maybe a taste of things to come when the Orme will be used as the opening stages on the WRC Wales Rally GB.

David Howells ploughed his Subaru Impreza into the stone wall leaving him out of the rally and Nigel Seabold contacting heavily with the raised kerbing in his Subaru Impreza, heavily damaging his wheel and losing precious time in the process.



John Evans

Vettel wins yet again as Red Bull complete title double in Korea

Sebastian Vettel stayed true to his word that there would be no let up in his pursuit of even more race victories this season despite clinching his second straight title seven days ago by delivering his 10th win of the year in the Korean Grand Prix, as Red Bull wrapped up the constructors' championship. McLaren had been favourites for the race after dominating practice and then finally ending RBR's stranglehold on pole position on Saturday but Vettel seized the lead from Lewis Hamilton on the first lap and then steadily built up leads either side of a lap-17 safety car before ultimately streaking away in the final stint to win by 12 seconds. Hamilton



had briefly threatened to challenge the world champion in the middle phase of the race but had to turn his attention to fending off the marauding second Red Bull of Mark Webber, the pair engaging in some thrilling hard, but fair, wheel-to-wheel racing for over 20 laps following their second stops which involved several passes and re-passes. The under-fire McLaren driver though was impressively resolute in defence and held onto the position by 0.4s, the kind of fillip he needed after a barrage of recent on-track difficulties and media criticism – Hamilton back on the podium for first time since the Nurburgring in mid-July Team-mate Jenson Button's five-race podium-finishing sequence, meanwhile, came to an end with fourth; last Sunday's Suzuka winner's afternoon compromised by a poor first lap which dropped him from third to sixth. And while he typically battled back to finish just 2s behind the Hamilton/Webber duel, was really only able to keep a watching brief in the closing stages although the result ensured he eked out his advantage over Fernando Alonso in second in the drivers' championship to 10 points. Alonso finished right on the Briton's tail though after showing strong late pace having spent the first two stints bottled up behind Ferrari team-mate Felipe Massa, the Brazilian eventually finishing 10s back in sixth. At the lights Hamilton had consolidated his hard-earned pole into the lead but, after fending off Button into the first turn, Vettel immediately stalked the race leader down the long straight to turn three. Although the champion's initial attempt at a pass down the outside proved unsuccessful, his Red Bull showed impressive straight-line speed on the shorter run to the turn four hairpin allowing Vettel to pass Hamilton on the brakes on the inside. Button, meanwhile, found himself swamped on all sides: first, Massa, very late on the brakes into turn three, moved ahead and then Webber – the Australian actually getting ahead of both drivers as the McLaren's attempts to go back round the outside of the Ferrari at turn four only served to see him run slightly wide as he locked his brakes, which also slowed Massa on exit. On the back foot, Button was then overtaken by the other Ferrari of Alonso, ensuring he ended the first lap down in sixth place. By lap eight the second McLaren was already nine seconds off the lead as while the top two he had started behind on the grid had quickly broken clear – Vettel steadily increasing his lead over Hamilton to 2.4s – Button was stuck behind the Ferraris in a developing queue behind Webber. Around lap 12 though and it was Massa who suddenly dropped around 0.8s a lap from the second Red Bull, putting right into the clutches of Alonso and Button while Rosberg had also suddenly emerged onto the back of the pack after impressively keeping pace in the normally slower Mercedes. Unable to make any headway against the Ferraris on the track, McLaren brought Button into the pits for a second set of the super-softs in a bid to make the undercut, a move syndicated by Mercedes with Rosberg. And Mercedes then underlined why they have the best pit-stop record of the whole grid by getting their driver marginally out ahead. However, while Rosberg held a narrow advantage as the two cars drafted each other until the pit lane exit line, the German blew it by locking up as he turned left back onto the track which was all Button needed to nip back ahead. The DRS zone soon came to Rosberg's rescue though as, having naturally been within one second of McLaren on the exit of the first corner, was able to activate his wing down the long straight and breeze past Button. However, his advantage was brief: on the next lap roles were reversed and Button could finally break free and set about putting some sector times in that would allow him to also jump Alonso, having already passed Massa. With Hamilton also stopping for super-softs with a 4.7s deficit to Vettel on lap 15, the race leader followed suit a lap later, although things were soon neutralised as the safety car was called following a collision between Vitaly Petrov and Michael Schumacher. Despite having run behind Petrov in ninth position during the first stint and several seconds adrift of the Massa train, an early stop had allowed Schumacher to jump Petrov and Alonso, whose lap 16 stop for the prime tyres had brought him out right into the path of his old title rival. At the start of lap 16, Petrov, having engaged DRS down the turns two-three straight, looked set to compound Alonso's misery but, with his eyes fully trained on the Ferrari, appeared to forget there might be other cars in the braking zone and with a massive speed differential steamed into the back of the helpless Schumacher, wrecking the German's rear suspension and breaking his own front wing. Alonso, meanwhile, having taken to the run-off area to avoid the carnage, was only narrowly missed by the out-of-control Renault. With bits of Mercedes and Renault littered across the corner, the safety car was immediately pressed into service as Schumacher and Petrov dropped out. Vettel's near five-second advantage had therefore been wiped out almost as quickly as Schumacher's Mercedes and so on the resumption of green flag racing going into lap 21 was forced to do it all again. At first though it seemed that things were not going to be as straightforward this time as Hamilton kept him very much in sight, Webber, who had chosen the prime tyres at his first stop, also staying in touch as the front three broke away from Button and company. Vettel steadily began to increase his advantage once more though and with the race leader's advantage now growing beyond 4s, Webber looked increasingly more threatening behind Hamilton as the stint progressed and followed the McLaren into the pits at the end of lap 34.

They left in the same formation but on their out laps a slip by Hamilton into turn four gave Webber the momentum and the pair went wheel-to-wheel for several corners through the twisty middle sector, the Red Bull briefly ahead before the McLaren ran a wall of death around the outside of the corner to impressively regain the position. Thrilling though it was, their battle had only given Vettel the breathing space to really all-but confirm his victory – by the time of his own out lap on lap 36 his lead was suddenly north of 8s, ensuring a relatively comfortable final stint to the flag and yet another victory a year on from the one he lost when his engine let go. Hamilton never got such briefing space and remained in DRS peril for much of this time ahead of Webber – although when the Australian did make his move again, with six laps to go, it came on the main straight as his British rival was wrong-footed passing Jarno Trulli's lapped Lotus. Webber completed the move on the brakes, but with Hamilton now the one with the DRS advantage heading onto the long straight, his brief advantage was negated as the McLaren simply drafted back past. Had Webber stayed ahead beyond turn three it may well have been enough to settle the contest given he appeared to have the faster car, but he didn't get another golden chance over the closing laps and had to settle for third.

Button had a Ferrari looming large in his mirrors in the closing laps, Alonso having finally jumped Massa after staying out longer during his third stint – incredibly even setting a fastest lap during this phase despite his prime tyres being well worn.

Rosberg, having been passed by the Ferraris after a turn-three lock-up soon after the safety car, steadily dropped off the leading pace in keeping with Mercedes' regular form and was passed by Jaime Alguersuari for seventh on the final lap, Toro Rosso capitalising on their stronger than normal qualifying performance as Sebastien Buemi also came home ninth.

Paul di Resta, meanwhile, kept up his recent good form by winning the intra-team Force India battle to beat Adrian Sutil to the final point by 3s despite losing places early on.

**“A CLUBMANS JOURNEY” or
“HOW I GOT INTO RALLYING” or
“A TRIP DOWN MEMORY LANE” or
“THE MEMOIRES OF AN OLD DUFFER”**

After bumping into Moz Ellison at the start of the Clithero-nian Rally I agreed to write something for the SD34 Newsletter after thinking about it I could probably write a short book rather than one side of A4. Anyway here goes

I first discovered rallying from watching on the TV in the mid 70s which showed a chap called Roger Clark appearing on the TV driving a bright red Escort with Cossack down the side being driven sideways through the forests at break neck speed and he appeared on Jim'll Fix it when someone wrote in and asked if Jim could fix it for them to have a ride in a forest with Roger Clark in his rally car, I watched that programme and it ignited an interest in me that remains to this day. I was at school at the time and I was the only one in the family who had any interest in motorsport. Anyway I managed to persuade my Dad to take me and a school friend on a rally to watch what I had only ever seen on TV. The event was the 1978 Burmah International Rally in Scotland we went to Glengap forest and Hannu Mikkola was first on the road in the Eaton Yale Escort we heard him coming about 5 miles away the fantastically noisy BDA echoing in the trees as he approached around a fast left hander shot passed us flicked it sideways through a 45 right then power hard on all the way round the uphill left hander and out of sight but the noise still echoing in the trees. I was hooked! me and my mate looked at each other and I said “bloody hell how does he manage to drive at that speed?”

After that we went on the Lombard RAC 1978, Scottish Rally 1979 and RAC 1979 and some national rallies in between like the Tour of Cumbria. I then left school and got a job as Apprentice Mechanic at Southern Bros Leyland Dealers in Blackburn. I joined Clitheroe Motor Club in 1980 and went watching and marshalling on club events and decided I wanted to have a go at this rallying. Problem is at 17-18 years old like many others I had loads of enthusiasm but no money.

I went to Blackburn College on day release and met Charles Price who worked as a salesman under Trevor Roberts (of Minisport Mini fame) at Primrose Garage in Clitheroe. Charles got hold of an old traded in Mini and we did some minimal preparation to it including borrowing the sumpguard off Trevors Mini and entered the Hebden of Burnley Summer Rally in 1982 with me navigating. We finished justbut not before we had been off on the last selective over Gisburn Forest when Charles went straight on at a 90 right with the brake pedal on the floor and the fluid boiling and damaged the suspension. I decided I wanted to drive so I entered the Hall Trophy Rally 1982 in my standard Mark 2 Escort Road Car with my old school friend Michael Nelson on his first event navigating and very competent too. The event was held at the end of November and very icy it was too. The car being a bog standard 1300 wasn't great performance wise but with the ice maybe that was a good thing.

Another friend from school Dave Marsden of Marsdens Garage Blackburn asked me to co drive for him on the Llandegla Forest Stages Rally 1983 in his Mark 1 Escort 1600 again the event was sheet ice in the forest. We retired when the battery came loose in the boot and shorted out on the boot floor and lost all the acid. We also did the South Valley Rally that year run by Pendle Motor Club round the local Lancashire lanes and got stopped by a drunk driver over Lothersdale who blocked the road and started threatening us with violence.

I decided I wanted to do forest rallies and preferably as a driver so I built my first Escort Stage Rally Car. I bought a shell from Bob Brookes in Bolton and a load of new bits Bilsteins etc from Geoff Birkett at Northern Autosport built the car and entered the Silva Stages in December 1983 which used Longridge Fell Forest, Preston Docks and Weeton Camp. The night before the rally we put the engine in but couldn't get it running we worked on it all night till 5 am when it eventually fired up and we rushed off to Scrutineering in Preston and I had my first taste of a rally as a Stage Rally Driver.

(Continued on Page 23)



A CLUBMANS JOURNEY *(Continued from Page 22)*

In 1984 we set off Stage Rallying in the Escort did Llandegla Forest Stages and won the 1300 Class, then the Lakeland Stages, Flookburgh twice, the Silva Stages using Gisburn Forest but clipped a kerb at Preston Docks and knocked a back wheel off which then bounced and bounced and nearly hit a photographer and the Milestone Stages in Wales each one with a different story of trails and tribulations but on the whole an enjoyable year was had.

In 1985 we decided to do the Road Sport North Championship in the 1300 class. Road Sport North being the rallying newspaper run by Dave Orrick who sponsored the Longton Motor Club run Championship. A mixture of events over the north of England. We did the Malcolm Wilson Lakeland Stages, Black Horse at Flookburgh, Silva Stages (but the engine broke in Gisburn), RAF Lindholme near Doncaster, and another Flookburgh with a mixture of 2nd and 3rds in class and retirements

In 1986 it was pretty much more of the same with a few additional events like the Castrol Everyhope Stages in Hamsterley & Stang Forests with the likes of Banner and Richard Mawson in Group 4 Escorts doing those events

In 1987 the Escort was starting to get and look tired we had been off a few times and the body was looking knackered so after doing the Llandegla Stages, the Malcolm Wilson Lakeland and the Hadrian Centurion in Kielder I spent the rest of the year reselling it into another shell.

1988 and the new Escort was ready with a new 1600 engine and we decided to do the BTRDA Forest Championship and a few local events such as the Silva Stages again. The year was mixed but we had a great time in new forests such as Dalby and Cropton on the York National, broke the gearbox through driving on a puncture for 8 miles in Kielder on the Hadrian Centurion lesson learned we should have stopped and changed it. Had a good run on the Allerdale Stages in the Lake District in some of my favourite forests Hobcarton Comb Wythop and Setmurthy. By this time forest events were starting to get more and more expensive. A friend of mine Mark Warburton

bought Steve Egglestones Motoring News Championship car converted to stage rally spec and asked me to co drive for him on a few events so we did the 1989 Silva Stages and a Flookburgh and I converted my car from Forest to Tarmac spec and started doing tarmac single venues as they were cheaper to do. Into the 1990s and started doing events over in Lincolnshire such as RAF Northcotes, RAF Binbrook, Swinderby and Tour of Lincs Also went servicing for Nigel Worswick when he was running the Sapphire Cosworth 4X4. on the National series and some RAC Rallies.

By 1995 the Escort was getting tired and in need of a rebuild and I felt like I wanted a change so I sold the Escort to Paul Smith at Sykespeed and started building a Sapphire Cosworth 2WD a car I still have with others.

Early 2000 I went living and working near London and together with Andrew Komosa who is an old friend and is blind. I met Andrew in 1993 after he had lost his eyesight in 1986, prior to that he used to navigate for Keith Turner from Blackburn on local road rallies from 1979 at first in a Mark 2 Ford Cortina 1500 GT with a pre crossflow engine in, then in a variety of Keiths cars over the years. Keith and Andrew were members of the old Springhill Car Club of Accrington with such luminaries as Malcolm Graham and Ian Harrison. Now Malcolm is quite a character and can tell a good tale. I remember him and Charlie Woodward in the Taylors of Accrington Datsun 160J nearly squashing me after spinning backwards into a gateway I was stood in watching the Red Rose Road Rally 1981 over on the Fylde near Little Eccleston. (I thought I was stood in a safe place till Malcolm arrived)

When Andrew went blind he lost his rally licence as obviously he couldn't do road rallies anymore but what was to stop him doing single venue rallies? Andrew appealed to the MSA Medical Panel several times to get a Rally Navigators Licence with conditions attached. After refusals at first he managed to address all the medical panels concerns and with help from David Butler at BMSAD British Motorsports Association for the Disabled he eventually in 2001 he managed to obtain such a Licence which restricted him to certain venues, the list is quite long and includes most airfield type venues. I spoke at the Medical Panel Hearing in favour of Andrew getting a Rally Navigator Licence. He navigates by using tactile maps produced as copies of the Stage Diagrams and is quite adept at it. Has far as we know he is the only blind person in the UK with a Rally Licence. Andrew is also the Chairman of the GT40 Enthusiasts Club We have done quite a few events together usually in Andrews cars but sometimes in mine. He had a white TR7 V8 we did the Proflex Stages in at Leyland Test Track and the Promenade Stages 2001 then bought an ex Rallycross Tango Orange TR7 V8 we did Longcross near Heathrow Airport and the Promenade again in 2002 and he has done a few rallies with me in the Sapphire. About 3 years ago he bought a Subaru Impreza Sti from South Wales and has rallied with Clive Anstey (who now does the BTRDA championship) at Longcross and me and Andrew have done the Promenade and the South Downs Stages at Goodwood in it.

My son has recently showed an interest in rallying and recently did his first event with me in my Impreza Sti at the recent Promenade Stages. I know he has ideas about driving but he needs to walk before he can run. Maybe a Formula 1000 Micra would be a good place to start.

(To Be Continued in a future issue)

John Gorton

Clitheroe & DMC



SD34MSG Inter-Club Quiz

4th October

Hosted By Clitheroe & DMC



On Tuesday the 4th of October Clitheroe & DMC hosted the annual SD34MSG Inter-Club Quiz..

6 Clubs were represented - MullCC, Bolton-le-Moors MC, Garstang & Preston MC, CSMA, Stockport061 MC, & Clitheroe & DMC.

Early leaders Stockport fell away a little as the quiz approached the halfway halt and the quiz turned away from Motorsport questions and at halfway Garstang & Preston MC had pulled into a 6 point lead. However, Garstang & Preston MC team had been chosen on its strength of General Knowledge because in previous years those were the questions that were asked. Garstang & Preston MC then failed to build on its lead when the questions reverted back to Motorsport and only got 2 more points in the second half to finish in forth place. Clitheroe & DMC romped to a 5 point winning margin on the strength of Terry Martins Motorsport Knowledge leaving CSMA & Stockport061MC to answer a tie break question to determine 2nd & 3rd places.

Following the quiz it was then down to the main business of the evening - the swopping tales of daring do and exaggerated tales from recent events.

Cracking good night

Thanks to Clitheroe & DMC for putting it on and to the clubs who sent teams along



**Asking the Questions Quizmaster & mistress (?)
Heidi & Chris Woodcock**



Terry Martin getting it right again !!!!



Mull CC Stumped !!



The CSMA Mottley Crew



BLMMC discuss the options



Team Talk of G&PMC



Stockport061 Have the answer

Results

1st	Clitheroe & DMC	50pts
2nd	Stockport061 MC	45 pts
3rd	CSMA	45 pts
4th	G&PMC	44 pts
5th	BLMCC	39 pts
6th	Mull CC	27 pts

Example Questions

Q. Whats the collective noun for Midgees

A a Bite

Q. Whats the collective noun for Rattlesnakes

A. A Rumba

A suggestion that came in the aftermath of the Quiz was - that more inter-club events should take place.

A suggestion was made to hold approx 3 X table top rallies over the course of 2012

Still in the planning stage so watch this space for more news Terry Martin (CDMC) will start on the planning soon and refine some of the more exotic ideas that were thrown around.

Longton & DMC used to hold a 'Gymkhana' sort of thing - using a garage on Blackpool Rd, Preston - Great event - lots of Laughs



Friday October 7th Andrew asked if I fancied a run down to watch the **Cambrian Rally** the following day. A chance to see the last of the Andy Burton 306 which the MSA tell us is not good for us. I love it when we get mollycoddled by the government with health and safety and now the MSA want their ten penn'orth. We have no idea what is good for us and so it is great they look after our interests so lovingly. I wonder how long it will be before we get banned from special stages because we may trip over a stone or some such disaster. Get to the point Paul and stop rambling ! Anyway we arrived in Welsh Wales about lunchtime and decided to go to along with many thousands of spectators to Penmachno. Andy Burtons car had already popped its clogs so we never got a glimpse of him. Fortunate I guess because it could have had a negative effect on our health and of course, you know it, safety. We were fortunate to have a completely dry afternoon and some really cracking rally action which we thoroughly enjoyed. Well worth the trip and then on the way out we got to the truck and who should be just two cars away from us but Chris Williams and a couple of his mates. He was not going to be available for the Illuminations but has agreed to accompany me in the mark 1 Escort on its first outing on the Hexham Historic,

At last. The Illuminations. Starting in Langdale straight onto Blea Tarn, Wrynose, Hardknott, Birker Fell, Jackson Ground onto Woodland and Rusland. It could have been a motoring news round from 1970. Petrol was in Ulverston with the re-start at Greenodd Service Station. Straight onto Canny Hill, Tow Top and so on. Fabulous. Some very fast crews out (of which I was not one, dragged my heels a bit) with a great line-up of big names and 44 entries. Andy Long suffered most of the first half with a collapsed seat back which made his life difficult but I found it very amusing telling him to stop whining and then when he said he was starting to feel a bit sick I told him to keep talking to me and take his mind off it. Fair play to him he got us to half way halt where we stuck a spare wheel and our impact gun behind him and propped him up so that he didn't look like a tourist with the seat fully reclined. We finally managed to break my jinx and finished a Lumies albeit in a lowly 19th place.

Whats next ? Sending off an entry for the **Ilkley Historic** for me and Chris Williams in the long awaited Mark 1 Escort. TTFN

Paul Brereton

Send your MSA81 Radios for servicing

The MSA is reminding holders of MSA81 radios that units should be sent to a recognised Radio Supplier for servicing if they have not done so since purchasing the equipment.

Some equipment will have been in use for the eight years since the switch from AM to FM, and the MSA is receiving an increasing number of reports of poor and under-performing radios at events.

Items such as the coax or antenna lead should also be checked; look for breaks in the outer insulation, water ingress at the antenna base and – especially with temporary installations – cable distortion where it is routed through door seals. Even the thinnest coax lead will become damaged, and as such should be treated as a consumable item and replaced regularly. Also check the antenna base's earth, which must be kept clean and is a primary cause of poor performance.

Mag mounts should be taken off periodically and cleaned, along with the vehicle's contact patch. Bolt-on mounts, such as gutter mounts, typically break the vehicle's protective paint to achieve a good earth, but that will quickly suffer corrosion and lose performance.

Finally, check the condition of your power feed. This must be a secure, fused fitting of suitably rated cable. Cigar lighter fittings are not ideal, but are often the best solution for temporary installations. Direct wiring with proper terminals and cable to the battery is optimum but – especially for temporary or semi-permanent installations – a fuse in both cables is strongly recommended, because accidentally reversing polarity during an installation will do permanent harm to the radio.

Grizedale Stages Rally

26th and Sunday 27th of November

Hi Folks,

It's getting towards that time of year again where I start to flap more than a budgie tied to an anvil and thrown off a cliff!

This year's **Grizedale Stages Rally** has a new weekend, we are running a week earlier (but a day later) on Saturday **26th and Sunday 27th of November.**

The reason is two-fold, firstly the Roger Albert nicked our traditional first weekend in December, and secondly a poll of competitors found they would prefer a Sat/Sun format.

We are running exactly the same stages and timings that we were planning to last year before Mother Nature threw a spanner in the works, that is one stage in the dark on Saturday night and the traditional three repeated stages on the Sunday.

Your company and help would be very much appreciated, the event needs somewhere in the region of 300 marshals to run with a luxurious amount of safety cover.

If you are available I would love to hear from you.

There are several ways you can volunteer:

Firstly, go to our website **www.grizedalestages.co.uk**, hover over Information and click on Contacts - there you will find a registration form.

Or ring me - **01539 731469 or 07795253563**

(I drive for a living so may not be able to answer, leave a message and I'll phone you back).

Best time to get me is 7pm - 9pm.

Hope to see you in November.

Cheers

Dave Brodie

Chief Marshal

Mo's Mutterings (aka Grumpy Old Git)

APOLOGY

In last months 'Spotlight' I did a report on the Hayhursts Clitheronian Rally and briefly mentioned Car 26 failing Noise test and his attempts at trying to pass Noise by stuffing Brillo Pads up the exhaust - Looks like I got it wrong (in my defence I was only reporting what I was told by another competitor - "Sorry M'lud") Please see Car 26 note to me below.

"Hi Maurice, yea if you could put a correction in next months about the Clitheronian that would be good, I understand you were just going off what someone told you although I dont know where they got that from, I had plenty of suggestions off fellow competitors (most said the brillo pad route) of what to do but none would have been good enough to last all night and time was running out, hence I did nothing and just marshalled after taking the rallycar home and returning in a road car. On the plus side thats a good newsletter you sort out, who needs Motoring News? How do you get on the mailing list for it?"

(see distribution below) Sorry for getting it wrong Paul. Credit to you for not going down the Brillo Pad route - it is not a solution that will not last the night and does not help PR, and even more credit to you for then going out and helping to marshal on the event. Well done and sorry, again, for slandering you (that is not an admission of guilt, just me being magnanimous - in case you are thinking of suing me!!! Ps I have no money anyway !!!!!)

REPORTS

January & December can be a bit quiet on the event front, however it is usually the time for Presentation nights and Partying. So I will look forward to SD34MSG Clubs sending in details of their Plans for over the festive season for inclusion in Decembers Newsletter and then Photos and details of Award Winners for January and February editions

DISTRIBUTION

Besides sending this Magazine / Newsletter to SD34MSG Reps for distribution to their own Club Members I also have my own distribution list (currently running at just over 400) and currently it is circulated to Motor Sport enthusiasts in Canada, USA, South Africa, Australia and New Zealand as well as throughout the whole of the UK. If you know of someone who wants a copy sending to them direct (or your club has not sent you a copy) then email me a request to be added to the mailing list

Maurice,

Thanks for using our content, its a cracking newsletter and great that you use news from several sources.

I remember KLMC struggling with content when I was a member, which is why I took the trouble to add car clubs to my database for BRC press releases.

Regards,

Simon Moss

Head of Media & Communications

Dulux Trade MSA British Rally Championship



Oh Woe is me! Thrice Woe !!!!!

On the 9th of October I officially retired. I have, in truth, been retired for the past two years, but after the first three months of retirement I was going even more bonkers than could be accounted for by my advancing years. There is only so much "Jeremy Kyle" one can stand without totally losing it, so I joined Morecambe Car Club for something else to do (that just shows how bad things had got). Before long I found myself on the committee, organising the social events, taking the minutes, out PRing, marshalling, helping with the Illuminations Rally and editing the Morecambe Car Clubs Newsletter. I also got myself a part-time job. Not only does the part time job keep me occupied and in touch with reality but helps to pay for my excesses - mainly eating and keeping a roof over my head but it also allows an odd other excess namely, 'rallying' and 'nicotine'. When I got back into Motorsport the first thing I noticed was the lack of youth at the club. At first I thought it was just a 'Morecambe' thing but very soon realised that it was common though most clubs. The people that I knew in my youth were the same people involved today. I then noticed that not one of my three kids was in the slightest bit interested in the sport that had given me so much excitement, enjoyment and satisfaction. Cars to them were everyday articles that got them about. They are expensive but necessary everyday items that take them to work and the supermarket. Driving, for them, is to be endured not enjoyed. I have, obviously, been a poor parent and have neglected my kids by not encouraging them to get involved in motorsport. One of the 'old friends' I have re-established contact with is Steve Johnson. I have known Steve since he was in short trousers and he could be annoying then and he hasn't improved with age, HOWEVER, Steve has all the ideas, enthusiasm, drive, commitment and energy to excite and encourage youth into the sport. Old fogies, like me, are part of the history of motorsport and should be there to mentor youth, give encouragement and support. We should not be the life blood. How do we get them interested? Ask Steve - he seems to be the only one I know who seems to be getting through to them. I know that I found his Autosolo at Blackburn services not as exciting as an autotest but if that is the way forward - then so be it. If we can engage youth and get them interested - then that's what we should do. Once we have got them interested maybe then they will discover the wonders of getting lost over Trawden (me on the Clitheronian). I have also noticed that a lot of Club nights can also be a bit boring for the youth of today - so we should look at what they (youth) would find interesting - competing against each other on an Xbox or Play station doing Colin McRae Rally perhaps. Ask your kids, they are more in touch than me. If we don't do something to get them involved soon then clubs will die a slow and lingering death. If your club has been successful in recruiting youth - Let us know your secret - we all need to do a lot more - and soon. My kids spend forever on their computers and Mobile Phones. How good is your Website? If you were 18 and interested in Motorsport - would your clubs website grab you and encourage you to go to that club. Thought not! Most club websites are poor to bloody awful. I bet that if you look at the more successful clubs they will have a reasonable and regularly updated website. Do you have all your members email addresses to share the latest information? Does your club have a facebook page or group. Does it get updated a least weekly. If not - it will fail to grab a following. Anyone tried Twitter? We now live (like it or not) in an electronic instant information age. When I pop my clogs - I don't want it to be simmering in a corner wishing that I could have done so much more - I want to go in a blaze of Glory - SO in the infamous words of Delia Smith 'Lets be having you' and your ideas and lets get more youth involvement in all our Sport and active in our clubs.

Colin McRae Forest Stages

Something for the McRae rally. Unfortunately I didn't get to see any action at the Rally of Scotland. Being stuck in a service van travelling between two service locations I heard and seen sweet F all. So no report !!!!!

Below is some stuff about the McRae rally.

Euan Thorburn fared best in the atrocious conditions to take his first victory of the season on Saturday's Colin McRae Forest Stages Rally and, in a final twist to a dramatic day, clinched second in the MSA Scottish Rally championship. The Duns driver battled through the rain and mud to finish in the number one position. Oban's Shaun Sinclair was second, also in an Evo 9, while Mike Faulkner was a further 45.2 seconds back and despite losing brakes on the last stage, managed to secure 3rd place in his Evo 6.

Things got complicated with the rounding up of championship points at the end of the rally, with Sinclair not being registered for the Perthshire event, Thorburn and Faulkner finished tied in the points for second in the championship. Normally at this point it would then be based on the best six rounds from eight however they also shared the same number of first, second, and third place finishes after one of the closest-fought campaigns in recent years.

However, once the arithmetic had been done, Thorburn was adjudged to have secured the runners-up spot thanks to his second place on the opening Snowman round, where Faulkner finished fourth. The conditions were extreme all day. 4 wheel drive cars had been struggling for grip all day so you can only imagine the fight the boys and girls of the 2 wheel drive cars had. Graeme Smith in his Honda Civic has been showing quick pace all year. And unlike his brother Johnny Smith (or more commonly referred to in the Scottish Championship Johnny Smash) had been putting in good performances all year, building quite a reputation for himself, so on this last round of the championship had decided it was an all or nothing run. Having his regular codriver busy "washing his hair" BRC Pirelli Stars of Future Winner Laura Marshall was called upon to keep Graeme on the straight and narrow. Laura who sat with Graeme in 2010 had managed to tame a "Smith" (a hard task to do) so her services were needed to control Graeme as the car needed to be in one piece for the rally of Scotland the following week. Well a great pace was being set, Graeme who came out of the second stage (1st stage cancelled) feeling that he just wasn't pushing, had actually come through as one of the quickest 2 wheel Drive car, smashing the time of his main rival. But it all came to a sudden end on Stage 3 – Errochty. Coming down to a tight right hander, the pair hit a large puddle (or in Scotch it would of been a Loch) the brakes locked and they slid wide rolling into what can only be described as a bog. The car landed on its roof and started to fill with water. Not something any rally crew is fond of seeing as they hang upside down. Luckily the crew both escaped unharmed except a few sore bones and muscles the following day. Laura later quoted "Graeme's first instinct was to make sure I was ok and to get me out of the car before himself. I am not a big fan of water!!!" Graeme is known for his friendly persona and kindness and it showed through on this occasion as again he helping others before himself. All in all it was a challenging day for all involved from crews to the service teams, good old Scottish weather made sure that the service park which was in a field was sure to churn up nicely to a mud bath. 4 tractors were recruited by the rally to by the end of the day tow everything out the field.

Colin McRae Forest Stages - Top Ten finishers with total times:

1	Euan Thorburn (Duns)/Paul Beaton (Inverness)	Mitsubishi Evo 9	49 m 04.8 s
2	Shaun Sinclair (Oban)/Chris Hamill (Oban)	Mitsubishi Evo 9	49: 14.4
3	Mike Faulkner (Kirtlebridge)/Peter Foy (Bingley)	Mitsubishi Evo 6	49:59.6
4	Malcolm Buchanan (Uig)/Ian Nicoll (Forfar)	Ford Escort Mk2	51:41.0
5.	John Lloyd (London)/Adrian Cavanagh (Brecon)	Subaru Impreza WRC	51:47.0

Ian Angell - Lancaster MC



Nigel Feeney's Impreza WRC wasn't ready for Rally of Scotland so he hired an N11. Now he's not so sure if he wants the WRC back. His times were pretty good towards the end of the rally. "You have to drive the N11 harder than the WRC car but it's easier to set up. It's also less costly to run."

December 2011



January 2012 'SPOTLIGHT'

The January Edition of **'Spotlight'** is due out on Thursday the 22nd of December. I would appreciate copy, reports, notices, advertising, news and photographs to be with me for Tuesday the 20th of December at the latest

(before if at all possible)

Send to **sd34news@gmail.com**

You might have noticed that **'Spotlight'** is now available to download online at SD34msg's website thanks to **Steve Butler**

www.sd34msg.org.uk

Colin McRae Historic Forest Stages

As well as being the top championship contenders to finish the Colin McRae Historic Forest Stages (Saturday 1 October), David Stokes and Guy Weaver also sealed the championship crown on the final round of the Dunlop/WONAGO MSA British Historic rally Championship.

Stokes/Weaver always topped Category 2 in their Ford Escort Mk1, while Jimmy McRae and Pauline Gullick topped Category 3 in their Porsche 911. Although Category 1 champion Rikki Proffitt, partnered by Phil Harrison, set the early pace, it was Graham Waite and Gill Cotton (Volvo Amazon) who took the win when Proffitt retired from second place after his Porsche 911 broke a driveshaft at the start of the last stage.

Rain was already falling as the first cars left Aberfeldy for the opening 6.5 mile Griffin stage. Proffitt didn't particularly think he had a good opening stage and was somewhat surprised to find he had a lead of 40 seconds over Waite. But Waite had also been delayed after he had caught the Porsche 911 of Dessie Nutt/Geraldine McBride. Derek and Roisin Boyd were therefore third in their Porsche 911. Although the order remained the same after stage two through Auchtar Gate, Waite managed to reduce Proffitt's lead to nine seconds.

Following first service was the first of the longer stages through Errochty, from which Waite emerged as the new leader, with 19s in hand. After a second visit to the increasingly muddy service area, the rain became even heavier, but fog was the problem on stage four Craigvinean. Boyd therefore inherited second and victory in B5, but only just. Fourth placed Peel was just happy to be at the finish.

Stokes and Weaver arrived in Scotland as favourites to take the overall title in their Ford Escort Mk1 for the second successive year. After building a healthy 12-second lead on the opening Griffin stage, Stokes was never headed, despite a slight off on the second stage. Initially Dick Slaughter and Geoff Dearing headed the chase, but lost out to Baz Jordan/James Gratton-Smith from stage two.

Mark Holmes and Anthony Lindsay were also well up as both Andrew Siddall and Carl Williamson and Chris Browne and Liz Jordan struggled. Ian Drummond/David Holmes, George and Jacqueline Bryson and Ian Macdonald/Patrick Toorell's Volvo 122S all had notional times on the first stage, following an off for the Escort of Peter Smith and Russ Langthorne. Smith was unhurt but Langthorne suffered a broken upper arm.

Following service in Aberfeldy there was one more stage before they returned, serviced and completed the final leg of two stages. Stokes increased his lead to over 40 seconds from Jordan, with Slaughter still in third, but both Siddall and Browne moved up after Holmes hit trouble.

However, the weather continued to worsen and Stokes decided to ease up and came through the final stage, which was a repeat of the first, unscathed to clinch the win and the title. Jordan survived for a well deserved second, with Slaughter holding onto third and winning C3, from Siddall, Browne, Holmes and Drummond. Holmes had taken the battery off his service crew to guarantee his finish, while Drummond and Jeremy Wells/Ken Bowman completed the finishers.



Sebastien Ogier, in a Citroen DS3 WRC, wins Rallye de France Alsace

Ogier fended off the MINI John Cooper Works WRC of Spaniard Dani Sordo on the event-closing Power Stage in Sebastien Loeb's hometown of Haguenau. The seven time-world champion wasn't in action following his retirement on Friday morning when his factory Citroen suffered a rare engine failure.

Victory for Ogier and co-driver Julien Ingrassia marked their fifth triumph of 2011 following wins in Portugal, Jordan, Greece and Germany earlier in the campaign. The result also puts Ogier back into contention for the drivers' world title with two events remaining.

Petter Solberg, in a privateer Citroen, finished third with Mikko Hirvonen the first factory Ford driver home in fourth to maintain his championship bid.

Solberg was disqualified from third overall after his Citroen DS3 WRC was found to be underweight following post-event technical checks, which promoted factory Ford driver Hirvonen from fourth to third in the process. And with the addition of three more drivers' championship points to his total, Hirvonen is now level on 196 points with just the rallies in Spain and Great Britain remaining.

Solberg's exclusion has also narrowed the gap between Citroen and Ford in the battle for the manufacturers' title with Ford now 54 rather than 60 points behind its rival. (*but see pg 29*)



Dulux Trade MSA British Rally Championship 2012 BRC – a class act

With the introduction of its two wheel drive only format for 2012, the MSA British Rally Championship will broadly adopt the FIA's new class structure which is based on the premise of lowest number, quickest car. Since classes 1-4 are taken by four wheel drive machinery, the BRC's classes will run from Class 5 to Class 10, with some small modifications to suit the British market.

The MSA British Junior Rally Championship

age limit will be 23 years to align with the four MSA country championships and drivers will be limited to homologated R1 cars which will run in Class 10.

Regulations for the 2012 MSA British Rally Championship will be published in mid November but will be subject to MSA approval and no registrations will be processed until this approval is given. Mindful of the continuing economic climate registration fees will be held at 2011 prices for those who register prior to 1st January.

BRC classes*

Class 5: FIA homologated Rally 3 category two-wheel-drive cars, including Diesels, Super 1600s and Group A cars (non kit) above 1601cc up to and including 2000, includes the Citroën Racing DS3 Trophy.

Class 6: FIA homologated, Rally 2 category and Group A two-wheel-drive cars up to and including 1600cc. Includes Citroën Racing C2R2Max Trophy, Fiesta R2 Sport Trophy and Twingo Renaultsport R2 Trophy UK.

Class 7: FIA homologated Group A two-wheel-drive cars up to and including 1400cc, including Kit variant models.

Class 8: FIA homologated Group N two-wheel-drive cars above 1601cc up to and including 2000cc.

Class 9: FIA homologated Group N two-wheel-drive cars up to and including 1600cc.

Class 10: FIA homologated Rally 1 category two-wheel-drive cars up to and including 1600cc. Eligible for the MSA British Junior Rally Championship, includes Twingo Renaultsport R1 Trophy UK.

Four-wheel-drive cars, Group N4 and A7 Kit Variant cars are not permitted.

Peter Lloyd Rallying Stages Pembrey - October 16th

It was long 5 hour journey home from Pembrey coming back from the Peter Lloyd Stages. I set some top stages times but unfortunately got a puncture on a pot hole which dropped us to last, We carried on to finish the day in 9th. Just need a bit of luck on the next 2 events!!

Arron Newby



Sebastien Loeb has won RallyRACC-Rally de Espana to edge clear of Mikko Hirvonen in the race for the World Rally Championship crown.

Driving a Citroen DS3 WRC, Loeb maintained his overnight advantage for his seventh win in Spain and his fifth of the season alongside co-driver Daniel Elena. In doing so he helped Citroen wrap up the manufacturers' title for a seventh time.

Jari-Matti Latvala began the final day in a strong second place following an inspired performance behind the wheel of his Ford Fiesta RS WRC, which he described as his best performance on asphalt. However, with team-mate Hirvonen needing to maximise his points total in his bid to prevent Loeb from claiming his eighth world title, Latvala ceded position to his fellow Finn for the third event in a row. Dani Sordo gave the thousands of Spanish fans lining the route reason for cheer when he finished fourth in his MINI John Cooper Works WRC. Sebastien Ogier had been closing on the local hero when his Citroen suffered an engine-related failure on the penultimate stage.



Alright for some ! Lancaster MCs Andrew Shepherd & Family out at the WRC Rally De Espana Taking photos

PBRC: New national four-wheel-drive series to run alongside British Rally Championship

Organisers of the MSA British Rally Championship are delighted to announce the introduction of brand new series for 2012: the Production BRC (PBRC), which has been created exclusively for four-wheel-drive production cars. With the announcement made at the start of 2011 that the BRC will only feature R1, R2 and R3 class two-wheel-drive cars next year, an opportunity has arisen to create a high-profile, professionally organised, UK-wide series that caters solely for four-wheel-drive cars.

The new series will follow all six rounds of the British Championship – four gravel and two asphalt- with the rallies running under a National B permit, which will allow recce to take place on asphalt events, but not gravel.

The rallies will be approximately 25% shorter than the International events which make up the British Championship, with distances estimated at 65-70 competitive miles for forest rallies and 100-110 for asphalt. Although the 2WD cars will run at the front of the field, it is planned that the final loop of stages on the international event will be omitted from that of the national rally and therefore, PBRC competitors will cross the finish line first.

In addition to All homologated R4, N4 and Super 2000 cars, organisers are proposing to allow cars vehicles that were previously homologated in N4 during the past 10 years and are currently looking at ways in which the older machinery can be fairly and economically upgraded in order to compete on a level playing field with the newer and faster variants. World Rally Cars will not be permitted to enter however.

Organisers anticipate that, by virtue of the series following the BRC, many of the advantages and promotional benefits will carry over to the PBRC, such as: offering classic and , well-managed events featuring some of the best special stages in the British Isles, spectator friendly town centre starts; PR and publicity campaigns; well organised service areas and a dedicated series website. Television coverage is also being planned.

“We made the decision to go to a two-wheel-drive only British Championship in 2012 for a number of very good reasons. However, we are aware that some competitors using four-wheel-drive machinery want to compete in a high-profile, well-managed national series that offers more stage mileage than is currently available elsewhere, but without the commitment of doing full international rallies”, said BRC Manager Mark Taylor. “After carrying out extensive market research, we believe that the PBRC ticks all of the boxes and will provide competitors with eligible four-wheel-drive cars with exactly what they are looking for, at a cost that represents excellent value for money.” Regulations will be available in November, subject to approval by the MSA. For further information, contact the British Rally Championship Office: 01244 - 303150, info@rallybrc.co.uk

2012 PBRC Calendar (subject to MSA approval)

25 February: Rallye Sunseeker – Bournemouth/Poole, Dorset (Gravel)

31 March: Bulldog Rally North Wales – Welshpool, Wales (Gravel)

28 April: Pirelli Rally - Carlisle, Cumbria (Gravel)

1/2 June: Jim Clark Rally - Duns, Scottish Borders (Asphalt)

17/18 August: Todds Leap Ulster Rally – Antrim, Northern Ireland (Asphalt)

29 September: Rally Yorkshire – Scarborough, Yorkshire (Gravel)

Eligible vehicles

Homologated Group N4, Group R4 and Super 2000 cars or Subaru Impreza N9 and Mitsubishi Evolution VII onwards, featuring restrictions that will include a weight limit of 1320kgs, the use of standard transmission/differential casings and a 34 mm turbo restrictor. Full details will be defined by technical regulations due for publication in November 2011.

Dunlop/WONAGO MSA British Historic Rally Championship Epynt returns to 2012 BHRC calendar



A revised calendar designed to ease the time and financial commitment for competitors is the key development for the 2012 Dunlop/WONAGO MSA British Historic Rally Championship. Given the current financial climate, the BHRC management team has taken the difficult decision to drop the Isle of Man Historic Rally from the main BHRC. The event will remain as a round of the Water End Asphalt Cup, but is replaced in the main schedule by the return of the Harry Flatters Rally on Epynt. Meanwhile, the BHRC has extended the exclusive Dunlop tyre supply contract for a fourth year. For 2010, the MSA awarded a five-year contract to the Historic Rally Car Register to manage the championship. The current agreement will take the championship through until at least 2014 under the same management. The decision to downgrade the Isle of Man event for the 2012 season was taken after extensive dialogue with competitors. While the fabulous challenge of rallying on the Isle of Man remains, the decision was heavily influenced by the cost of getting to the event and the time needed away from businesses in order to compete on the island. The event's place in the BHRC will be reviewed again for 2013.

The Harry Flatters Rally, which many crews can contest without any time off work and only one night away, returns to the main series on Sunday 29 July to maintain the balance of five gravel events and three asphalt rallies.



Button wins Suzuka thriller, Vettel clinches title

Button held off a stirring late challenge from Fernando Alonso to win the Japanese Grand Prix, while Sebastian Vettel did more than enough to clinch his second consecutive world title by finishing third – making the 24-year-old German the youngest double champion in the sport's history. After a lengthy duel Button got the upper hand over Vettel at the second round of pit stops and took command of the race, only to find Alonso – who had been lurking only a few seconds off the lead throughout, and leapfrogged Vettel on his final pit visit – looming large in his mirrors as the laps wound down.



The McLaren driver had enough life left in tyres to put on a spurt over the final three laps and remain out of DRS range, however, and he took the chequered flag just over a second in front.

Though he needed a solitary point to secure the title, Vettel did not begin the race in a conservative frame of mind – as he demonstrated by unceremoniously squeezing the fast-starting Button onto the grass on the run to the first corner. Even after the final pit stops he made several vigorous attempts to re-pass Alonso, before eventually heeding the advice from his Red Bull team to cool things off and bring the car home in third place.

So although he didn't 'seal the deal' in the resounding fashion he had hoped for, it was fitting that he could savour his remarkable achievements this year amid a champagne shower on the podium. Button wouldn't dispute that, but he was more than a little peeved to find pole man Vettel – who made a slower getaway when the lights went out – edging him all the way onto the grass when he began to draw alongside as they accelerated towards the first corner. Button was forced to lift off the throttle, which allowed his McLaren team-mate Lewis Hamilton through into second place. After the race Jenson quietly raised the matter with Vettel as they sat in the holding area before heading out onto the podium.

McLaren immediately lobbied for a penalty, and Red Bull team principal Christian Horner later conceded the move had been "on the edge", but after reviewing the incident the stewards elected not to penalise Vettel. Button reclaimed second place at Spoon Curve on the eighth lap when Hamilton suffered a slow puncture and had to nurse his car back to the pits. Fortunately for Lewis, the other front-runners all made their first routine pit stops within a few laps, such was the degradation of the soft-compound tyre, so he only lost one further place, to Alonso – who had breezed past Ferrari team-mate Felipe Massa a few laps earlier and begun to reel in Button. Through the second stint Button turned the pressure up on Vettel, trimming his lead from 2.5s on lap 12 to 1.6s on lap 18. By the following lap Vettel's tyres had gone off and he was in the pits again. Button's tyres were holding up well, and superior pace on both his in- and out-laps ensured that he emerged from his lap 20 stop just ahead of Vettel.

Mark Webber, who had been running around 10s behind Vettel in sixth place, pitted on the same lap as his team-mate and a super-slick turnaround from the Red Bull mechanics followed by an excellent out-lap got him ahead of both Hamilton and Massa. Shortly after the leaders had completed their stops, the safety car was deployed to clear debris from the track – including the front wing endplate from Massa's Ferrari, which had been broken off by contact with his current nemesis Hamilton on the approach to the chicane. The clash was investigated by the stewards but no penalties were issued. When the safety car pulled in at the end of lap 27, Button gave Vettel no opportunity to seize the lead back and quickly built a cushion of more than two seconds, which had grown to 2.8s by lap 32.

The next flurry of pit stops saw the leaders switch to the medium tyre compound which would take them to the end of the race. Again Vettel was the first to stop, on lap 33, rejoining right behind a battle for ninth place between Adrian Sutil and Nico Rosberg. Although he passed both with reasonable dispatch, the short delay further cemented Button's advantage. Moreover, it allowed Alonso, who didn't pit until lap 37 and was experiencing the lowest tyre degradation of all the front-runners, to emerge narrowly in front of Vettel in what became second place once a late-stopping Michael Schumacher relinquished a temporary lead. Vettel made several concerted bids to reclaim the position, but the DRS zone on the pit straight wasn't long enough to enable him to slipstream past and Alonso kept the door firmly shut.

As the race entered its concluding phase Vettel accepted that second place was a lost cause and Alonso was able to set his sights on Button, who was now in a conservative mode as his fuel consumption was running worryingly high. The never-say-die Spaniard began to take large chunks out of Button's lead, slashing it from more than five seconds to barely one second with three laps remaining. Well aware that if the Ferrari got any closer than that it would be within DRS range, Button turned up the wick and increased his cushion to 1.7s by the end of the penultimate lap, setting a new fastest lap of the race in the process. That settled the matter, and Button duly took the chequered flag for his third highly accomplished victory of the season. Immediately after he did so, he pulled over to preserve the few remaining dregs of fuel in his McLaren for the post-race weight checks. It had been a rousing finish to another absorbing race and just two seconds covered the top trio as they crossed the line. Webber came home fourth ahead of Hamilton, who had fallen behind Massa at the second round of pit stops but got back in front on the pit straight on lap 38. Schumacher slotted into sixth, ahead of Massa, following his late final tyre change, while Sergio Perez (Sauber) and Vitaly Petrov (Renault) used two-stop strategies to good effect to take eighth and ninth respectively.

Rosberg made steady rather than spectacular progress from the back row of the grid to score the final point for Mercedes. Force India duo Adrian Sutil and Paul di Resta ran in the top 10 for most of the day but ran into tyre woes near the end, while home hero Kamui Kobayashi's race was ruined by a poor start that dropped him from seventh to 12th.



CSMA member Steve Johnson (& Accrington MSC- F1000RC - Under 17 Motor Club North-west – Go motorsport RDO !!!!! (and general ‘Good Egg’) how does one find time to compete & work?) is pictured with Tim & Keith just outside Bastogne Belgium.

This was day 7 of the 10 day H4H 4x4 event across Europe . Steve helped with all things marshalling on the first event including running the results for the whole event!

The fully trip took 14 days (home to home) and he has a 90 minute talk and photo show about the event. - Donations to H4H 4x4 rally.



A police officer pulls a man over for speeding. As the officer approaches the car he can see that the man is very anxious about something. "Good afternoon Sir. Do you know why I stopped you?"
 "Yes, officer... I know I was speeding -- but it is a matter of life or death." "Oh, really? How's that?"
 "There's a naked woman waiting for me at home." "I don't see how that is a matter of life or death."
 "If I don't get home before my wife does, I'm a dead man."



CSMAclub members - helping the ‘Heroes’ Receive a Hero Award.

As an event support member on the first H4H 4x4 rally in 2010, this recognition of the work of the ‘Bowen’ family and the rest of the team and entrants in raising £121,704 in 2010/ £160,027 in 2011 is justly deserved - please see Help for Heroes 4x4 European Rally (www.h4hrally.co.uk) Also see, http://www.hmforces.co.uk/armed_forces_news/articles/9511-help-for-heroes-4x4-european-rally-h4h-hero-award-winners (our very own Steve Johnson was on the organising team of the first running of this event) To all the entrants/marshals of the Help for Heroes 4x4 European Rally

Those of you who use our Forum (<http://www.h4hrallyforum.com/forum>) or Facebook (www.facebook.com/h4hrally) may be aware that Rhiannon, Tim & I were invited to attend the Hero Award ceremony last night at Tedworth House, Tidworth; H4H's new Personnel Assessment and Recovery Centre. Our invitation was worded, *'Please find an invitation attached inviting you to the presentation of The Hero Awards; our way for showing how much we appreciate those who have made truly outstanding contributions to Help for Heroes. I am delighted to say that you are one of our nominees for awards in recognition of the extraordinary support you, or those you represent, have given.'*

The Hero Award is the highest honour bestowed by H4H; indeed Bryn Parry calls it the charity's VC. We were aware that we had been nominated for the award but had no other details. Well, what an amazing evening and what amazing people we met. A humbling, emotional and privileged experience. We were surprised and honoured to receive a Hero Award for organising the Help for Heroes 4x4 European Rally. Although in our name, we fully believe all those involved in the rally; whether entrant, supporter or partner can be proud. Without the entrants, supporters and partners the events could not take - this award is for all of you. Rhiannon, Tim & I are proud to know you and be associated with you; and thank all of you for your wonderful support. We have moved a long way from our initial vision of a one-off 2010 rally of 20 cars and £20,000 for H4H. You also own this Hero Award. The evening has spurred us on to continue our fund raising efforts through the H4H 4x4 rally. Take care Keith & Rhiannon Bowen,



The Under 17 Motor Club North West Clubmans Production Car Autotest SUPPLEMENTARY REGULATIONS

A copy of these regulations is also available on-line at www.anwcc.org

1. The Under 17 Motor Club North West will organise a Clubmans Production Car Autotest on Saturday 3 December 2011 at

M65 Motorway Services, Junction 4, Blackburn **Food available on site! (With discounts to Competitors & Marshals)**

2. The meeting will be held under the General Regulations of The Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the promoting club may issue for the event.

3. MSA Clubmans Permit No. 67614 will be on display on the day.

4. ELIGIBILITY

The event is open by initial invitation to Accrington Motor Sport Club, The Under 17 Motor Club (North West), Formula 1000 Rally Club and CSMA Club members. Entry is also open to members of other MSA registered clubs up to an additional 11 clubs. Priority will be given in order of receipt of fully paid entries. Anyone who is not a member of one of the above clubs may apply for membership of The Under 17 Motor Club North West on the day, giving membership until 31 December 2012.

- All drivers must produce valid club membership cards. A competition licence is NOT required.
- Entries may be accepted from drivers of 14 and over at the date of the event, or 17 and over without a RTA Licence, but they may only drive a 4 seat saloon type car up to 1800cc (engine capacity unlimited for cars fitted with dual controls) with no form of forced induction AND the passenger must hold a full RTA licence and be a person experienced in Autotesting.
- If the driver holds a valid, non-provisional RTA Licence the passenger must be 14 years or over.

5. CHAMPIONSHIPS

The event may be a round of the ANWCC Junior PCA Championship (50/2011)

6. PROGRAMME

The programme of the meeting will be:-

Scrutineering will open at 10:45hrs

Signing on opens at 10.45hrs. Any competitor not signed on by 11.30hrs may be excluded.

First test starts at 11:30hrs. Approx.

The event is scheduled to finish at approx. 16.00hrs.

7. TECHNICAL REQUIREMENTS

All cars must comply with the Road Traffic Act and the relevant MSA Technical Regulations and be driven to the event). Cars Should be currently registered and **Tax discs should be displayed. Proof of insurance and MOT certificate (or vehicle registration document for cars under 3 years old) must be available at scrutineering.**

ALL Cars must compete on road legal tyres.

Stage rally prepared cars need not be taxed, insured or driven to the event but must present **an MSA logbook AND valid MOT certificate.**

8. CLASSES

A Production Saloon and Sports Cars.

9. AWARDS

This event is a training session for young drivers no awards for driving performance will be given.

10. ENTRY

The entry list opens on publication of these SRs and closes finally on **1st December 2011**. Entries will be accepted in order of receipt.

The entry fee per competitor is £20

All entries must be made on the official entry form and accompanied by the appropriate fee.

11. The maximum entry for the meeting including reserves is 40, **the minimum is 1.**

12. OFFICIALS

Clerk of Course

- **Steve Johnson**

Secretary of the Meeting and Entries Secretary of the Meeting

- **Hazel Johnson 12 St David's Wood Accrington BB5 2TU 01254 392663**

The Under 17 Motor Club North West membership secretary – Hazel Johnson – as above

Throckmorton Challenge, HERO Events, October 15th 2011

The Throckmorton Challenge sounds like it should involve a 1950's steam train, but is actually a 'historic road rally' put on by the HERO group (Historic Endurance Rally Organisation). Based at the old MoD base in Pershore, Worcestershire, the event consists of 15 driving tests around courses marked out by cones, and three regularity sections in the surrounding lanes, with the final regularity around the perimeter of the old disused bomber airfield. I was competing with Roger Jenkins in his standard MGB GT, who was in contention for the HRCR clubman's championship. I have sat with Roger on historic events in the past, and we work quite well together. The tests at the airfield are in three groups of five: the first time you tackle these tests in their most basic form, and they are quite easy to work out... just to lull you into a false sense of security no doubt. After a gentle regularity section, you tackle these five tests again, but with extra bits added to make them more complicated.. after another regularity, these tests are tackled for a third time, but with still more cones added, to make a much longer and complex test. As they are set on the airfields runways and taxiways, there is plenty of room to get some speed up and have some sideways fun, although sideways is not necessarily fastest!

Chris Sheridan



Trackrod Rally Yorkshire, Trackrod Motor Club September 2011-10-24

The Trackrod Rally Yorkshire is a brilliant stage event, set in the classic North Yorkshire Forests. Based in the seaside town of Scarborough, the event catered for historics alongside the clubmen and the British Rally Championship, for which this was to be the title decider.

This year – as last time – I was sitting in with Phil Senior in the Cooper S in the (small) category one class of pre-65 cars with Bob Bean and Gordon Cameron, both veteran campaigners. This was Phil's first time out for about 4 years, so our pace through the first 14 mile test in Dalby was a bit slow, but this soon picked up in Gale Rigg, the second of the five tests that the historics would be tackling in their 45 mile rally. It was good to be back on pace notes again, and the rhythm of calling the notations soon returned. I even understood what some of them meant ... !

The third test in Cropton, however, was to be our undoing. As we left the line the Mini would not pull with any serious intent, even on Cropton's long straights. Then it seemed to drop onto three – and sometimes it seemed two – cylinders.... But it was when oil mist began to infiltrate the cabin that we decided that it would be better to pull over and switch off. Game over.

The rescue guys were on hand pretty quickly, to tow us out to the nearest junction before the category two cars arrived, and boy were they worth watching! The sight and sound of a BDA at full chat in the forests is something that I had forgotten – go watch the Roger Albert Clark rally in December if you have forgotten (or never experienced) what that's like – spine tingling! A long tow home followed, and although we have not yet stripped the Mini, a dropped valve(s) is suspected.

Chris Sheridan



Countdown Rally, Spadeadam Motor Club, September 2011

The Countdown Rally is based in Carlisle, and is hosted by Jerry Hettrick's experienced team of organizers. I was pleased to be asked back to nav for Phil Jobson, better known for his stage exploits, and for whom I had sat in with on the previous year's event in the Silver Bullet mk 2 Escort. The roads in the northern part of Cumbria are fast, and the organizers have to find ways of slowing down competitors, mostly by making it a plot n bash event. Actually, this is not as bad as it sounds, as the navigation is quite straight forward – but you do need to keep your wits about you ! This year, things got off to a bit of a shaky start straight from the word go. The run out from MC1 to the first start control was supposed to be straight forward, but when we arrived, there was no sign of the control ... We eventually found it half a mile off plot down another road, but of course the herringbone handout only began at the 'proper' location, so there was a slot right to bear in mind before you could begin to work out the herringbone. Some didn't ... the second and third sections were decidedly better, and our pace picked up a lot and I was beginning to get into the rhythm of plotting and bashing – gentle progress whilst plotting and then go like the clappers! Our rally came to a sudden halt at TC 19. As we stopped at the marshal, all lights and power went and we were stranded. We tried in vain to trace the fault, even dismantling the master key and joining the cables directly together, but to no avail. Signs of something serious afoot came from the battery, which was making some seriously strange hissing and spitting noises. Retirement beckoned as we passed our OTL time.. It was eventually discovered that the auto electrician that re-wired the car as it was converted from its original LHD to its current RHD had made one or two errors, including routing the main cable to the starter motor next to the exhaust manifold... consequently, the plastic sheath to the cable melted, and the cable welded itself to the exhaust creating one great big short. A hugely entertaining rally for us, if briefer than we hoped..... but not as brief as the Trackrod

Chris Sheridan (Morecambe Car Club)



So I was at the pub last night when the mobile phone started ringing. So I picked it up;
 "Hey gorgeous!, I just found a hand-bag I really like in town, It's reduced from £750 to just £400, can I get it!??, So I replied;"Yeah sure go and treat yourself darling, put it on my card"
 Five minutes later I got another ring "Hey babe, I just found that sports car that I always wanted for, 1 year old, reduced from £120,000 to only £75,000, I can get it right??"Yeah sure, ill sort it out when I get home, put it on my card And only 2 minutes later I got ANOTHER call."Sweetie I have just found the PERFECT house for us, 4 bedrooms, huge garden and a hot tub, it's a one day offer of just £850,000!!"
 "Yeah sure go for it babe, put it on my card and ill sort it out with the bank tomorrow"
 So I put the mobile back on the bar, and as I was finishing my pint my mate came over after going to the toilet. I said to him;"Mate seriously you shouldn't leave your mobile on the bar, anyone could have taken it"



Two old guys, one 80 and one 87, were sitting on their usual park bench one morning.
 The 87 year old had just finished his morning jog and wasn't even short of breath. The 80 year old was amazed at his friend's stamina and asked him what he did to have so much energy. The 87 year old said, "Well, I eat rye bread every day. It keeps your energy level high and you'll have great stamina with the ladies."
 So, on the way home the 80 year old stops at the bakery. As he was looking around, the lady asked if he needed any help.
 He said "Do you have any Rye bread?"She said, "Yes, there's a whole shelf of it. Would you like some?"
 He said, "I want 5 loaves." She said, "My goodness, 5 loaves ... By the time you get to the 3rd loaf, it'll be hard"
 He replied, "I can't believe it, everybody knows about this shit but me."

A gynecologist had become fed up with malpractice, insurance and paperwork. Hoping to try another career where skilful hands would be beneficial, he decided to become a garage mechanic. He went to the local technical college, signed up for evening classes, attended diligently, and learned all he could. When the time for the practical exam approached, the gynaecologist prepared carefully for weeks and completed the exam with tremendous skill. When the results came back, he was surprised to find that he had obtained a score of 150%. Fearing an error, he called the instructor, saying: "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade." The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark."After a pause, the instructor added, "I gave you an extra 50% because you did it all through the exhaust pipe, which I've never seen done in my entire career."

I was at the airport, checking in at the gate when an Irish airport employee asked, 'Has anyone put anything in your baggage with-out your knowledge?'
 'To which I replied, 'If it was without my knowledge, how would I know?'
 'He smiled knowingly and nodded, 'That's why we ask!'

Bobby always liked tractors, on his first birthday his parents asked him what he wanted and he said "tractor" it was even his first word. Every birthday and Christmas he would get a new tractor and he would play with it all year round. The same happened until he was 18. They asked him what he wanted and he replied "an iPod please." His parents were shocked but got him one and he played with it all the time. One day he was walking home from the supermarket when he saw a girl in the top floor of a burning apartment building, the smoke was overwhelming and she was going to die very soon. He rushed to the bottom of the house and just sucked in as hard as he could. He sucked up all the smoke and saved the woman. When the fire brigade turned up they were amazed "How did you do that?" they asked."Oh, it was no problem, I'm an ex-tractor fan." he explained.

Paddy goes to the vet with his gold-fish. "I think it's got epilepsy" he tells the vet. Vet takes a look and says "It seems calm enough to me". Paddy says, "I haven't taken it out of the bowl yet".

A family of balloons, daddy balloon, mummy balloon and little boy balloon lived in a tiny house. They were so poor they only had one bed, which they all shared. One night little boy balloon stayed up to watch TV while his mum and dad went to bed. Later he went to join them but found that they were taking up too much room, so he let a little bit of air out of his dad. He still couldn't get in, so he let a bit of air out of his mum. There still wasn't quite enough room so he let a bit of air out of himself, finally managing to squeeze into the bed. Next morning at breakfast daddy balloon frowned at his son as he began to tell him off, " I need a word with you master balloon, last night ... you let me down, you let your mother down, but most important of all you let yourself down!

A teacher asks the class to name things that end in 'tor' that eat things. The first little boy say's, Alligator'. 'Very good, that's a big word' The second boy say's 'Predator' 'Yes, that's another big word 'Little Johnny say's 'Vibrator, Miss' After nearly falling off her chair, she says, 'That is a big word, but it doesn't eat anything' 'Well my sister has one and she say's it eats batteries like there's no tomorrow!'

A gorgeous young redhead goes into a Doctor's office and tells the doctor that her body hurt wherever she touched it. "Impossible!" says the Doctor, "Show me."
 The redhead took her finger, pushed on her left shoulder and screamed, then she pushed her elbow and screamed even more. She pushed her knee and screamed; likewise she pushed her ankle and screamed. Everywhere she touched made her scream. The Doctor said, "You are not really a redhead, are you?"
 "Well no," she said, "I'm actually a blonde."
 "I thought so," the Doctor said, "Your finger is broken."

A friend of mine was getting married again for the upteenth time. I asked her how many husbands she had had she replied, "Apart from my own?"



MSA flies the flag at Party Conferences as David Cameron praises UK motor sport

The Motor Sports Association was again present at each of the three main political party conferences this year to raise the profile of motor sport and engage with MPs, Councillors, party members and other organisations.

And the MSA's campaign was further boosted this week when David Cameron specifically picked out this country's success within Formula 1 in his key note speech to the Conference.

"Do you watch Formula One?" said the Prime Minister on Wednesday. "Well whether it's the German Michael Schumacher, the Australian Mark Webber or the Brazilian Rubens Barrichello, they all have one thing in common – they drive cars built right here in Britain."

Earlier in the week a fringe meeting had been held in Manchester to discuss how participation in sport can be stimulated by a reduction in government regulation and how this can in turn lead to wider benefits, both social and economic. Chaired by respected pundit Tony Jardine, the panel comprised Ben Taylor, the MSA's new Director of Development and Communications (see page 8), Andy Reed, Chairman of the Sport and Recreation Alliance, Gus Lewis, Head of Legal and Government Affairs for the Royal Yachting Association and Ben Wallace, Conservative MP for Wyre and Preston North. The previous week, former Sports Minister Richard Caborn had joined the panel for a similar meeting with Labour in Liverpool.

"We were delighted with the turnout for our meetings," said Taylor. "Not only did we have a number of Lords and MPs in attendance, but we also had representatives from organisations such as Sky, Football Foundation, Lawn Tennis Association, Rugby Football Union and Formula One Teams Association."

"Perhaps the most significant demonstration of the progress that the

MSA is making with getting its message to the top is that the Prime Minister this week cited motor sport as a shining example of the new economy he wants to build in Britain.

"The more that we can get motor sport recognised for its contribution both to the industrial and sporting well-being of the country, the better our chances of highlighting other important campaigns such as continued forest access and closed road motor sport."



National Motorsport Week to start with Goodwood and end with Grand Prix

Next year's National Motorsport Week (30 June to 8 July) will feature two of the most popular events on the UK motor sport calendar: the Goodwood Festival of Speed and the Santander British Grand Prix at Silverstone.

The grand prix dates were recently confirmed as 6-8 July 2012, while The Earl of March, patron of the Goodwood Festival of Speed, has announced that the world's largest celebration of motoring culture is provisionally scheduled to take place over the weekend of 29 June to 1 July.

"While these two high profile events will help us to put the spotlight on the UK's world-leading achievements, it's essential that we maximise the opportunity to engage with more people and encourage them to get involved," said MSA Chief Executive Colin Hilton. "Whether it's as a competitor at grass roots level, an active member of a local motor club, or a trackside volunteer, motor sport has so much to offer. There are many opportunities in many different disciplines for those inspired and excited by these major events, and that's what National Motorsport Week is all about."

National Motorsport Week 2012 will build on the great success of this year's initiative, which shone a spotlight on motor sport with a range of activities, from open days at some of the country's top teams to novice taster days organised by motor clubs throughout the country (see *MSA News* July 2011 and *MSA* magazine autumn 2011).





Trials Committee rolls up its sleeves

When the Motor Sports Council's specialist Trials Committee was wrestling with the wording of a new regulation governing the position of a passenger competing in a Sporting Trials car, members decided to demonstrate what they meant before trying to draft the regulation itself.

Committee member and former MSA British Sporting Trials champion Duncan Stephens kindly brought his competition car to Motor Sports House in order for the members to be able to demonstrate, discuss and deliberate before agreeing on the new rule.

Motor sport action sees off threat to 14/28-day rule

The UK motor sport community has demonstrated how effective it can be, having played a significant role in dissuading government officials from recommending changes to planning regulations that could have caused significant damage to the sport. In July the Department for Communities and Local Government released an issues paper regarding the way in which change of use of land is handled within the planning system. This included a review of the current 14/28-day rule (Permitted Development Rights – provision within planning legislation for temporary change of use) under which approximately 60 per cent of MSA motor sport permits are issued. The MSA had urged its membership to respond to the consultation and ensure that the sport's voice was heard. Following the consultation, it was confirmed to the Land Access and Recreation Association (LARA) – of which the MSA is a founding member – that officials did not consider that there was any basis for advising ministers to amend the 14/28-day rule in any way that affects motor sport. MSA Chief Executive Colin Hilton said: "We try not to mobilise the motor sport community too often, but it is encouraging to see the overwhelming response when there is a matter of significant national importance. It appears that almost half of the responses submitted as part of the consultation were from people involved in motor sport. This is the second time in ten years that we have had to explain to government the importance of this legislation; not just for motor sport, but also for village fetes, carnivals and other community activities."

One month left to submit Renault Awards applications

Entries for the tenth Renault MSA Young Journalist and Photographer of the Year Awards must be sent to the MSA Press Office by 11 November.

The winners will receive their awards and cheques for £1000 at the MSA's prestigious Night of Champions ceremony in January. Candidates must have been aged 25 or under on 1 January 2011 and be able to demonstrate published work involving domestic UK motor sport.

Application forms are available by from media@msauk.org

John Wood receives top MSA accolade

The MSA has bestowed upon John Wood the title of Officier d'Honneur, in recognition of his outstanding contribution to UK motor sport.

John has been an MSA Steward for 10 years, and recently retired as an MSA Forestry Liaison Officer after 12 years of service. He is also commended for his enthusiastic work in Rally Officials Training, and for always being aware of the value of volunteers to motor sport.

Motor Sports Council chairman Tony Scott Andrew presented John with a certificate of appreciation and a commemorative clock at Loton Park last month.

New clothing products available

The MSA's official clothing supplier, Link Up Ltd, has added a new Regatta Jacket to its range at an introductory price of £36 each: http://www.linkupltd.com/msa/product_info.php/cPath/25/products_id/189



Last call for BBC Unsung Hero awards

Nominations for candidates for the BBC Sports Personality of the Year Unsung Hero 2011 must be submitted by the end of this month.

The awards recognise special people who dedicate their lives to promoting sport in their community, taking no reward from it other than the pleasure of helping others to take part and enjoy their sport. This may be in helping an individual, team or teams, or perhaps being the driving force behind a sports club.

The search for the Unsung Heroes takes place across the United Kingdom and sees winners named in all 12 BBC English Regions plus Scotland, Wales and Northern Ireland. Each winner will go forward for final judging, when an overall winner is named at the BBC Sports Personality of the Year event in Salford on Thursday, 22 December live on BBC ONE.

For more information, visit http://news.bbc.co.uk/sport1/hi/front_page/14678879.stm to download an application form.

Go Motorsport at the National Motorsport Show

This year's National Motorsport Show – Motorsport UK – at the Ricoh Arena in Coventry on 5-6 November is being run in association with Go Motorsport. East Midlands Regional Development Officer (RDO) Richard Egger will be manning the Go Motorsport stand at the show, and all clubs, societies, and associations are being offered free floor space. For more information visit www.motorsportshow.co.uk or email info@motorsportshow.co.uk





Derek Tye, 1942-2011

The MSA is saddened to report the death of former MSA Executive Derek Tye last month. Derek spent his early career in the press office of RAC Motoring Services in Pall Mall, with his career evolving alongside the RAC Competitions Department as it moved to Belgrave Square and became the RAC Motor Sports Association, which he joined in 1987. He was responsible for print management of the year book, event programmes and all associated advertising, and was integral to the press accreditation system for events such as the RAC Rally, the British Grand Prix and the Veteran Car Run. He also organised the annual Night of Champions prize giving ceremony. After leaving the MSA in 2002 he continued to work for the governing body for a few years in a consultancy role. The MSA sends its condolences to Derek's wife, Jane, his children Gavin, and his wider circle of family and friends.

Another victory for Evans and Edwards

A storming victory in the final event of the season was not enough for Elfyn Evans and co-driver Andrew Edwards to claim the Dulux Trade MSA British Rally Championship, but winning the International Rally Yorkshire cemented their second place and concluded a very successful season for the Welsh pairing. It was Evans' second win of the season, following victory on the Pirelli International Rally. "We led from start to finish but had a bit of a hiccup with a spin on SS5 which lost us a little bit of time but we managed to claw it back," he said. "Congratulations to David Bogie; he's a worthy champion and I can't be too disappointed with second place in my debut season for the team."

APPOINTMENTS

Ben Taylor Director of Development and Communications

After eight years working for the MSA as a consultant, Ben Taylor has joined the organisation full-time in the newly-created position of Director of Development and Communications.

In his new role, Ben will assume responsibility for the MSA's participation drive – Go Motorsport – as well as the driver development activity of the MSA Academy and Team UK. He will lead the MSA's Public Affairs campaigns and continue to progress the overhaul of the MSA's Communications that in recent years has created the new MSA magazine, newsletter and Company Report.

Ben will be supported in his role by MSA Communications Officer Tim Swietochowski and MSA Academy Co-ordinator Greg Symes, and will continue to work closely with MSA Performance Director Robert Reid.

Allan Dean-Lewis MBE Director of Training and Education

Allan Dean-Lewis MBE has been promoted to a new role as Director of Training and Education. In addition to MSA's current national training programme, Allan will lead the new global initiative which has resulted from MSA's appointment as an FIA Institute Gold Status Regional Training Provider. Allan will be responsible for the commercial development and day-to-day management of these overseas training programmes.

Allan will continue to be supported by Jennifer Carty and is joined by two new consultants. Alan Page will be based at Motor Sports House three days a week focusing on Officials' Training, while Louise Goodman will be using her international contacts to promote the MSA's new FIA Institute Gold Status training services to our colleagues in other ASNs around the world. Sue Sanders completes this group, continuing her consultancy role both with the new international programmes and with volunteer officials' training.



Marshals win NMW McLaren visit

A group of marshals enjoyed an exclusive behind-the-scenes tour of the McLaren Technology Centre after winning a National Motorsport Week competition hosted on the Go Motorsport website.

The 20 volunteer officials, from different backgrounds and with experience ranging from a few months to decades, were welcomed to the state-of-the-art facility in Woking, Surrey, where they gathered around Lewis Hamilton's title-winning MP4-23 for a group photograph.

"All eight UK-based F1 teams ran competitions on the Go Motorsport website during National Motorsport Week, giving members of the public a rare chance to see behind the closed doors of a modern grand prix team," said Go Motorsport co-ordinator Jonathan Gill. "McLaren was keen to reward some of the dedicated marshals who work so tirelessly to make motor sport possible, so that particular competition was only open to those volunteers registered with the MSA. The feedback from the winners of all these competitions has been amazing and we are grateful to the teams for making this possible."

Volunteers are vital to all forms of motor sport; if you or anybody you know would like to get involved, visit the Go Help section of www.GoMotorsport.net or head to the British Motorsport Marshals Club website at www.marshals.co.uk.



Blomqvist and Lynn in running for top motor sport award

Team UK's Tom Blomqvist and Alex Lynn are among the six nominees for this year's McLaren Autosport BRDC Award, the winner of which will receive a McLaren F1 test, £100,000, BRDC membership, Puma racewear and a TW Steel watch.

There will be an assessment day in November at Silverstone, where the judges will be BRDC President Derek Warwick, BTCC champion Jason Plato, DTM driver Jamie Green, McLaren engineer Mark Williams, commentator Ian Titchmarsh, and Autosport's Kevin Turner and Marcus Pye. The winner will be announced at December's Autosport Awards.

"It's a privilege to have been nominated for the second year in a row," said 17-year-old Blomqvist, whose maiden German F3 season ended early with a back-breaking incident at Lausitz, following a win and two poles. "It would be hugely beneficial to my career if I could succeed my national quad team mate, Lewis Williamson, as the winner of this prestigious award."

Meanwhile Lynn, 18, said: "It's an honour to be in the running. Being on Team UK has helped me to maximise my potential, which will hopefully put me in good stead for the award assessment."

Lynn has one hand on the Formula Renault UK trophy ahead of the upcoming season finale at Silverstone.



First in class for Hunt in Australia

Harry Hunt was the top two-wheel-drive runner on Rally Australia, finishing ninth in the Production World Rally Championship category.

"We lost a bit of time on the first day due to trouble with water splashes, but overall it was a really good event for us and a great result," said Hunt. "I'm now looking forward to the RACMSA Rally of Scotland this weekend; obviously the stages are amazing, the event is really well run and the support from the fans is brilliant too."



Sims makes guest return to F3

Alexander Sims will return to the Cooper Tires British Formula 3 International Series this weekend at Silverstone in preparation for his third assault on the Macau Grand Prix. Sixth in GP3 this season, Alexander is looking forward to his return to Europe's most competitive stepping stone to single-seater success: "I needed to do an F3 race in order to qualify for Macau, but I haven't driven an F3 car for a year so there are no expectations – I'll wait to see what happens and plan to enjoy the experience."

JUDICIAL

Fortec Motor Sport

Two Appeals were brought before the Court by Fortec Motor Sport against decisions made by the Stewards of the Meeting of Round 7 of the Renault Formula 3.5 Series at Silverstone on 21st August 2011.

The decisions related to Car No. 7 driven by Alexander Rossi and Car No. 8 driven by Cesar Ramos, which were excluded from Race No. 2 for "non-conformity with wheel nuts threads". It was the Appellant's case that there had been no modification of the wheel nuts, and that they had simply been used repeatedly and had been subjected only to "wear and tear". It was the opinion of Michel Cruquet and Elio Ramos (the Commissaires Technique for Renault Formula 3.5 Series) that the wheel nuts had been machined so as to remove the first few threads.

The Appellant produced further wheel nuts which it said were acquired new and subjected to repeated usage on a jig subsequent to the Silverstone event, which had resulted in the effective removal of the first few threads in each wheel nut, this being entirely consistent with the condition of the wheel nuts which were sealed at Silverstone.

The Formula Renault 3.5 2011 Technical Regulations state that "scrutineering may consist of comparing the part to be checked against a similar new genuine Formula Renault 3.5 part". The Court had wheel nuts which were accepted as new genuine Formula Renault 3.5 parts. Even a cursory visual inspection of these parts showed that there are nine threads within a new wheel nut. A similar inspection of the wheel nuts that were the subject of these Appeals showed that each had no more and sometimes less than seven threads.

On that basis the wheel nuts were not consistent with a new genuine part. The Court accordingly found that this was sufficient to justify the decisions made by the Stewards of the Meeting, and the Appeals were dismissed. The Court ordered that the Appeal fees were forfeit and the Appellant would pay £1,000 toward the cost of the two Appeals.

David Gathercole

The National Court convened to consider as to whether further action should be taken against Mr D A Gathercole regarding an incident which took place in the pit lane at the Silverstone Classic on 24th July 2011. After hearing verbal submissions from Mr J Champkin, representing Mr Gathercole, and the Court viewing a short DVD of the incident, the Court orders that no further action should be taken in this matter but reminds Mr Gathercole of regulation H1.3.

These are summaries of the decisions of the National Court. Full findings will be published in MSA magazine.



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At a world brewing convention in the States, the CEOs of various Brewing organizations retired to the bar at the end of each day's conference. Bruce, CEO of Fosters, shouted to the Barman: "In 'Straylya, we make the best bladdy beer in the world, so pour me a Bladdy Fosters, mate." Bob, CEO of Budweiser, calls out next: "In the States, we brew the finest beers in the world, and I make the King of them all; gimme a Bud." Hans steps up next: "In Germany we invented das beer, verdamt. Give me ein Becks, ist Der real King of beers, danke."

Paddy, CEO of Guinness, steps forward "Barman, would ya give me a low cal coke wid ice and lemon. Tanks."

The others stare at him in stunned silence, amazement written all over their faces. Eventually Bruce asks, "Are you not going to have a Guinness, Pat?"

Paddy replies: "Well, if you pansies aren't drinkin', then neither am I".



Terry Martin (the same Terry Martin who seems to know everything about anything when it comes to Motorsport Trivia and almost single handed won for Clitheroe & DMC the SD34MSG Inter-Club Quiz night - see pg23 - bugger !!) did Caerwent the other week, with **Simon Chapman** (who was second in 1990 and 91 BTRDA championship) 3rd time they have been out this year. They are doing Swynnerton next, then the National Tarmac championship next year, hopefully

Maurice Ellison will be out on the **John Robson Rally** starting in Hexham sitting in the silly seat with Dan Hurst on the 19/20th and the following week is off over to Sproatley for the **Beaver Rally** on the 26/27th November with Matt Chapman in his Peugeot 206. If all goes to plan will have a crack at the ANWCC Road Rally Championship next year with **Andy Ritchie** in his 'new' rally car

HRDC ANNOUNCES "MGB50"

The Historic Racing Drivers Club will present a package of races in 2012 to celebrate 50-years of the MGB as a competition car. After an approach by Barry Sidery-Smith - the acknowledged 'Godfather' of MGB racing in the UK - the HRDC will host a collective of 30-minute, single-driver races for FIA-Appendix K-type historic MGB cars, with an invitation class for historically interesting MGB-derived race cars, such as the WSM MGB and the Jacques Coune-built MGB Berlinette. The inaugural race for the HRDC "MGB50" will take place at Castle Combe on 9 April 2012, at the HRDC 'Historica' race day in association with the Castle Combe Racing Club.

Barry Sidery-Smith - who started racing MGBs at an International level in 1965 - will, of course, be entered in his famous ex-works Le Mans MGB 'DRX255C', which will be supported by many of the ex-works and works-associated MGB racers.

Applications to race in HRDC "MGB50" can be made via the HRDC website at www.hrdc.eu.



Any Marshals out there who have not received their copy of the above WRGB Newsletter 'The Tabard' - drop me a line and I will forward you a copy. SD34news@gmail.com

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Flying Scotsman



Plans are firming up for next April's Flying Scotsman - the start is moving from Brooklands to Duxford air-craft museum, for an East Anglia section early on, and the finish is now at St. Andrews golf club. PY's team at the Endurance Rally Association has been roping in the entries really early - well, no point in hanging about, what other road event bolts down the entry list like this: the event is not until next April, but over 50 have paid up in full to get an "early" number, and the entry list is now at 72...and rising daily!! See www.endurorally.com/fscot2012/

WANTED

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Without the input of the above items and more information from Club Members & Member Clubs

Then the Magazine has very little point

It needs your input to be a success and relevant to motorsport in the North West

SAFETY RADIO CREW ON CAMBRIAN RALLY

You volunteer to marshal on a stage rally. You get to the stage start and sign on. You stand around a bit – have a chat to other marshals before making your way to your allocated position. Every marshalling point along the way has a superb view of an exciting section of the stage. You arrive at you marshalling point and it must be the only one with a limited view of the stage. Its 2 hours before the first car is due and its blowing a gale, freezing cold and then the heavens open.

Along comes the guy who is running the radio point and parks in front of your car blocking the view. With thirty minutes to go before the stage goes live the spectators start to arrive and you have drawn the stupid ones who insist on standing in all the wrong places. Politely pointing out the error of their ways seems to have little effect. You explain that if they dont move then you will have no option but to get the guy on the radio to contact the stage commander to hold the stage. This lot move on but only after questioning your parentage. They are immediately replaced by another load of idiots and on it goes again. You are now wet through, you cant feel your fingers, your knees are knocking and your feet are blocks of ice and there is still another 4 hours to go. You know you dare not leave your position to go back to the car to warm up and have a brew because you will have an uncontrollable mass to contend with on your return and you dont want to appear incompetent when the safety car turns up. You look back to the radio car and there he is warm as toast chatting away to his mates on his radio. You hate him, even though you dont know him, just because he is warm and dry and has got a cushy job.

I have been that marshal.

So when the opportunity came to borrow a radio set from Bill Wilmer to do the radio on the Great Orme Stage of the Cambrian Rally I was chuffed to bits. I was going to have the great view, be warm and dry, sit there and listen to everything that was going on.

Fantastic, Pay back time !

The reality of manning the radio is not as cushy as it first seems. You are on the go the whole time (not nattering to your mates – I only knew Bill & Les) – but hardly ever said a word (and when I did say anything it was complete garbage). You are concentrating on getting the car numbers as they pass and most competitors dont seem to keep their comp nos clean making it very hard to see. Then to make matters worse I am wedged down a track with a stone wall on each side looking through the gap of a gate and only see cars flash past for a nanno second and to really make my job harder the stage is being run twice and at 30s intervals. Being the radio guy you are the fountain of all knowledge and spectators and marshals assume you know everything and have the time to impart this information. What happened to car 26 on stage 3?, what time will car 9 be coming through? And it goes on – how the hell do I know – I am too busy trying to catch sight of comp nos and note it on the correct stage sheet. Then I get the Lighthouse owner (the lighthouse is no longer a lighthouse but a bed & breakfast establishment) – “how much longer is this going on, have you got the telephone number of the CofC? I have guests who have to be back here soon, the organisers said it would be over by now! Etc. Etc.” – as I deal with the resident several cars go by and I fail to get their numbers. I report in to Control and ask Bill to get the CofC to phone the owner of the Lighthouse. Up to this point my bit on the radio has consisted of ‘received Gemini Maurice’ but I make a complete arse of myself and start to jabber. Not good form. Then I get “Control to Gemini Maurice – Has car 14 been past your position – it has been reported that he has gone off and is wedged in the wall near your location” Car 14 has gone off and no he hasn't been past me - all that happened whilst distracted by the Lighthouse owner – and I have not got a clue. I despatch a couple of marshals to investigate. Listening to the slick, concise reports from experienced radio crews I can hear their none transmitted giggles as they listen to my garbage. Sorry chaps will do it better next time.

I dont want to put off any prospective new recruits to the Safety Radio scene but its not as easy as it seems and at times I wanted to be back out in the wind and rain, freezing my butt off, just so that I could actually see the cars doing! The grass is not always as green as you think on the other side of that fence. Sorry Bill and anyone who was listening

Mozzer (G&PMC)

OUT & ABOUT With Gemini

Just to say a big thank you to everyone who helped on this years **Cambrian Rally**. Sorry it has taken me over a week to send these thanks out to you but I went from the Rally straight on up to the Isle of Mull for the Mull Rally, in fact I'm writing this from there at this time [Monday 17th] still collecting radio equipment from the event.

From the reports I had the Cambrian Rally was a great success giving lots of work for everyone, in fact I have received many reports from the Recovery teams over an exciting recovery that took place on Penmachno South taking some 3 hours and 3 or 4 units working on it, well done to you all, what some competitors will do to keep you lads happy - on this we say a farewell to Chris Caton of Arrowe recovery as it was his last time out with his unit, we may hopefully be seeing him out as a radio on some events soon.

Last but not least, following the last stage we got a call from one of our radio crews to being unwell on the Great Orme stage, our own Gemini 48 Peter Langtree had been taken ill - I would like to thank Stoke Rescue with their Medic who attended him and finally drove him to a Hospital to be checked over - I have phoned Peter several times and find he is still in Hospital and I believe will be transferred to Wythenshawe Hospital to have a bypass operation. When I spoke with Peter he is in good humour but continually apologising that he won't be available for rallies for the next few months - I of course sent him all your best wishes and regards for a fast 'get well soon'.

Next Events

Lots of Help needed on

the **Glyn Memorial Rally** - 05th and 6th of November on Sunny Anglesey

Neil Howard Memorial - 20th November.

Blyton Stages - 26 November

MULL - Just to say another big thank you to all for a job well done - being the second year we now have been running the MSA's radio equipment for communications we had last years experience to build on and I truly believe we had better comms than last time, we do still have a few more ideas we hope to try out. With this very popular event it's hard to believe that folk travel from all over the UK for this event, being somewhat of a new comer to this event I'm now seeing why this unique small Island has such a large magnetic influence on everyone.

I would like to extend thanks to my large team of helpers that all worked extremely hard in the build up and running, with erecting masts for the repeaters, moving equipments, more testing, controllers. Lastly, not wanting to miss naming someone, there is one name I do need to personally thank for his outstanding work is our radio staffing Officer John Clayton, with him charm, humour and endless energy, I'm sure without John the event would be in great difficulties, well done John from all of us.

Lastly - Thanks again, please come and help again next year - 14th to 16th October 2012, see you next year.

Bill

Gemini

Communications Team

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Bill Wilmer 07973-830705

w.wilmer@btinternet.com

I must congratulate you and your team for running the 81 MSA Safety radio on the 2011 Tunnocks Tour of Mull Rally. From where I was sitting, it seemed you were very busy running the many stages at the same time. Good practice for the Wales Rally GB!?!?

I'm glad you enjoyed the delights of the Isle of Mull. Apart from the weather, most of the local residents welcome the rallying community into their lives and homes. I have been coming to this rally since the early '90's when it started to be a "road closed" event, mostly marshaling. Some members of my team drive all the way from their home near Lake Garda in Italy in their 4x4 vehicle!!!! They have done this for many years. And a good friend from my car club has "emigrated" to the island to live with a local girl. I even looked at moving onto the island when I was made redundant recently and looked at buying a B&B with my redundancy package.

I hope you have dried out after the torrential rain over the weekend, and not delayed too much when the ferry from Craignure to Oban broke down early Monday morning, and look forward to working with you again next year on "The best rally in the world!!" See you on Wales Rally GB.

Loyd Gerken (Start 2)

Many thanks for your kind note.

From my point of view as Start Radio (doing 81 + tracking) on Gribun, and being my second time only on Mull, it was just a pleasure to work with the team, and everything worked extremely well. I look forward to returning next year.

Regards,

Hervé / Tartan 49.

Co Driver Chris Atkinson accident end of Gribun 2 - MULL 2011

I'm sure you will all be pleased to know that Chris is making good progress - he was out last night in a local pub where I met him with his Mother & Farther, Driver and loads of his mates. Chris who is still in a wheel chair, told me that he still had some blood on the brain, he was slurring his words a little, which he said would be back to normal soon. I found him very cheerful, very appreciative to everyone for the help you gave him last Saturday, in fact he told me this several times and to make sure that I passed his thanks back to all concerned.

I will keep you all posted.

Bill Wilmer:

The 17th Le Jog 10th - 13th December 2011

It looks like this year's event is finally returning to its traditionally large entry and very tough challenge - which we have to put down to the decision to hand the route coordinator role over to multiple LeJog Gold Medal winner John Kiff.

Jeff is planning a major shake-up, with lots more tests, some great new venues, and a proper 70-mile night section through Wales (that's a 2 hrs 20 minutes timed to the minute, if you clean it, with lots of TCs only 2 miles apart) on the Saturday night.

John's really keen to get a lot of the proper road rally people back onto this year's event, and don't forget, this a clubman's event and you can use cars right up to 1984 now - have a look at the entry list and you'll get the idea:

http://www.heroevents.eu/Events/LeJog/entry_list/ even includes a 1981 Porsche 928S and a Golf GTI - so you can pretty much run anything you like if it's old enough.

These were just a few of the comments made by competitors as the chequered flag fell across their bonnets at JohnLe Jog 2010 Arrive & Drive Alfa O'Groats on the conclusion of the 16th Land's End to John O'Groats Reliability & Touring Trial. Considered by many as the toughest event of its kind in Europe, there was never any doubt over the successful conclusion of the 2010 event. Despite the severe wintry weather that had hit the UK, the final control closed on time with crews saying they would be back in 2011.

Still considered as a definite on your "must do" events list, the 2011 Land's End to John O'Groats Reliability & Touring Trial is once again open to cars built before 1984.

With entries expected from across Europe, and fees again held at the 2008 level, demand is expected to be high, so to ensure your place contact HERO without delay. The team from Motor Klassik were once more on the 2010 LE JOG, and having christened it as "the toughest event in Europe", they certainly felt that LE JOG lived up to its well deserved reputation.

Arrive & Drive MGB

Every competitor dreams of collecting one of the elusive golds (three were earned in 2010), but crossing the finishing line is the main aim of many, particularly novices. The sense of achievement is immense and most crews pass under the finish banner with huge smiles on their faces. As always, the aim of LE JOG is to allow crews to experience the heydays of British Rallying by day and night with long regularities and navigation sections, driving tests on private land, and the occasional section of smooth forest - with overnight halts on the Saturday and Sunday. You will cover approximately 1500 miles from the extreme south west of the UK to the north of Scotland using as many minor roads as possible.

As those who competed in 2010 can testify, the weather in December is unpredictable and can range from glorious sunshine, to torrential rain and blizzards - all conditions experienced on the 16th LE JOG! The challenge is meant to be tough, but no specialist preparation is required, just a well prepared car. LE JOG has always attracted novices, and recognises their achievement with an award for the best performance by a beginner. The LE JOG training day covers various topics such as car and crew preparation, map reading, Le Jog 2010 cows and dealing with regularities.

Approximately two weeks before LE JOG, entrants are provided with a set of General Route Instructions to plot the location of main controls, rest halts, driving tests and regularity starts/finishes.

For competitors who may not have time to plot this information, a specially prepared map book is available to purchase. Additional route information is issued at the start of each leg. Navigation is straightforward and no trickery is involved. You will need a set of Ordnance Survey maps, and HERO has arranged a special deal with one of the UK main suppliers. OS maps can be purchased through the HERO on-line store.

During the event, HERO Assist provides a team of experienced mechanics who will work through the night if necessary to help keep you going. A characteristic of LE JOG is that crews forced to miss a leg can rejoin later.

The HERO Arrive and Drive program can help if you don't have a suitable car. Le Jog 2010 HERO Assist

The Touring Trial is a non-competitive but challenging event guaranteed to test the stamina of the crew. Calling at the Reliability Trial Main Controls and with 'code board' questions between controls, there are no time penalties, regularities or tests. Competitors on the Tour receive finisher's awards and are eligible for the Concourse and Spirit of the Rally Awards.

Entry Fee

Entry fees are once again held at the 2008 figures of £2250 for the Reliability Trial and £1085 for the Touring Trial for those booking by 30th June 2011. An entry can be secured by a payment of £1000 deposit by 30th June with the additional benefit that the balance will not be due until 30th September.

Between 1st July and 30th September the entry fee is £2475 (Trial) and £1193 (Tour). From 1st October until close of entries the fee is £2722 (Trial) and £1313 (Tour). HERO Premier Members get a 10% discount on the entry fee and everyone can have the peace of mind of knowing that their money is safe with HERO as entries are paid into an Escrow account held by our solicitor. Entry fees include participation for two, accommodation on Saturday and Sunday nights, welcome and prize-giving black tie dinners, and a generous awards list. (Supplements are available for single rooms and additional crew members). The provisional route for 2011 has overnight halts in the Telford and Newcastle areas, and as always includes new venues and tests.

A qualifying round of the HERO Cup, LE JOG has been described as an adrenalin rush from start to finish.



Regulations published for the Roger Albert Clark Rally 2-5 December 2011

With just over two months to go before the 2011 Roger Albert Clark Rally, the event regulations have been published and entries are now open for the eighth running of this must-do event in the historic rallying calendar. The event, which has a new start venue for 2011 at Duncombe Park in Yorkshire, offers 170 stage miles over 24 special stages for an early entry fee of £1,850. Rally manager Colin Heppenstall is targeting an entry of 100 cars this year, which would set a new record for the rally. Among the entries expected is a strong contingent of European competitors. To make it easier for them to compete, approval has been granted for them to run with FIA Historic Technical Passports only, rather than needing to acquire a UK rally log book and MSA Historic Vehicle Identification Forms. Such cars will run in a separate class within the overall rally. Another new class will cater for Formula 1000 crews. Following interest from prospective crews, a special class has been added to the Open Rally and these cars will be allowed to run at the head of the main field with the category one historic cars. To help competitors and spectators plan for the event, a Rally Guide has been produced and can now be viewed at the event's official website. For more details about the Roger Albert Clark Rally, and its support rallies, please visit www.rogeralbertclarkrally.org

Bolton-Le-Moors Car Club Ltd The Neil Howard Memorial Stage Rally Sunday 20th November 2011.

Venue is Melbourne Airfield, Nr York

It will be a round of the following championships:

**The ANWCC Stage Rally Championship
The SD34MSG Stage Rally Championship
65+ miles for £200**

Plus free entry available for Kall Kwik Bradford leg of Roger Albert Clark stage rally for leading RWD entry

Regs downloadable at http://www.bolton-le-moorscarclub.co.uk/neil_howard_rally_11.htm

Entries Sec: James Swallow jamesswallow87@hotmail.co.uk



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Wales Rally GB, the final round of this year's World Rally Championship, will this year again play host to a complementary National event. The rally, which takes place on Friday 11th and Saturday 12th November, will utilise many of the stages of this year's re-vitalised WRC route. Covering 76 miles of competitive driving over some of the most famous forest stages in the UK, the event will be based entirely in the Powys market town of Builth Wells – the central service facility for both the National and International events – with the start, overnight halt and finish ceremony all contained within the Royal Welsh Showground. This year's National rally will feature two stages in Dyfi, of 6.38 and 3.66 miles, followed on Friday by 12.97 miles in Gartheiniog and a 13.22 mile test in Dyfnant. After the overnight halt at Builth Wells, competitors will make the trip to Hafren for a 19.97 miler, followed by a short 2.65 mile Sweet Lamb stage, before finishing with 17.32 miles in Myherin. Wales Rally GB National is open to both historic and contemporary cars and entries will be limited to 70, with the first 30 received being taken on a first come, first-served basis, and the **remaining 40 places being selected by the organisers**. Successful applicants for the event will be notified by Wednesday 19th October as to whether their entry has been successful. The entry fee for the event will be £675, including VAT and entries open Monday 1st August.

Caernarvonshire and Anglesey Motor Club Ltd, Pentraeth Mazda Glyn Memorial Trophy Stages 5th and 6th of November

Once again we will be providing two days of competitive motorsport at Anglesey Circuit. This year's event will start later on Saturday, & run later on Saturday evening. A late start on Saturday and an early finish on Sunday means that competitors can travel down on Saturday morning and return on Sunday evening.

This year all class winners in the Glyn Memorial Stages will get a half price entry on the 2012 Glyn Memorial Stages. During these times of rising costs, we have been able to keep the entry fee at the same rate as last year and we also welcome back members of the Kick Energy Pirelli Junior 1000 Rally Challenge.

The weekend has also been split in to three events, Glyn Memorial Trophy Stages, Caernarvonshire Stages and Anglesey Stages. The Glyn remains "The big one" covering both Saturday and Sunday and the only event in the ANWCC & WAMC championships. The Caernarvonshire Stages runs on the Saturday and Anglesey Stages held on Sunday. The first 65 entries will be on a first come first served basis, the remaining 20 entries will be at the organisers discretion. The event is once again a qualifying round of the following championships:-

The Steve Harkness Competition Tyres Welsh National Tarmacadam Championship
ANWCC Stage Rally Championship, ANWCC Ladies Rally Championship, ANWCC Allrounders Championship
Kick Energy Pirelli Junior 1000 Rally Challenge 2011, The Glynne Edwards Memorial Championship
The regulations are available to download now from <http://www.camconline.co.uk/> and the online entry system can also be accessed via this link. Postal entries are still accepted.

Many thanks, and we look forward to receiving your entry and to seeing you on Anglesey in November.

CARPETBAGGER **14th/15th Jan 2012**

For all those people who need to book flights / time off The 2012 bagger will run on the 14th/15th January.... it will start and finish in Honiton, Devon and will all be on map 193. There are very few whites all of which are smooth and the event will run to its normal format which is very straightforward no tricks road rally. Regs will be available and entries will be available in Mid November

Matlock Motor Club **Dansport Road Rally** **5th / 6th November** **(Formerly AB Motorsport Rally)**

This year we are raising money for the Derbyshire, Leicestershire and Rutland Air Ambulance – do please try to make a contribution to this worthy cause when you place your entry. The event is a qualifying round of the EMMAMC, ANEMMC, ANWCC and Peak Trophy Championships. Map number 119 (C4) and 110 (C4) will be required. Total mileage will be approximately 125 miles on mixed surface roads, with approximately 10 miles on unsurfaced roads. As always we will need lots of marshals, if you can make it please send me a pm or respond to the contact details for the chief marshal in the regs. The Rally will start and finish at Robinsons in Chesterfield- Supplementary Regulations & Entry forms are available at: www.matlockmotorclub.co.uk/

Hexham & DMC **John Robson Navigation** **Rally on November 19th.**

100 plus competitive miles using an all asphalt route on maps 80, 81 & 87.

Navigation will be very straightforward, while Novice/ New-comer crews will receive an extremely simple, all tulip road book with the option of a marked map if required. As always, the event will finish with the famous Hexham "Apres Rallye" buffet,

The Association of Northern Car Clubs (ANCC) Forest Users Group (FUG) is running its second year of the **Winter Rally Challenge** covering the Yorkshire area between the months of September and February. The series will start with the Trackrod Rally and will finish on the Riponian Rally in February 2012. The Challenge, sponsored by Yorkshire firm, Just Ferries, is open to all competitors, and has categories for 2 or 4 wheel drive, with a class based points system, meaning any competitive driver stands a chance of winning the overall prize of a free entry*.

Series Coordinator, Nicola Harper says "we had a good championship last year and are hoping that we can get even more competitors for this years championship. There are many competitors within the area of the Yorkshire Forests who only do the events run here, so why not have a championship that is tailored to those competitors".

"We also wanted to make it worth while for the competitors, so what better prize than a free entry to one of the events you want to do?"

Nicola continues to inform us that "there are no dropped scores in the Challenge, we want to encourage people, so we are giving starting points, you can also nominate an event to 'double your points' on and if you compete on all events within the Challenge you gain a large points bonus at the end of the Challenge".

Nicola will be at the documentation of the Trackrod Rally to take registrations, or you can download regs from the Malton MC website (<http://www.maltonmc.co.uk>) and post/email applications within 7 days of the event as detailed.

The registration fee for the Championship is £15 each for drivers and navigators.

* Free Entry to one of the participating events or an event run by the North Humberside Motor Club.

For more information: Nicola Harper: 1 Woodlands Avenue, Wigginton, York, YO32 2TT

Tel: 01904 76 11 73 or Mob: 07775 680 085 or YorkshireWinterChallenge@gmail.com
4WD Challenge

Trackrod Clubman's Rally Sept 24th
Malton Forest Rally Nov 6th 2011
Christmas Stages Dec 27th 2011
Riponian Stages Rally February 19th 2012
2WD Challenge

Trackrod Clubman's Rally September 24th 2011

Malton Forest Rally Nov 6th 2011
KallKwik Stages Dec 2nd & 3rd 2011
Riponian Stages Rally Feb 19th 2012

MEM MALTON FOREST RALLY **6th November 2011**

Malton Motor Club are pleased to announce the continued support for their annual forest rally from Mellors Elliott Motor Sport. This will be the 14th year that proprietor Chis Mellors has supported the club with various events. MEM prepare the works PROTON S2000 rally cars for the IRC and Asia Pacific Championships.

The event will take place on Sunday, 6th November and will be based at the Pickering Showground, Pickering, North Yorkshire.

In addition to two special stages at the showground, further stages will be held in the forests of Langdale, Gale Rigg and Cropton to make up a total stage mileage of over 40 miles. Regulations will be available in due course on the motor club's website www.maltonmc.co.uk

Online entries will be available and requests for paper versions of the regulations should be made to the entries secretary, Maxine Leggott, 6 Meadowfields Close, Easingwold, York, YO61 3DP

Tel 01347 821391

A good entry of historic cars is anticipated as the event counts for points in the Motoscope Northern Historic Championship. Historic cars will run at the front of the field. This would be an ideal shakedown for the Roger Albert Clark rally which runs in the same area just three weeks later. The event is also a counting round of the following regional championships:-ANECCC, ANCC, ANEMMC.

Peak Revs Road Rally **Ludlow Castle Motor Club** **26th & 27th November**

regs etc are planned to be online on the 10th of September and we are using the online entries system. We are still running as planned on the 26th & 27th November and will be the final rounds of the AWMMC & WBCC championships.

If you didnt know already we ARE using about 10 miles of some of the best forestry around and are reverting back to standard timing with total mileage of approx 130 miles and all this at 2009 prices of £80.00 - Peak Revs is inflation free.....!!! To register an interest email : entries@ludlowcastlemotorclub.co.uk

BEVERLEY & DISTRICT MOTOR CLUB LTD
MAPLE GARAGE BEAVER RALLY 2011
26th/27th November

Beverley & District Motor Club Ltd are once again running the Maple Garage Beaver Rally. It will be a round of the 701 Oils ANCC, EMAMC AB Motorsport and ANEMMC and **SD34 Road Rally Championships**. We are extremely proud to confirm that the 2011 Beaver Rally will be the Inter-Association Event, hopefully attracting more entries from further afield. The route will utilise roads in the more traditional Maple Garage Beaver Rally territory on OS Maps 100, 101, 106 and 107, covering approximately 150 miles, starting from the premises of our sponsor, Maple Garage, in Sproatley. The location of the Finish venue will be advised in the Regulations, where trailers may be stored. Competitors requiring hotel facilities will hopefully also be at this venue. There will be approximately 10 to 15 miles of 'white' roads, some of which have not been used before, permission having been sought from many private landowners. These will be of mixed surfaces, mostly, but not entirely smooth tracks. These have all been traversed in a standard car, but a sump guard is still very strongly recommended.

Navigation will be a mix of the usual styles as in previous years, using grid lines and squares, spot heights, other map features and map references, tulip diagrams and simple herringbone. Most will be in plot & bash format although some sections may be pre-plotted. Any further information will be advised in the Regulations and Final Instructions. Regulations and entry forms will become available on-line on our club web-site www.bdmc.org.uk



Coppermines Grizedale Stages Rally
Saturday 26th & Sunday 27th November

"This years Grizedale Stages Rally runs the exact same format, route and timetable as the 2010 event which was snowed off. Therefore anyone who entered last year can re-use their notes & maps, and the £25 we retained will be deducted from this year's entry fee. So, just to remind you what is on offer; (for details see the Event Information) GSR2011 has one 7 mile stage on the Saturday evening plus 6 stages following a more familiar format on the Sunday, making a total of 42 stage miles linked by just 53 road miles. There is central servicing at the excellent Skelwith Fold caravan park.

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Pentraeth Mazda Glyn Memorial Trophy Stages

This year's **Pentraeth Mazda Glyn Memorial Trophy Stages** is yet again sponsored by the Pentraeth Group and we thank Mr Ken Jones for his long standing support of the event.

Once again we will be providing two days of competitive motorsport at Anglesey Circuit. This years event will start later on Saturday, & run later on Saturday evening. A late start on Saturday and an early finish on Sunday means that competitors can travel down on Saturday morning and return on Sunday evening.

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