

spotlight



Motor Sport Group

November 2012

also available online at www.sd34msg.org.uk

follow us on Facebook



SD34MSG



*Mark Booth / Franco Scotto De Frela Hilman Avenger (Stockport 061MC)
HeroesStages Rally - Weeton PDMC & G&PMC*

Chairmans Chat

What a Sunday for catching up on missed sleep, first the clocks have gone back and gained us an hour in bed and second I've just watched the highlights of the F1 Indian Grand Prix and slept through most of it !

They have got to do something to get some excitement back into the sport. At least this time the tyres seemed to manage half a race rather than the usual few laps so the drivers could actually race without having to nurse their tyres. They brought in the DRS but that is just a farce and removes all the skill in overtaking. It just shows how much more exciting 'one type' racing is where all the drivers have the same car so it's just down to their skill to get their car to the chequered flag first.

I read a while ago something I never thought I would read in association with a stage rally; "we have enough marshals and cannot accept any more".

However before anyone starts saying you can never have enough marshals and marshals should never be discouraged there is a very good reason for the statement on the organising clubs website. The forthcoming event is at a private venue and there has to be a limit on how many people, e.g. marshals, radio operators, etc. get in at no charge. The club will be paying for the venue but obviously the owners want to maximum their income and so spectators will be charged (a very reasonable fee I think) and hence the limit.

If you think about it registering to marshal is no different from competitors having to get their entries in before the closing date and this event was over subscribed very quickly. It must be noted that the organising club advised SD34 MSG clubs about the limit on marshalling at a very early stage, as early as any other organisation heard about it, so our marshals, etc. had the first chance to register their commitment.

I hope the event at this venue goes well and it becomes an annual round in our championships.

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



Contents

Front Cover: Heroes Stages Rally Weeton

Pg. 2	Chairmans Chat
Pg. 3	Member Club Contacts
Pg. 4	More SD34MSG Contacts
Pg. 5	Table Top Rally Championship
Pg. 6	Evening with Rally Legends
Pg. 7	Inter Club Quiz
Pg. 8	Club Development plus
Pg. 9	Around the Clubs
Pg. 10	2013 Provision SD34MSG Calendar
Pg. 11	Spotlight On Rod Brereton (1)
Pg. 12	Spotlight On Rod Brereton (2)
Pg. 13	SD34 MSG Championship Tables
Pg. 14	SD34 MSG Marshals Championship
Pg. 15	SD34MSG Inter-Club League
Pg. 16	2013 Championships Registration Form
Pg. 17	Trackrod Rally Yorkshire (1)
Pg. 18	Trackrod Rally Yorkshire (2)
Pg. 19	Trackrod Rally Yorkshire (3)
Pg. 20	Heroes Stages Rally (1)
Pg. 21	Heroes Stages Rally (2)
Pg. 22	Heroes Stages Rally (3)
Pg. 23	Heroes & Then Some More
Pg. 24	Tour of Mull (1)
Pg. 25	Tour of Mull (2)
Pg. 26	Tour of Mull (3)
Pg. 27	Cambrian
Pg. 28	More Cambrian
Pg. 29	Georgia Shiels Season Review
Pg. 30	Rallycross - Penbrey
Pg. 31	Adgespeed Stages Rally (1)
Pg. 32	Adgespeed Stages Rally (2)
Pg. 33	Classic Clubmans @ Thruxton
Pg. 34	Mick Bryant - latest
Pg. 35	Our Man 'Darn Sowf'
Pg. 36	The 'Barrow Taxi'
Pg. 37	Marshalling Post
Pg. 38	Grumpy Old Git
Pg. 39	Out & About with Gemini
Pg. 40	MSA News (1)
Pg. 41	MSA News (2)
Pg. 42	MSA News (3)
Pg. 43	MSA News (4)
Pg. 44	MSA News (5)
Pg. 45	For Sale
Pg. 46	Forthcoming Events (1)
Pg. 47	Forthcoming Events (2)
Pg. 48	Forthcoming Events (3)
Pg. 49	Forthcoming Events (4)
Pg. 50	And Finally



Gazzard Accounts Ltd

Gazzard Accounts

33 Acresfield Road,
Middleton, Manchester. M24 2WT
0161 643 0151 or 07973-816965

email : gazzard.accts@btinternet.com

Accrington MSC

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

Bolton-le-Moors MC

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



Bury AC

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

CSMA (NW)

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



Clitheroe & DMC

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



Fylde MSC

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



Garstang & Preston MC

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



High Moor MC

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



Lancaster MC

Contact : C.Paskin
Email : cpaskin@btinternet.com
Tel. : 07528-704105
Website : www.lancastermotorclub.com



Lancs & Cheshire CC

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



Lightning MSC

Contact : Andy Rhodes
Email : andy.rhodes@btinternet.com
Tel. : 01772-632820

Manx AS

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



Motorsport (NW) Ltd

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



Mull CC

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



Pendle & DMC

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



Stockport061MC

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



Wallasey MC

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



Warrington & DMC

Contact : Ann McCormack
Email : annmccormackuk@yahoo.com
Tel. : 01928-710546
Website : www.warringtondmc.org



Wigan & DMC

Contact : Simon Hunter
Email : simon@kwiktrak.co.uk
Tel. : 07773-270509
Website : www.wiganmotorclub.org.uk



2300 Club

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





Motor Sport Group

Contacts

- President :** **Alan Shaw**
shawalan@orange.net
01282-613321
- Chairman**
Secretary
League Compiler
Individual Compiler } **Les Fragle**
les.fragle@gmail.com
01995-672230
- Vice Chairman :** **Graham Bray**
0161-7969079
graham.bray@btinternet.com
- Treasurer :** **Eve Fisher**
eve.fisher@btinternet.com
0161-7666950
- Road Rally :** **Matthew Field**
roadrally@sd34msg.org.uk
01772 465716
- Stage Rally :** **Chris Woodcock**
pdschris@aol.com
01254-681350
- None Race/Rally :** **David Barratt**
david.pbarratt@tiscali.co.uk
01254-384127
- Marshals :** **Ann McCormack**
annmccormackuk@tiscali.co.uk
01928-710546
- Registrations :** **Margaret Duckworth**
margaret.duckworth42@btinternet.com
01772-700823
- Website :** **www.sd34msg.org**
Steve Butler
steven.butler9@btinternet.com
- Newsletter :** **Maurice Ellison**
sd34news@gmail.com
07788-723721
01524-735488
- Radios :** **Bill Wilmer**
Approved MSA Radio Co-ordinator
Gemini Communications
07973-830705
w.wilmer@btinternet.com

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



Comprising the following Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



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



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk
Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in the 'SPOTLIGHT'

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

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

Steve Johnson

07718 051 882 steve.johnson@csmclub.org

Les Fragle

01995-672230 les.fragle@gmail.com

Maurice Ellison

07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

Final Round - October 2nd



Inter-Club Table Top Rally Series



Paul Moon (Results) - Jerry Hettrick (CofC)



Terry Martin Champion



Steve Butler 2nd O/A
Head scratching time



Dave & Pete Whittaker =10th O/A



Steve Lewis 3rd O/A

Jerry Hettrick (famous for his 'Countdown Navigational Road Rally - or should that read infamous - he obviously had it in for me) travelled down from Carlisle to set a difficult final round.

Terry Martin won this round with a total penalty score of **7422**,

Terry organised the first round in the series and then proceeded to win all of the remaining rounds and became our **Table Top Rally Champion**.

I trailed in last with a score of **20400**. **Oh the shame of it !!!!**

But at least I have picked up some new techniques (thats if I can remember them). Jerry has more ways of distorting the information that can be got from a map than anyone I know. Anybody who can devise more deviations and torturous methods - I don't want to know. If you would like the clues (if you do then you must be masochistic) for this events - drop me an email.

Maurice (WheretheHellarewe)

P	Competitor	Club	Rd 1	Rd 2	Rd 3	Rd 4	Tot
1	Terry Martin	CDMC	10	12	12	12	46
2	Steve Butler	CDMC	9	12	10	10	41
3	Steve Lewis	CDMC	7	0	12	9	28
4	Maurice Ellison	LMC	4	10	6	7	27
= 5	James Gardner	CDMC	6	7	10	0	23
= 5	Matt Worden	CDMC	6	7	10	0	23
= 7	Mark Shepherd	G&PM	12	9	0	0	21
= 7	Terry May	G&PM	12	9	0	0	21
9	Ian Farnworth	G&PM	8	0	0	7	15
=10	Dave Whittaker	CDMC	0	5	0	8	13
=10	Pete Whittaker	CDMC	0	5	0	8	13
12	Dion Wild	CDMC	5	6	0	0	11
=13	Kris Coombes	G&PM	10	0	0	0	10
=13	Dave Nolan	G&PM	10	0	0	0	10
=13	Jason Bleakley	G&PM	10	0	0	0	10
=13	Jem Dale	G&PM	0	10	0	0	10
=13	Myles Gleaves	G&PM	0	10	0	0	10
=13	Heidi Woodcock	CDMC	10	0	0	0	10
=19	Paul Buckel	CDMC	9	0	0	0	9
=19	Simon Barnes	LMC	0	0	9	0	9
=21	Chris McIvor	LMC	0	0	8	0	8
=21	Mark Byrne	G&PM	0	8	0	0	8
=21	Tom Byrne	G&PM	0	8	0	0	8
=21	Alan Barnes	G&PM	8	0	0	0	8
=25	James Hothersall	CDMC	0	0	7	0	7
=25	Chris Rydehead	CDMC	0	0	7	0	7
27	Chris Day	CDMC	0	6	0	0	6
=28	Nigel Worswick	CDMC	0	5	0	0	5
=28	Phil Scholes	CDMC	0	5	0	0	5

An Evening with Rally Legends

Jimmy McRae : Ian Grindrod : Mike Broad

Wednesday October 3rd 2012



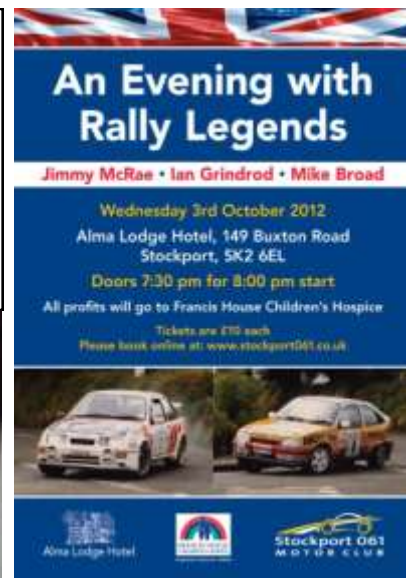
Mike Broad, Jimmy McRae, Ian Grindrod & !!!!!!!

STOCKPORT061 RAISE OVER A THOUSAND POUNDS WITH THE HELP OF A FEW RALLY LEGENDS

Francis House Hospice, a children's charity in Manchester were the beneficiaries of a recent charity evening organised by Stockport061. Jimmy McRae, Mike Broad and Ian Grindrod entertained a crowd of over 200 with tales from their rallying careers.

Those battling the busy A6 commuter traffic couldn't miss the event in the Alma Lodge Hotel with arrows, flags and rally cars marking the route to the entrance. Organiser Dave Coulson commented "It was hard to get the forum restarted after the supper break such was the queue for autographs. I'm delighted that motorsport was able to help a deserving local charity, whilst at the same time raising the profile of the sport in the locality and meeting so many old friends. The club are extremely grateful to all that supported the event and in particular the three legends who provided the entertainment.

The idea came about when in conversation, Ian Bruce (club member) mentioned that his Dad (who raced on short circuits in a Talbot Sunbeam) knew the McRae's and Ian visited as a child. Committee member Dave Coulson then decided to take it a step further and with the help of Ian set up communications and then began to plan dates and a suitable venue. To make the evening memorable it was decided to contact Ian Grindrod (Jimmy's co-driver on many occasions) and Mark Wilkinson mentioned Mike Broad as another guest (having seen Ian & Mike at the 2300 Club 40th Dinner). After many emails and calls, we bottomed out a date when we could get them all together. Francis House was chosen as Jjimmy requested a children charity and as a local, a well known charity and the club fully agreed to use Francis House as our charity. Thanks to all guests, Alma Lodge, Jim Carruthers (Opel Manta), Gareth Twiss (Chevette HSR), Kate Puc (Francis House) and Stockport 061 Committee and all ticket sellers!



The Packed Audience



**Rally Legends &
the Stockport061 Team**



On Tuesday 23rd. October 2012, Wigan & District Motor Club will start a year of celebrating forty years of Motor Sport.

The club held its first meeting in The Market Tavern in Wigan, some forty years ago. George Thewlis and Stephen Lee founded the club after a chance meeting in the Firestone tyre depot in Wigan.

I joined two weeks later after some incorrect dates published about the dates of the meetings in The Motoring News.

Alan Bibby (Wigan & DMC)

SD34MSG Inter Club Quiz

Tuesday 30th October

at Clitheroe & DMC,
Waddington Sports & Social Club

5 Teams contested this years SD34MSG Inter-Club Quiz Garstang & Preston MC, Lancaster MC, Bolton-le-Moors CC, Stockport061MC & Clitheroe & DMC. All SD34MSG Member Clubs had been invited and sufficient questions had been prepared for those Teams that had replied to say they would be there, however teams from CSMA & 2300 turned up on the off-chance and unfortunately could not compete.

Lancaster got off to a good start and were leading after round 1 (Questions on 'The Wacky Races') however they were overhauled by Bolton-le-Moors CC by round 3 as the subject turned to Boltons Specialist subject 'Alcoholic Beverages'

As the rounds subject matter became more complex Garstang & Preston MC started to show their depth of total trivia knowledge to emerge victorious.

Results

1st.	Garstang & Preston MC	52 pts
2nd	Bolton-le-Moors CC	46 pts
3rd	Clitheroe & DMC	42 pts
4th	Stockport 061 MC	38 pts
5th	Lancaster MC	36 pts

TEAM Bolton-le-Moors CC



James Swallows, Neil Bye, Ian Perrett

TEAM Lancaster MC



Paul Buckle, Paul Moon, Steve Butler

TEAM Stockport061 MC



William Kelly, Rick Ekin, Ken Wilkinson

TEAM Garstang & Preston MC



Steve Kenyon, Dave Nolan, Jason Bleakley

TEAM Clitheroe & DMC



Steve Lewis, James Garnet, Matt Worden



Teams awaiting the 'OFF'

Morgan grabs best finish

RIBCHESTER'S Adam Morgan improved his best finish in the British Touring Car Championship once more at the weekend as he finished eighth at Silverstone.

Morgan is in his first year in the championship and improved his best result this season from 10th to ninth in the last round at Rockingham.

And the 23-year-old followed that up by taking eighth place in his Speedworks-prepared Toyota Avensis at Silverstone.

Morgan qualified in ninth position and was in seventh in the first race before a collision with fellow Toyota driver Frank Wrathall saw him finish in 16th.

"It was a bit of a disaster to have two Toyotas coming together," he admitted.

The pair touched again on the opening lap of the second race, as Morgan took 14th.

But he followed that up with an eighth-placed finish in the final race. "I'm more than happy with that," he said.

Speedworks boss Christian Dick said: "Adam did everything he had to and it shows that he's right on it."





Go Motorsport Roadshow FREE EVENT

Is your club:

- looking for new members encouraging members to get more involved
- willing to explore new ideas
- looking to learn from others
- willing to share your successful ideas

The Go Motorsport Roadshow is an informal evening of discussion designed to help your club. Richard Egger will lead a stimulating evening where clubs and club members are invited to:

- share ideas
- highlight frustrations
- explore new strategies and ideas
- identify where help is needed
- shoot down some long standing myths
- have fun

This is not be a presentation to tell you 'how to do it' – it is 2 hours of thought-provoking open-minded discussion intended for all members of any car club, from the established 'workers' to the new member just learning what their club does.

Do not confuse this with your regular Association business meetings; this is all about club development and nothing to do with administration.

TIMING: Assemble at 20.00 for a prompt start at 20.30

REFRESHMENTS: There will be a free Buffet

Development Officer Richard Egger discusses how it can help your motor club bring in new members providing an open forum for club representatives to discuss ways to promote their activities and increase memberships.

All clubs gained a great deal of knowledge and ideas to take back and hopefully act on. I have been the Go Motorsport NW Regional Development Officer for just over 3 years. This Roadshow supports all that any club may need to help it grow or even just survive in today's climate.

You would pay over £150 to attend this type of presentation in industry.

*The events are open to ANY club members see www.anwcc.org to book your place at the Chester event. Wednesday 7th November 2012 The Airbus Sports & Social Club, Chester Road, Broughton, Chester, CH4 0DR
Steve Johnson Go Motorsport NW RDO*



Terry Martin (CDMC)
is competing on the
Keith Knox
Cheviot Stages
on the 4th of November
in a Darrian V6.

I am looking forward to that report



Illuminations Rally

Hi all,

Thank you for your interest in competing on this years "**Illuminations**" Rally, unfortunately not enough people registered to be involved in it so I had no other option but to postpone the event.

However with all the work involved in putting an event on like this and not wanting to waste the Club's money, I'm looking to run the "Illuminations" Rally on the new date of

December 8/9th 2012, providing I get the entries and help required.

Just to remind you that this is a Championship round at ANWCC, SD 34 and Nescro, so there are valuable points still to be gained by those who compete.

If you are still interested in competing on this event could you please email me at:- derekshepherd12@btinternet.com. by the 31st October 2012.

Regards, Derek Shepherd Clerk of the Course

Lancaster M.C.
Black Sheep Road Rally
17th/18th November
O/S Maps 97, 98, 102, 103
MARSHALS WANTED

Contact

07528-704105

Email :

lancastermotorclub@gmail.com

Or Alison Brown (Secretary)
mrsalisonbrown@sky.com.



CLITHEROE & DMC

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

Forthcoming Events

November

- 6th. AGM.
- 13th Committee Meeting
- 20th Guest Speaker - Rod Brereton
- 27th Nav Scatter

December

- 1st Hall Trophy Rally
- 4th Hall Trophy Forum
- 11th Committee Meeting
- 18th Christmas Party (Names to Heidi)

Bolton-le-Moors MC

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



"Neil Howard Memorial Stages Rally"

Saturday 10th November 2012

at Oulton Park Race Circuit in Cheshire.

ALL the marshalling positions have now been taken
Thanks to all those that volunteered

WALLASEY MC

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



The Club Meets at 8pm onwards

Every Second Thursday @

High Lane Conservative Club,

23 Buxton Rd., High Lane, Stockport SK68DR

The 4th Thurs of the month is an 'Away' event

Date	Event	Organiser	Venue
08/11/12	Guest Speaker		HLCC
22/11/12	On the Road Event		
13/12/12	Game		HLCC

Lancashire & Cheshire Car Club



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

Garstang & Preston MC

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



Fylde MSC

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



Lancaster MC

meet at the Golden Ball Hotel,
Lancaster Rd, Morecambe, Lancashire LA3 3ER
on the 1st Wednesday of the Month at 8pm



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

WARRINGTON & DMC



Warrington & District Motor Club has it's meeting place
as "The Antrobus Arms" on the A559
between Warrington & Northwich. CW9 6JD.
Meet every Monday

3rd Dec Scatter Rally
Organised by Ann McCormack

SD34MSG Meeting
Wednesday 21st November
(3rd Wednesday of every other month)
8-00pm,
Hartwood Hall Hotel, Chorley.
Just off M61 at J8
109 / 583 181



ANWCC
Association of North Western Car Clubs

Next General Meeting
Monday 12th November

Tofts Cricket Club, Booths Hall, Chelford Rd.,
Knutsford, Cheshire, WA16 8OP

SD34MSG

2013 Draft Calendar

Date	Type	League Club	Title	Venue - Notes
22-Jan	Autosolo	No Knutsford	New Year Autosolo	Knutsford, Cheshire
27-Jan	Autosolo	Yes Bolton-le-Moors CC	Bolton January Autosolo	Camelot Theme Park, Lancs
08+09-Feb	Stage Rally	Yes Motor Sport (NW) Ltd	Legend Fires North West Stages	Lancashire
17+18-Feb	Stage Rally	Yes Manx Auto Sport	Chris Kelly Stages	Isle of Man
17-Feb	Autotest	Yes CSMA NW	Autotest 1	Blackburn Services, M65 Jt 4
11-Mar	Stage Rally	Yes Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
17-Mar	Road Rally	No Kirkby Lonsdale MC	Lonsdale Belt	Cumbria
17-Mar	Autosolo	Yes Bolton-le-Moors CC	Bolton March Autosolo	Camelot Theme Park, Lancs
17-Mar	Stage Rally	Yes PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales
24-Mar	Stage Rally	Yes Stockport 061 MC	Legend Fires SMC Stages	Weeton barracks, Blackpool
14-Apr	Road Rally	No Matlock MC	VK Derbyshire Rally	Derbyshire
21-Apr	Autotest	Yes Bolton-le-Moors CC	Bolton Autotest	Trafford Centre, Manchester
4-May	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
5-May	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
11-May	Stage Rally	Yes Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
11+12-May	Stage Rally	Yes Manx Auto Sport	Manx International	Isle of Man
18-May	Road Rally	Yes Stockport 061 MC	Altratech 061 Road Rally	Lancs / Derbys / Cheshire
19-May	Autosolo	Yes CSMA NW	Autosolo 2	Lymm Services
19-May	Autotest	Yes CSMA NW	Autotest 1	Lymm Services
15-Jun	Road Rally	Yes Garstang & Preston MC	Memorial Road Rally	Lancashire
16-Jun	Autosolo	Yes Bolton-le-Moors CC	Bolton June Autosolo	TBA
16-Jun	Autotest	Yes Bolton-le-Moors CC	Bolton June Autotest	TBA
23-Jun	Autosolo	Yes CSMA NW	Autosolo 3	Lymm Services
23-Jun	Autotest	Yes CSMA NW	Autotest 2	Lymm Services
7-Jul	Sprint	Yes Mull Car Club	Gravel Sprint	Isle of Mull
8-Jul	Autotest	No Knutsford	Tim Sargeant Memorial Autotest	Wrexham, Cheshire
8-Jul	Stage Rally	Yes Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
20+21-Jul	Stage Rally	Yes Manx Auto Sport	Poker Stars Stages	Isle of Man
21-Jul	Autosolo	No Knutsford	Autosolo	Not in championship
21-Jul	Autotest	No Knutsford	Autotest	Not in championship
21-Jul	Road Rally	No Morecambe CC	Morecambe Rally	Lancashire/Cumbria
21-Jul	Autotest	Yes CSMA NW	Autotest 3	Blackburn Services, M65 Jt 4
29-Jul	Stage Rally	Yes LMC / BleMCC	Red Rose SV Stages	Nort running this year
18-Aug	Hillclimb	Yes Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
25-Aug	Autosolo	Yes Accrington MSC	Summer Autosolo	Blackburn Services
25-Aug	Autotest	Yes CSMA NW	Summer Autotest	Blackburn Services
31-Aug	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
1-Sep	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
07+08-Sep	Stage Rally	Yes Wallasey MC	Promenade Stages	New Brighton Promenade
8-Sep	Road Rally	No Spadeadam MC	Countdown Navigation Rally	
15-Sep	Autosolo	Yes Bolton-le-Moors CC	Bolton September Autosolo	Camelot Theme Park, Lancashire
21-Sep	Road Rally	Yes Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
30-Sep	Autotest	Yes Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham
29-Sep	Stage Rally	Yes PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool
11-13-Oct	Stage Rally	Yes Mull Car Club	Mull Rally	Isle of Mull
13-Oct	Autosolo	Yes Bolton-le-Moors CC	Bolton October Autosolo	Camelot Theme Park, Lancs
13-Oct	Stage Rally	Yes Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
19-Oct	Road Rally	Yes Bolton-le-Moors CC	Bolton Road Rally	
20-Oct	Road Rally	No Morecambe CC	Illuminations Rally	Lancs, Yorks, Cumbria
9-Nov	Stage Rally	Yes Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
10-Nov	Road Rally	No Hexham & District MC	John Robson Navigation Rally	Northumberland
17-Nov	Road Rally	Yes Lancaster MC	Black Sheep Rally	
1-Dec	Stage Rally	Yes Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
8-Dec	Autosolo	Yes Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

Key

Confirmed 2013 date

2012 date

SPOTLIGHT ON ' Rod Brereton '

Name : Rodney (Rod) Brereton

Motor club. Pendle District

D.O.B. : 15th January 1950

Where: Derby Royal Infirmary:- Moved up to Earby when 18 months old after my dad was seconded from Rolls-Royce Derby to Barnoldswick

Live : Foulridge

Status: Married to Diane ~ A holiday romance that came good, She was on holiday when myself and a Rolls-Royce colleague were in Benidorm 29 years later we are still together 23 years married

Earn a Crust : Work currently as a Vertical Turret Lathe setter/operator/programmer at Silcoms in Farnworth, 3 months, I was on contract at Sunderland Rolls-Royce for 15 months, Then 5 years at Westons Foulridge, I was a shift supervisor before that at Rolls-Royce Barnoldswick for 30 years

Club/s : Myself and Alan are the only current members of Pendle, who have been involved since the club began 1973 .. *I think* it was formed from the Rolls-Royce Moror Club and the now defunct Pennine Range Motor Club

How did you become involved in Motor sport :

During the early 70's I was in the RAF and got into navigating on 12 cars/treasure hunts around the lanes in Norfolk

1st Car : Ford Anglia

1st Competition Car : Ford Anglia

Favourite car: My old Renault 5 and my current Clio..

With Alan driving the 5, we were never out of the top ten on local stage rallies and finished 2nd o/all at Flookbrough. 210bhp engine it was electric

Other Cars : When the 5 crashed in 1995, I bought a 1600cc Escort to do Mull. got my first finish again Alan driving.

1st Event : The very first South Valley road rally

and how did you do : about 5th Novice 30+

Most frightening Moment : Driving over the start ramp in the Clio on Mull, first stage event as a driver, with Les on the notes. 3 attempts later I have become one of a unique group of competitors to have finished the best rally in the world in both seats, I think Dave Calvert and Dave Barrett are the others

Biggest Accident : Flookborough as the pictures on my 45th birth day totalled the car but was completely uninjured. save my pride

Best Event : Tour of Mull. The Clitheronean Road Rally, which I won as a driver with Paul Burns on the maps in my standard road car ..Renault 5 turbo.

SD34 presentation nights, I vowed that when Pendle won the "lees for Tile League" as it was then, We (Pendle) would get better people to present awards, This involved writing to ALL F1 teams begging etc ,I got replies from everyone, and had a good phone chat from some Irish guy ...Eddie Jordan !!! through Tim Jackson I managed to persuade most of the top Renault drivers from Racing / Rallying, I feel we did a lot, to raise the standard of the even, All appeared for the cost of a an overnight stay. This culminated with what I consider to be the best ever night when both Ian Grindrod and Tony Jar dine were on 110% top form. These are nights that will last with me forever

Continued on Page 12



The Phillips Tour Of Mull Rally October 12/13/14th 2001
Sportsphoto (Bathko) Photograph copyright 01834 705163

SPOTLIGHT ON 'Rod Brereton'

Continued from page 11

Rally Hero : Ian Grindrod

Why : *Just a great bloke, and will always help you out, with any motorsport /navigating etc.*

Funniest Moment /s : *Literally thousands but a good one, was when after having Alain Menu at the SD34 presentation, Alan myself and couple of others went to the BTCC at Silver stone, and was asked to meet up with Alain and the Renaultsport director Tim Jackson, we all walked through the paddock, the motorsport paparazzi had a field day, thinking we were signing Alain Menu for the following year.*

Another one, *When Damon Hill, came to the SD34 ..he won the World championship the following year..I used to tell people come to the presentation night and this could happen to you !!!! On the night,he was asked a question, "what is the most scariest moment you have endured" his reply...Being driven by your chairman from the Airport to here (Rolls-Royce Welfare)*

Biggest Influence : *As a competitor it has to be, all the local people who have helped me to progress, **Mal Graham** stands out, SD34 members etc. As an organiser Tim Jackson from Renault. He used to get me all the top names for the SD34 Presentations, Robbie Head, Alain Menu Tim Harvey, Damon Hill*

Biggest regret: *~ not learning to drive a rally car sooner*

Most Help from : **Kitchens for Renault**, who supported my car(s)
Neil Fletcher ~ Fletcher Racing services for building the quickest Renault engines and gearboxes

If you were starting all over again – what would you do

different : *Nothing, I would probably learnt to drive a rally car properly*

Ambitions for the future: *I still have my Clio rally car not turned a wheel since Mull 2 years ago. To be honest I have become very disillusioned by the ways things are going. When I built the Clio, I put the best Seats, and safety equipment I could but, The car has only done 5 events, The "Motordrive" seats at £800 plus apiece are now scrap, the Sabelt 6 point beltsscrap. A crash helmet, that John McGuinness, can race around the Isle of Man on his motorbike at speeds in excess of 170 mph, not eligible to be used in a closed cockpit strapped in with 30 metres of roll cage wrapped around you ...some one please tell me the logic of that !!!*

I reckon to do another event—it would be over £2k to get kitted out again...at 62, Am I really going to get the useage??? Would most probably resign myself to co-driving or doing the odd sprint/Hillclimb

Still helping put events for Pendle. Championships :

Only progressed to sd34, which we won

Advice to newcomers to the sport

As a driver buy the best equipment you can..the old saying rings true "if you have a ten bob(50p) head, get a ten bob helmet. Seriously though get the safety features correct and then start on the power. I tell people that you only need more power when you are on the limiter in every gear on every stage.

Generally never be afraid to ask for any help, assistance, but at a reasonable time !!!

Through my links with motorsport I have met a host of celebrities. My door/phone is always open, for a brew and a chat. I want to put back into the sport the pleasure it has given me. I do not suffer fools gladly, but I consider myself to be a fair and just person

.....and I can talk for Britain



2012 Championship Tables

Stage Rally Championship

Following Wigan & DMCs Adgespeed Stages

Last updated 25h October 2012

O/A	Driver	pts	Class	Club
1	Steve Quigley	Q 108	C	CDMC
2	Steve Johnson	Q 105	B	CSMA
3	Ian Savage	Q 80	D	HMMC
4	Gary Jakeman	Q 79	A	HMMC
5	Keith Dowthwaite	Q 52	C	Wall MC
= 6	Steve Lewis	27	D	CDMC
= 6	Michael Judson	27	C	CDMC
= 6	Rob Jones	27	C	WiDMC
= 9	Graham Chesters	26	C	GPMC
= 9	John Ric Wood	26	D	GPMC
= 9	Ross Miller	26	C	GPMC
= 9	Peter Jackson	26	D	GPMC
= 13	John Gorton	0	D	CDMC
= 13	Hazel Johnson	0	A	CSMA
= 13	Paul Blanchard	0	A	CDMC
= 13	Matthew Jakeman	0	B	HMMC
= 13	Alan Douglas	0	A	CDMC
= 13	Steve Butler	0	A	CSMA

O/A	Co-Driver	pts	Class	Club
1	Terry Martin	Q 135	C	CDMC
2	Garry Heslop	Q 108	C	HMMC
3	Neil Bye	Q 80	C	BLMMC
4	Tony King	Q 54	C	Wall
= 5	Mathew Jakeman	Q 52	B	HMMC
= 5	Steve Butler	Q 52	D	CSMA
= 7	Heidi Woodcock	53	D	CDMC
= 7	Paul Blanchard	27	C	CDMC
= 9	Ian Raynor	26	B	CDMC
= 9	Bradley Johnson	26	D	CDMC
= 9	Hazel Johnson	26	A	CSMA
=12	Paul Redford	0	A	CDMC
=12	Stephen Coombes	0	D	GPMC
=12	Martin Rawlinson	0	B	WiDMC
=12	Alan Barnes	0	C	GPMC
=12	Chris Paskin	0	A	LMC
=12	Steve Johnson	0	A	CSMA
=12	Gary Jakeman	0	B	HMMC

Road Rally Championship

Following Clitheronian Rally

Last updated 26th September

O/A	Driver	pts	Club
1	Simon Boardman	55	CDMC
2	Pete (James) Tyson	50	Lanc MC
3	Pete Jagger	44	BLMCC
4	Andie Ritchie	31	Lanc MC
5	Steve Hudson	28	GPMC
6	Paul Brereton	20	Lanc MC
7	Paul Buckel	17	CDMC
8	Martin Whittaker	15	CDMC
9	Rob McClean	14	GPMC
= 10	Charles Andrews	9	Lanc MC
= 10	Martin Whittaker	9	CDMC
12	John Byram	8	Lanc MC
13	Paul Redford	7	CDMC

O/A	Navigator	pts	Club
1	Alan Barnes	54	G&PMC
2	Maurice Ellison	43	Lanc MC
3	Tom Byrne	33	G&PMC
= 4	Steve Butler	17	CDMC
= 4	Susan McClean	17	G&PMC
6	Chris Paskin	10	Lanc MC
7	Terry Martin	9	CDMC
8	Paul Blanchard	7	CDMC
= 9	Ian Rayner	0	CDMC
= 9	Mathew Worden	0	CDMC

Individual Championship

Following Adgespeed Stages - 3 Sisters

Last updated 23rd Oct 2012

O/A	Competitor	pts	Club
1.	Steve Johnson	102	CSMA
2.	Stephen Mather	78	CDMC
3.	Steve Price	74	CDMC
4.	Gary Heslop	38	HMMC
5.	Maurice Ellison	28	LMC
6.	Steve Butler	26	CDMC
7.	Gary Jakeman	22	HMMC
8.	Paul Buckel	5	CDMC

Non Race/Rally Championship

Last updated 23rd Oct - Following Autosolo

O/A	DRIVER	pts	Events	Club
1	Steve Mather	82.93	(8)	BLMCC
2	Steve Johnsdon	80.65	(8)	CSMA
3	Steve Price	77.31	(8)	BLMCC
4	Steve Lewis	67.56	(7)	CDMC
5	Steve Kennell	49.17	(5)	CDMC
6	Hazel Johnson	39.36	(4)	CDMC
7	David Goodlad	28.74	(3)	BLMCC
8	Mick Thomlinson	19.47	(2)	PDMC
9	Charles Andrews	18.20	(2)	Lanc MC
10	Steven Butler	10.00	(1)	CDMC



Gazzard Accounts Ltd

Gazzard Accounts

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

SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 16th October 2012

Accrington MSC

David Barratt 40

Bolton-le-Moors MC

Peter Sharples	40	Julie Sharples	30
Eric Wilkinson	30	Hannah Speaker	20
Steve Mather	30	Joe Evers	20
John Richardson	20	James Sharples	20
Steve Price	20	James Swallow	10
Martin Beamish	10	Jack Mather	10
Martin Beamish	10		

Bury AC

Clitheroe & DMC

Steve Butler	30	Michael Judson	20
Martin Berry	20	Martin Whittaker	20
Dominic McTeer	20	Jason McTeer	20
Steve Lewis	10	Dion Wild	20
John Ashton	10	Steve Quigley	10
Craig Wroe	10	Terry Martin	10
Paul Buckle	10	Steve Flynn	10
Paul Flynn	10	Matt Flynn	10

CSMA (NW)

Eve Fisher	40	Graham Bray	40
Greg Holden	20	Graham Maxwell	20

Fylde MSC

Garstang & Preston MC

Les Fragle	90	Margaret Duckworth	20
Karen Whittam	20	Peter Shuttleworth	10
Ric Wood	10	Steve Kenyon	10
Terry May	10	Andy Dewhurst	10
Graham Chester	10	Andy Benson	10
Jason Bleakley	10	Tony Young	10
Dave Nolan	10	Kris Coombes	10
Mark Shepherd	10	Pete Jackson	10
Phil Aspinall	10	Steve Coombes	10
Alex Jackson	10	Steve Hudson	10

High Moor MC

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

Lancaster MC

Maurice Ellison	20	Simon Barnes	10
John Byram	10		

Lancs & Cheshire MC

Lightning MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Ian Brown	60	Andrew Brown	60
Rod Brereton	20	Alan Shaw	10
Mick Tomlinson	10	Les Eltringham	10
Ray Duckworth	10		

Stockport 061

Ken Wilkinson	60	Mark Wilkinson	60
Rob Yates	50	Sarah-Jane Dunhill	50
Steph Wilkinson	50	Ian Bruce	40
Phil Hesketh	40	Julian Russell	40
Andy Chambers	40	Bob Milloy	40
Andy Turner	30	Geoff Callaghan	30
Anthony Miles	20	Chris Miles	20
Daryl Evans	20	Keith Miles	20
Brian Stott	30	Daniel Chambers	20
Martin Payne	30	Mathew Turner	10
Frank Wilkinson	10		

Wallasey MC

Warrington & DMC

Billy O'Brian	70	Robert O'Brian	70
Allan Burns	40	Denise Burns	40
Mark Carter	40	Joanne Mackman	40
Anne McCormack	40	Steven Price	30
Dave Read	30	Phil Clayton	30
Paul Cox	30	Sandra Witherspoon	30
Sheila Cox	20	Gordon Pirie	20
Dave Bates	20	Ian Heywood	20
Colin Burgess	10	Colin Cresswell	20

Wigan MC

2300



Gazzard Accounts

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



SD 34 MSG Inter Club League

Following Heroes Stages - Last updated 23rd October

Division A		Position	
Club	Points	Div	O/A
Bolton-le-Moors CC	613	1	1
Clitheroe & DMC	597	2	2
Stockport061	434	3	3
Warrington & DMC	404	4	4
Accrington MSC	260	5	8
Garstang & Preston MC	195	6	11
Division B		Position	
Club	Points	Div	O/A
CSMA (NW)	334	1	5
Lancs & Cheshire CC	285	2	6
Wallasey MC	261	3	7
Pendle & DMC	213	4	9
High Moor MC	165	5	12
Manx AS	109	6	14
Division C		Position	
Club	Points	Div	O/A
Wigan MC	212	1	10
Lancaster M.C.	141	2	13
Bury AC	50	3	15
Mull CC	31	4	16
Lightning MSC	0	=5	=17
2300	0	=5	=17
Fylde MSC	0	=5	=17
Motorsport NW Ltd	0	=5	=17



2012 SD34MSG Championship Rounds at a Glance

SD34MSG None Race/None Rally

Date	Event	Club
December		
2nd	Autosolo	Accrington MSC
2nd	Auto Test	CSMA(NW)

SD34MSG Road Rally Championship

Date	Event	Club
November		
10/11	John Robson	Hexham MC
17/18	Black Sheep Rally	Lancaster MC
December		
8/9	Illuminations Rally	Morecambe CC

SD34MSG Stage Rally Championship

Date	Event	Club
November		
10th	Neil Howard	BLMCC
December		
1st	Hall Trophy	Clitheroe & DMC

THE PAUL COOMBES AWARD Nominations required

Each year SD34MSG gives
an award to the
BEST Road Rally
in its Road Rally Championship

Nominations / Votes are wanted from SD34MSG
Road Rally Championship Competitors telling us
which event (in your opinion) was the best round
Send your Vote/Nomination to :

roadrally@sd34msg.org.uk



Gazzard Accounts

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

2013 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

Please register me for the SD34 Championships listed below;

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

CLASSES

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

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

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

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

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

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

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

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

E= Sports cars.

F = Specials.

G = Special Stage rally cars.

International Rally Yorkshire

Cronin takes the title as Cave and Pryce tie for event win



A dramatic end to a landmark season culminated in Keith Cronin becoming MSA British Rally Champion for the third time this weekend, at the end of the sixth and final round, the International Rally Yorkshire. By finishing in third place, he and Marshall Clarke had achieved their goal of claiming the 2012 Drivers' and Co-drivers' titles.

Ahead of them on the event, a rally-long battle between the two Welsh crews of Tom Cave/Craig Parry and Osian Pryce/Iestyn Williams could not have been closer, when the final results revealed that after 66.31 competitive miles and six stages in the forests over the North Yorkshire Moors, their times were exactly the same. Organisers therefore invoked the tie-break rule of 'fastest on the first stage', which meant that Cave/Parry were declared the winners by one-tenth of a second.

It was the closest ever finish in the 54-year history of the British Rally Championship and one that epitomised the closeness of the competition throughout the season, which has been a hallmark of the two-wheel-drive only format that was introduced this year.

This weekend's International Rally Yorkshire featured a four-way battle for the Championship. Cronin/Clarke were favourites, starting four points ahead of Cave/Parry - who were yet to drop a round - and, with 50% more points available for season finale, the Irishmen had to finish eighth or higher to claim the title. Pryce/Williams and Northern Ireland's Jonny Greer/Gordon Noble were also mathematically capable of claiming the title, but would have to rely on others having problems if they were to secure the ultimate accolade.

The event began on Friday evening with a ceremonial start on Scarborough's West Pier, before crews made their way to the first stage: a 15.5-mile run through Dalby Forest in the dark. And, with conditions extremely slippery due to the heavy rain earlier in the week, all of the BRC crews had a story to tell when they entered the service halt before the overnight halt.

Emerging from SS1 with a slender 0.1-second lead were Cave/Parry, who reported a temporary visit to a ditch four-miles into the stage. Just behind were Pryce/Williams, who also spoke of a few heart-stopping moments as their car's brake pedal intermittently went to the floor.

Cronin/Clark also had a torrid time in SS1. After traversing the water-splash near the start of the stage, their Citroën's windscreen misted up and, from then on, Cronin admitted he lost his rhythm and consequently ended the day in third, 14-seconds behind the leaders.

Greer/Noble's title hopes took a turn for the worse when they saw their Citroën's left-front wheel go past the car, after all four wheel-studs sheared when accelerating out of a slow corner one-mile before the end of the stage.

Thankfully, with no damage done, they were able to continue on Saturday running under SuperRally rules.

Even before the first stage – in fact at the ceremonial start – the Citroën crew of Callum Black/Paul Wakely had problems, when their car wouldn't start and they had to be pushed across the line. Fortunately, they managed to fix what transpired to be an electrical problem and were able to continue. However, their weekend was still better than that of James Grint/Craig Drew, who had to withdraw their entry after getting stuck in deep floods when setting up their spot lamps in a narrow Yorkshire lane on Thursday evening.

In contrast, Matthew Cathcart/James Morgan had a clean run through SS1 to hold an impressive fourth place and the lead of the R2 (Class 6) category in their Fiesta. Second of the R2s at this point was the Finnish pairing of Jukka Korhonen/Marko Salminen, who considered themselves lucky to not have lost more time when they were caught out in the slippery conditions. Campaigning the Pirelli Star Driver Skoda Fabia for the final time this season, they slid off the road and spent the next 20-seconds getting it pointed in the right direction.

Saturday's itinerary included five stages, with the morning comprising two six-mile runs through Gale Rigg, followed by 9.3-miles through Cropton. Cave/Parry improved their position by three seconds on SS2, then a further five-seconds on SS3, but then Pryce/Williams went fastest through SS4 and reduced the margin to 5.2-seconds at the lunchtime service halt.



Tom Cave



Keith Cronin

Continued on Page 18

Cont. From pg 17

Cronin/Clarke were still third, with the Irish driver admitting he was finding it difficult not to drive faster, but knew



very well the job he had to do with just two stages to go. Desi Henry/Barry McNulty were fairing far better than they had done the previous evening and were now up to fourth in their Citroën DS3. Also making up for lost time were Korhonen/Salminen, who had passed Cathcart/Morgan to take fifth overall and lead Class 6 (R2), with Cathcart now focussed on a finish and scoring maximum points in the Ford Fiesta Sport Trophy. Black/Wakely were pleased that they had no recurring electrical problems and, with their car running better than ever they were in seventh, followed by the Norwegian crew of Steve Rokland/Kim Hjalmarsen who were eighth in their Ford Fiesta.

With just two stages to go the championship title was now Cronin/Clarke's to lose, but with Pryce/Williams and Cave/Parry locked in battle for the glory of winning the final round and the very attractive prize of €10,000 for being the Citroën Junior Champion, it was no holds barred. Driving on the limit, Cave/Parry pushed hard on SS6 – another 15.5-mile run through Dalby Forest – but in doing so clipped a bank and bent their car's rear suspension. This meant Pryce/Williams emerged from the stage in the lead by 8.8-seconds ahead of Cave/Parry, with Cronin/Clarke a further 17-seconds behind and still third.

It was therefore all down to the sixth stage of the rally - and the final stage of the year: a 14-mile run through Langdale Forest. Cave/Parry braced themselves for the big push and, following a supreme effort - amazingly - they went through the stage exactly 8.8-seconds faster than Pryce/Williams which mean both crews finished the event on equal times. Although nothing short of remarkable, the same thing happened on a BRC round in 2006, when Mark Higgins and Rory Galligan recorded a dead-heat on the Jim Clark Rally.

To resolve these situations, organisers refer to the tie-break regulation that states that the fastest time on the first stage will be taken into consideration. In this case, the advantage swung to Cave/Parry by just 0.1-second and provided the Welshmen with their second BRC victory of the year. Although left wondering what might have been, Pryce/Williams remained philosophical and admitted that they were still pleased to finish in second place. But for Cronin/Clarke third was a perfect result, as they had achieved what they had set out to do and were both delighted - and relieved - to have made it to the finish to become 2012 MSA British Rally Champions. They finished the season on 102 points, with Cave/Parry second on 94 and Pryce/Williams third on 87. Henry/McNulty were another crew pleased to have ended the event on a positive note by crossing the line in fourth place. But Henry was even more pleased when he found out that he had been nominated as the final driver to go through to the Pirelli Star Driver shoot-out, which will award its winner with a prize drive in a Citroën DS3 in next year's BRC.

Korhonen was also happy with the outcome of his weekend, as last year's Pirelli Star Driver winner rounded off his last ever event driving the Skoda Fabia by winning R2 (Class 6) and finishing fifth overall. Black/Wakely ended their rally in sixth, after overhauling Cathcart/Morgan – who were second of the R2 runners - on the penultimate stage.

The next event in the MSA British Rally Championship calendar is the gala prize-giving evening, which takes place in Manchester on 17th November and where all of its 2012 Champions will be honoured.



Round 6 - Trackrod Rally Yorkshire 28/29th September 2012

Best Result of Season For Korhonen

Finland's Jukka Korhonen saved the best until last when he scored his season's best result of fifth place in the final round of the 2012 MSA British Rally Championship which took place with the Trackrod Rally Yorkshire this weekend. Driving the Pirelli TEG Sport Skoda Fabia R2, the 27-year-old from Siikajarvi, who won last year's Pirelli UK Star Driver award, gradually climbed the leader board from holding seventh place overall after Friday night's stage in Dalby. Along with co-driver Marko Salminen, Korhonen moved up to sixth place through the opening tests in Gale Rigg on Saturday before moving up to fifth in Cropton which he held to the final stage in Langdale.

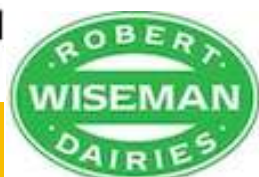
Just as importantly the crew took the lead in Class R2 and ended up being victorious at the Scarborough finish to take maximum points in class to consolidate third place overall. Also Korhonen scored vital points for the Pirelli TEG Sport Team in the Team's Championship to end the season in style.

Stuart Newby, Team Owner: *"This has been a good way to end the season with Jukka getting his best result and everything went to plan. He had a small off and dropped 30 seconds in the dark on the opening stage but after that he controlled the rally and set some good times which we were pleased with. It was unfortunate that Arron Newby couldn't contest the event due to promised funding not being forthcoming so we will now concentrate on him driving the TEG Sport Subaru Impreza in future after he has had a number of impressive results in the car. Finally, congratulations to Keith Cronin on winning the British Championship as we had a very successful year together and I'm really pleased for him."*



TEG SPORT

PIRELLI



Class Victory On Rally Yorkshire For Perez



Following on from his class victory earlier in the month on Wales Rally GB, Steve Perez was once again in action in the Lancia Stratos and again saw him take a class win on the Trackrod Rally Yorkshire.

Along with Welsh co-driver Paul Spooner, the pair were in action in the Amigos Tequila-flavoured beer liveried car and had a good run through the opening stage in the darkness in Dalby Forest on Friday night to lead their class.

However, a broken shock absorber in Saturday's opening two stages in Gale Rigg threatened to halt their charge but sterling work by the BTR team in service rectified the problem allowing the triple British champion to continue his progress in the final two stages.

At the Scarborough finish Perez took the class victory by over half a minute and is now looking forward to his next outing in the car which will be at the Cambrian Rally in three weeks' time. Steve Perez: *"Apart from the broken shock absorber we have had a faultless run and the Lancia ran like all Lancias do, without any problems. It was great to beat former FIA European Historic champion Ernie Graham but in fairness the class wasn't*

oversubscribed! What was pleasing was we were setting competitive times compared to some of the top historic competitors and it's great to see the work we have done on the car now reaping dividends. I'm flying back from Japan the night before the Cambrian in order to compete on the event and hope we can make it a hat trick of class wins there."

BTRDA 75th ANNIVERSARY CELEBRATION

SATURDAY 27th APRIL 2013

Plans have now been formalised to celebrate the 75th Anniversary of the BTRDA and to mark this special occasion several motor sporting activities will be organised which will hopefully allow members to compete for fun in all of our disciplines. It will also be an opportunity for members to celebrate the Diamond Jubilee of both the Gold and Silver Star Rally Championships which started in 1953.

The venues selected for these activities are Catton Park near Alrewas in Staffordshire where there will be Sporting Trials, Car Trials and possibly an Autotest as well, and just a few miles down the road, Curborough Sprint Course where it is intended to have an event for the rally and rallycross members in addition to an Autosolo/ Autotest event. Catering facilities will be available at both venues.

Later the same day at about 4.00 p.m. the celebrations will transfer to Drayton Manor Park for the 75th Anniversary Dinner in the Tower Ballroom of the recently opened Drayton Manor Hotel where overnight accommodation will be available.

Further information including an indication of prices will be sent out in the September edition of the BTRDA NEWS. In the mean time, put the date in your diaries and pass it on to any former members so that we can all enjoy the



Dan Dunbabin & P Hargreaves F1000 Tarmac Champions

Dunbabin & Hargreaves take victory in F1000 rally championship 36 year old Dan Dunbabin Warrington & DMC member from Stockton Heath is the overall winner of the formula 1000 tarmac rally championship co-driven by 39 year old Paul Hargreaves from Birchwood the pairing have been untouchable on every round they entered during the 2012 season. The pair teamed up with HGS Motorsport from Walton, Warrington and concentrated on fitness before starting this year's championship, after some early season testing and improvements to the set up of the Nissan Micra they finished in 1st place on the first round of the series at three sisters circuit Wigan in March this year. They then continued to achieve podium finishes throughout the year on every round entered.

The F1000 rally championship is based on cars up to 1000cc with minimum modifications with all competitors using controlled tyres, the series has taken competitors to events in Lancashire, Merseyside, North Wales, South Wales, Lincolnshire and Suffolk.

Dan said he was impressed with his performance throughout the year as it was 6 years since he was last in the driving seat, improving his fitness has really made a difference to achieving this years result, he would like to thank his co-driver Paul and most of all HGS Motorsport for supporting him in this years formula 1000 rally championship.



BRC International Rally Yorkshire highlights now on YouTube

You can catch up now with highlights from the final round of the MSA British Rally Championship, International Rally Yorkshire, on the championship's own YouTube channel at www.youtube.com/BRCMedia Watch Keith Cronin join an elite of Roger Clark, Jimmy McRae and Mark Higgins, the only drivers with three BRC titles to their credit. Alternatively keep up to date by downloading the free BRC smart phone

Heroes Stages Rally - Weeton

Pendle & DMC and Garstang & Preston MC

TORRENTIAL rain failed to dampen the spirits of **Terry Martin and Mick Pickles** on the Heroes Stages Rally at Weeton army camp. Martin, from Blackburn, was co-driving Yorkshireman Pickles for the first time in the ex-David Stubbs Ford Escort.

The pair finished an excellent ninth overall and second in class despite Pickles describing the conditions as 'the worst I've ever seen'.

"The weather was atrocious," he said. "But thanks to Terry's experience and knowledge, he kept me calm and kept me on the road when everyone else was going off." And Martin paid tribute to the organisers, Pendle and District Motor Club & Garstang & Preston MC, for keeping the rally going in the appalling conditions.

He said: "Although they had to stop the event with three stages to go, the marshals did a brilliant job at keeping things going that long."



*Keith Douthwaite & Tony King
Followed by
Wesley & Ryan Simpson Wallasey MC*



Ian Tiffany / Graham White



Ian Joel / Graeme Wood



Trevor Smith / Martyn Taylor

Former road rally champion Martin was delighted to get back to winning ways after a disastrous outing on the Pendragon Stages.

Reading the notes for Steve Quigley in his Renault Clio, the pair managed just two miles before retiring. He now has a commanding lead in the SD34 Stage Championship, and is lying second overall in the ANCC Rally Championship.

Accrington's **Steve Johnson**, who was also contesting the Heroes Rally, was rueing his choice of vehicle for the Blackpool roads.

"We were in a Nissan Micra when we should have brought a jet ski!" said Johnson, who had daughter Hazel reading the notes.

"We went off on the first stage and clouted a kerb, buckling a wheel, and then the front suspension broke. "It was impossible to go flat-out, so we limped round until we could get to service and weld it up."

Despite all the problems, the father-and-daughter team came home 15th overall and second in class. The pair are back in action later this month with Hazel contesting the Adgespeed Stages behind the wheel of the Micra, and Steve out on the Cambrian Rally in the same car a week later.

Neil Johnson
Lancashire Telegraph



Mick Pickles / Terry Martin



Steve & Hazel Johnson



Mike Taylor / Cathy Sewart



James Ford/Steve Hartle y



Matthew Roberts / Ifan Rowlands

Heroes Stages Rally - Weeton

Pendle & DMC and Garstang & Preston MC

A WET WEEKEND AT WEETON

HEROES STAGES – WEETON CAMP – 30th September

The Heroes Stages at Weeton Camp near Blackpool organised by Pendle Motor Club and Garstang & Preston Motor Club with 60 stage miles on offer over 12 stages at the Weeton Army Camp. The event was also raising money for the Help for Heroes Charity who help ex servicemen.

A round of the ANWCC & SD34 Stage Rally Championships 30 cars started the event with only 17 finishers with Weeton showing once again it can be a hard place on cars mechanically with nearly half the entry retiring with some problem or other.

Car 1 Phil Gallagher / Mick Gallagher led the field away in the ex Donald Heggie (former Scottish Rally Champion) registered Escort Mark 2 how much of the car is original is probably a moot point. Car 2 Mike Gilman / Matthew Faulkner in a 4X4 Escort Cosworth and Car 3 Ian Joel / Graeme Wood in another Escort Cosworth. Car 4 Mike Taylor / Cathy Stewart in the Lotusbits Talbot Sunbeam – Lotus chasing more points in the ANWCC championship and Car 5 Wesley Simpson / Ryan Simpson Escort Mk2 2400. Other late entries slotted in the running order included Peter Taylor / Jack Morton in a Ford Focus WRC fresh from a win on the previous weekends Pendragon Rally at Warcop and at Car 22 eventual winner James Ford / Steven Hartley in a Subaru Impreza.

Me and son Sean started at Car 32 first time out in a newly acquired Nissan Micra F1000 car out for a bit of fun and experience of these small engined compact little cars. Having not driven the car before the first stage I was just starting to get the feel of it a bit having spun twice on slippery surface (I was trying to find its limits)when not far from the end of Stage 1 we lost drive accelerating out of a 90 left and coasted to a halt at the side of the stage. My first thought was clutch but you can still get gears just when you let the clutch in nothing happens. The marshals helped us push the car off the stage and back to service where it was suggested maybe a driveshaft had popped out. After pulling the driveshaft out to have a look in service we decided something has broken in the diff/ gearbox so it was game over for the day so we went watching for a bit. One thing I did learn was you have to try to keep the speed up at all times and brake as little as possible in these cars because if you lose momentum it takes an awfully long time to build up speed again being only 1000cc and not having loads of power. Hey ho that's rallying.

The weather conditions for the rally were quite bad with heavy rain and wind and thanks to the marshals and organisers who stood out in miserable conditions so the competitors could have some fun. With large puddles and standing water on large areas of the stages the organisers decided on the grounds of safety to curtail the event after 9 stages cancelling the final 3 stages.

Car 10 the rotary engined Escort Mark 2 of Steve Hopewell / Mike Smith having had a visit to the trees on stage 5 thankfully without injury to the crew stopping the stage for a shortwhile.

The rally was won by James Ford / Steve Hartley in the Subaru Impreza by 1 minute 15 seconds from Mike Taylor / Cathy Stewart in the Sunbeam Lotus. 3rd was Trevor Smith / Martyn Taylor Escort Mark2 2400. 4th Ian Joel / Graeme Wood in the Escort Cosworth and 5th overall and 1st in class Keith Dowthwaite / Tony King in the Escort Mk2.

Class C winners and 6th overall Matthew Roberts / Ifan Rowlands in the Citroen Saxo 1600. 2nd in Class 9th Overall Rob Jones / Tony Archer in a Peugeot 306. Class B winners 11th overall Danny Brown / Darren Riley Nissan Micra 1297, 2nd in Class Dave Fairhurst / Danny Fairhurst Opel Corsa. Class A winners Simon Livesey / Martin Young Nissan Micra 1000, 2nd in Class Steve Johnson / Hazel Johnson Nissan Micra.

Thanks to the organisers for putting the event on in very trying conditions and hoping the event can get a larger

entry in the future and the weather be a bit kinder for all.

Pity our event was short lived broken transmission near end of Stage 1 - gutted - never mind thats rallying highs and lows was just getting into it and it was all over Just picked up a gearbox/diff for it this morning. I was planning to do the Adgespeed if we cleared Weeton Ok but thats not going to happen now as car wont be ready in time so will just go down watching

Possibly next event maybe the Carfax Stages at RAF Benson near Oxford in the Subaru but its a bit dependant on co driver and money after he comes back from Mull if he can commit to it

John & Sean Gorten (CDMC)
Photo Courtesy Phil James (Pro-Rally)



Heroes Stages Rally - Weeton

Pendle & DMC and Garstang & Preston MC

After the cracking weather of the Promenade Stages I thought we had turned a corner of doing wet rallies but the forecast leading up to the event was looking a bit bleak. There was very little to do on the BMW after its last outing and a quick check found all was OK.

The rally only attracted 30 or so entries; I think that a number of events in a short period did not help the event but the MOD Dictate a lot of the timing so I guess it's in the lap of the gods.

The one day format helped us on costs as I'm finding my V6 petrol lump in the tow car a little thirsty.

The day started damp and as we had already used the track day tyres here in February we thought we would be OK. How wrong we were.

The front end ploughed on at almost every corner. We immediately swapped the front tyres for the pair of wets we had (thanks again Paul & John). This improved the situation but the rear was still moving around too much. I guess it was good for the marshals watching though.

On SS3 at the end of the stage there was a strange noise from the rear followed by some equally strange handling. At service it was found the rear strut top had broken through the body. Packing the strut with large washers held the shock absorber in place.

The stages dried a bit and our times improved. Then around 11am it started raining, which steadily got heavier during the afternoon. It caused all sorts of problems, especially on SS5 & 6 when there was a delay after the rotary engined Escort went off into the scenery quite heavily (see the mad video clip).

Other club members were having mixed fortunes with Keith Dowthwaite & Tony King setting some good times despite problems with the driver's seat. Matthew Faulkner sitting with Mike Gilman retired later in the rally with mechanical issues and The Fairhurst's were having a nightmare of a time with electrical issues resulting in Dave driving two stages with no wipers or heater forcing him to take a stage max on one run. I tried to help but seeing Dave covered in wiring upside down in the Corsa I probably couldn't do anything.

The rain just got heavier through the afternoon. The marshals out in that were getting battered and the wind then came destroying our gazebo in the process. By SS9 Phil was driving purely on my calls as in places it was near impossible to see the road ahead. It was much akin to the Glynn Memorial event in November we did a few years ago, the difference being that that was an open race circuit. Weeton is totally different. At the end of the stage the other rear strut top gave way meaning some wet weather repairs with a busted shelter. When we got to the end of the stage however, the officials were asking us how the conditions were and soon after it was announced the last three stages were cancelled on safety grounds.

We were just glad to make it to the finish think a 4th in class was a good result but when we received the results mid week we found we finished 3rd in class and 12th overall. This has helped with some more points for the WDMC Championship as we are very unlikely to be doing the Glyn Memorial Rally.

All in all it was a good event with interesting stages ruined by the Great British weather. The car has started rattling now but we think it's either an exhaust gasket or a cracked manifold so a bit of work to do before Oulton Park.

Phil & George Jennings
Car 24 (Green BMW) Warrington & DMC



Phil & George Jennings



Phil & George Jennings



Phil & George Jennings



Keith Dowthwaite / Tony King



The Fairhursts

Heroes Rally Weeton Car 26 30th September

Steve Johnson/Hazel Johnson 1.0 Nissan Micra

15 over all 2nd in class

This event was supposed to be me showing my daughter Hazel how to peddle the 1000cc Nissan Micra around Weeton. It became a battle with kerbs and 'little offs' - to get the car to the finish, was an achievement!

All those involved with this event did a great job, as the rain and standing water at Weeton was as bad as gets. - Well done all.

Stage 1 and 2 was very slippery and I would say the ICE on the North West stages had more grip! Stage 3 so my first (of many) little offs into a kerb on a fast right left - bent a front N/S rim and broke the bottom arm weld! - Limp to stage finish and service.

In service I could only find a MIG welder with no eye shield and then needed a generator - not enough time to finish so - new wheel put on for stage 4 and a careful run on that stage allowed me the time to weld the broken bottom arm bracket with closing my eyes and listening to the welding! Thanks to the crew that loaded me the welder.

Stage 5 was a good clean run so back happy again!

Stage 6 was good - UNTIL the last 90 left by the house some 250 metres from the finish. I again put the car off and got stuck in the grass. Action by me and Hazel moved the car a small amount - then help from a camera person (MAD Video) - then followed by a retired crew and some 4 marshals we managed to get the car off the grass and moving again within three minutes! - Great - Hazel & I jumped into the car and continued into the finish passing the stage change round crew in the finish area! This was still some 90 seconds within a stage maximum - thanks to all as it kept us in the rally.

Stages 7, 8, and 9 had to be seen to be believed. A jet ski was required but the 1000cc Micra just loved the conditions - drive to arrive was the name of the game and I was happy to continue. BUT for the marshals and organisers I am more than happy with the early finish. It means we were 15 O/a and 2nd in class!

Hazels first results as a co-driver & a pot!



See Page 20 for photo of Steve & Hazel

Adgespeed - Wigan Car 36 14 October 2012

Steve Johnson/Aimee Johnson 1.3 Nissan Micra

29th overall 2nd in class

This event was required to check that the car was ready for the Cambrian event the following weekend - as a broken engine at **Bickerton Skoda Centenary Stages** and a new rear axle required from the Promenade Stages meant that the 1300 Micra needed to finish an event. New Co Driver for the event. In at the deep end with on the job training was Mark Johnson (MJ Car Repairs Clitheroe) Daughter Aimee Johnson. I just drove that car as fast as it would go on every stage! Aimee had a quick learning curve but by stage 10 we were 4th in class and looking that is where we would finish. Then on stage 11 the class leader had a front suspension collapse and retired! We were now 3rd in class with one stage to go. On stage 12 the second in class car had a stage maximum and we finished 2nd in class! - Result! And a great results for Aimee on her first Stage Rally Co drive. My daughter Hazel was also on the event in the 1000cc car from Weeton with Jamie Foster in the Co driving seat - they finish 31st overall so another finish for the Micras.



See Page 31 for photo of Steve & Aimee

Cambrian Rally Car 231 20th October 2012

Steve Johnson/Steve Butler 1.3 Nissan Micra

82nd overall 6th in class

Only Forrest event of the year for me and Steve B - 3 years since the last time in the woods so it was all a new learning curve for me with the car. I have to say that to finish an event like the Cambrian is a result in itself the atmosphere at the start was just great. Bob Milloy made the event with his patter at the start and finish. All the marshals and official that help to run an event like this it was like seeing lots of friends at all stage starts and controls along the event. An electrical problem kept causing the indicators to blow fuses and we went through about 6 fuses in the day still that all in a days rallying. First two stage in Clocaenog went well but at service the nearside front wheel had come lose nuts just finger tight! Car checked all ok ready for Penmachno. These have to be the two roughest stages - they make Melbourne look like the M6! Good runs through about 1 minute off the class pace! But I had lost the rear bumper at some point and the next car did not pass it!

Back to main service at Ruthin with no bumper or mud flaps. We made up some mud flaps out of a piece of white foam and cabled tied then into place - These stayed on the rest of the Rally!

Back to Clocaenog 5 & 6 five went well no problems, but at the start of six on the first junction we slid sideways across the ruts from the first run and hit the rut hard with the front wheel which bent about 50-60mm! This gave the car very bad wheel wobble and I could only drive at 6/10ths for the next 8 miles - do we stop or carry on? I decided to carry on at a slow pace thinking it will cost less time than stopping to change the front wheel. The time was 13:43 which I think was about 2 minutes slower than a good run so the correct decision I think. A quick management service put two new wheels and road tyres on the front allow the car to drive back the 40 miles to the Great Orme a tad better than on stage!

Once in Llandudno we did not have time to change the rear tyres from Forrest to tarmac so we went round the Orme for my first ever run what a great piece of road! Thanks to Steve Butler on the notes & maps this was a team result. Thanks to Mick Conboy & Paul Buckle who did Service/Management on the event. 3 rallies in 4 weeks and 3 finishes that is what I like about Nissan Micras! -

The Bonus at the finish was that a radio crew from Penmachno stage had brought our rear bumper to the finish - what a great set of marshals we have in motorsport. - **Steve Johnson**



After three years of heart ache and hard work eventually Alan Barnes had his car finished and it was time for the mull rally. The alarm went off early Sunday morning and we where soon on our way in Alan's little mini. Yes that's right.

Picture the scene, me, jammed in the little mini with Alan at the wheel. Not a pretty sight but after a cracking journey we arrived in good time to make the pub for our first heavy drinking session of the week in the Belachroy pub. Twelve pints later as the 'craic' was flowing with the resident professional whiskey drinker 'Oakey' we headed for our home for the week 'Serenety' or as the locals called it the last house on the right on the mish nish stages.

As Mark (Alans pilot for the week) hadn't arrived yet, we set out to check Alans notes in preparation for the fourth coming rally. The stages were tremendous and anyone who appreciates the lanes will, like me, have goose bumps just driving them. The car arrived on the Wednesday along with the team from Newton motorsport and the 'craic' just escalated. Friday soon arrived and we got the car through scrutteneering. We then experienced the calm before the storm.

The night soon arrived and myself and Jason McTeer headed out onto the mish nish stage for our first taste of the mighty Callum Duffy in his superb sounding escort followed by a hard charging young John MacCrone pure magic is all that can be said of any of the front running men and the pace that they drove was breathtaking.

The first night saw plenty of retirements but not for our men in the mighty Priccilla (Priccilla is the nickname Alan has given his car). She came through the first stage and onto the next stage without any grief, or so we thought. We then headed to the Belachroy to watch them come through the ninety right where we met Martin Wagstaff who informed us that Alan and Mark in 'Priscilla' had hit a deer at speed. Our heart sunk. Had we come this far to not even see the night out? Had we hell! The Mighty Priscilla was made of sterner stuff! Passed she came, all though dropping some places.

The next morning we headed out to watch again. Same place on the lochs, this time in daylight and along came Mr Duffy banging through the gears like a mad man, home turf he wasn't going to be beaten or was he? Next through was young MacCrone charging hard in his awesome little r2 fiesta taking time out of Duffy. Could this be his year? Sadly not, but he was, I'd say, the best competition that Mr Duffy has had on his island.

The final stage for us to watch was the hairpins just up from the lochs. Awesome isn't the word! To see these men charging so hard in machinery you'd give your right arm for was, to a petrol head like me, pure magic.

And that was the end of our rally.

Just the final drinking session to endure??? That session had to coincide with Lee Jones, team principal of Newton motorsport's, birthday.

The less said about that the better, I'm sure.

Mr Barnes has plenty to tell of our antics in his article so I won't spoil it for him.

So what did I come away from Mull with, bar a very big hangover? The decision - to compete next year in our new car. After having a go this year on road rally's I have decided to go stage rallying instead. Whilst I love competing in road rallies, it isn't for me, my idea of rallying. Rallying to me is the fastest man between a to b.

I have been plagued all season with bad luck. Either the car breaking down, not being given nams or me flying past code boards. Errors made on both the navigator and the driver side. Mine through inexperience and the left hand side through me going too fast or that was his excuse (lol).

My final road rally will be the Black Sheep Rally organised by Lancaster Motor Club with Phil crazy eyes Martin. Then the old car will be stripped down and all put into the new shell. We will concentrate on getting her ready for Mull next year. As I said before, I have left Alan's tale to him as its his glory not mine - wouldn't want all the toys out of the pram again lol.

I would like to say well done to both Mark Standen and Alan Barnes in completing the rally in 63rd and 9th in class and to Dave Calvert and Hiedi woodcock from Clitheroe & DMC who came home in 50th O/A. Not bad for an old one !!!

PS Alan just remember next year as soon as you see the lights flash move over as

we WILL be coming past you!!!

Stephen Hudson (G&PMC)



Magical Mull ...

And so, to the Mull Rally. As some SD34 Spotlight bulletin readers will know, I had spent four years getting ready for the event, building a car - a Peugeot 106 - with the help of various people, most notably Lee Jones and Tomo at Newton Motorsport.

I arrived on the Sunday prior to the rally, armed with Scotsmap pace notes, and the car was due on the Thursday. It seemed like the longest time, waiting for Priscilla to turn up but at 3.30pm on Thursday October 11, she was finally on the island, being towed proudly off the Lochaline to Fishnish Ferry by the Newton Motorsport gang.

It was pouring down when she arrived and it had been pouring down since 4am. It didn't stop lashing it down until Saturday lunchtime, causing Calum Duffy among others to comment that it was the wettest, trickiest Mull Rally they had experienced in 20-odd years.

Friday night arrived and driver Mark Standen and I left the start control in Tobermory Harbour at 20:38, destined for the first stage at Mishnish Lochs.

It had been a small matter of 28 years since we had last occupied a rally car together, the last event we did being the Northern Lights, organised, I think, by Wigton Motor Club back in June 1987.

Were we nervous as we waited at the start control at Mishnish Lochs? You bet. But the stage passed in a blur. One stage down, eight more to go on a gruelling opening night. What an experience!

The Hill Road to Torloisk Junction, turning left and going down the side of Loch Tuath was the second stage. Fifteen miles of mayhem.

As we hurtled down a 200-yard straight on Tuath, I heard a noise through the intercom, which sounded like we had run over a brick, and I asked Mark what it was.

"I've just hit a deer", he replied in a matter of fact tone, keeping the hammer down as he got to grips. By the time we got to service at Craignure, Chris Woodcock had informed us we had pulled up to 56th, ten places up from our starting position of 66. We were happy enough with that, especially as we were passed by a Subaru and a Fiesta ST on the Hill Road/Tuath stage. Talk about an eye opener!

At service we discovered that apart from smashing the windscreen, the deer had dented the driver's wing, driver's door and we had somehow lost the rear right mudflap. The driver's wing mirror had also disappeared! Oh well, nothing but a flesh wound!

That's rallying, you might say, but Mull is Mull and more incidents were to follow on a testing first night.

We negotiated the two Bunessan and Ardtun stages and then tackled Scridain and Gribun.

A quick petrol top-up followed at Gruline before we set off for the last stage of the night, the big one, 21.5 miles of Calgary and then down Glen Aros, via the crossroads at Dervaig.

Mark had commented that our front brakepads appeared to have been on fire. Being a mechanical numpty, I just accepted it and kept my head down in the notes and roadbook.

But what had actually happened was somewhat different, something we did not find out until the next morning.

In reality, the constant high-revving and engine pressure has caused the dipstick to 'pop' out of its tube by an inch and a half, causing 1.5 litres of engine oil to be ejected through the pipe inside the engine bay. The exhaust manifold was coated in Millers' finest lubricant, as was the alternator, etc.

Continued on Page 26



Arrival on the Isle of Mull



Gribun Rocks selective, SS11, on Saturday afternoon



Friday night, special stage 2 and here we are dropping down to the bottom of the Hill Road near Torloisk junction, prior to our encounter with a deer!!



'I'm A Little Teapot!' Service manager Andy Jones does his impersonation of a teapot while the other lads get stuck in under the car

Continued from Page 25

On the approach to the Steps at Ensay, Mark carried too much speed into an uphill hairpin bend. He jabbed at the flyoff handbrake but held on for a nano-second too long and the result was a 270 degree spin, leaving the car entirely blocking the road and pointing straight out to sea! In all we lost around 11 minutes in the stage through a combination of not being able to get the car started and then getting strapped back in, helmets on, and then crawling through Glen Aros with alternator failure, little in the way of headlights and the engine not pulling cleanly or revving beyond 6,000rpm.

It transpired that in attempting to fire the old girl up after the spin, there was a backfire and petrol in the throttle bodies ignited, burning a hole in the airbox and damaging the airflow sensor. But at the time we did not know this was what had happened.

But we made it through the first leg, to discover we had fallen down to 101st. As we struggled along the Glen Aros road, Mark kept asking how far it was to the stage finish. I kept saying "half a mile" when in reality it was more like three miles. We just had to get to the end and then use the break until Saturday afternoon to regroup and see what we could do with the car.

Saturday morning saw Lee, Rob Jones, Tomo and Andy Jones clean Priscilla up, top up the oil, wire the dipstick in situ so there could be no repeat and carry out some repairs to the wing and door. New rear mudflaps were fashioned, some gaffer tape was applied to the windscreen and we were good to go. Oh, and a pair of tights was bought by Steve Hudson and used to repair the airbox!

So on Saturday afternoon we resolved to do our best to climb back up through the field and the daylight rallying experience on closed roads was exhilarating. Saturday afternoon saw us make runs through Scridain south to north, and Gribun, before tackling Mishnish Lochs, again running from Tobermory to Dervaig.

The last stage of the afternoon was Calgary to the bottom of Loch Tuath, and everything came together on the Saturday afternoon. Mark's ability to drive the car kept on improving and the delivery of the pacenotes notes was better. As a result, we managed to claw back to 80th, despite breaking a gearbox-engine mount which made gear selection difficult, especially on the last stage of the afternoon.

Feeling more relaxed and more confident, we could not wait to tackle the Saturday night stages. The night stages started with a run up Glen Aros and across Mishnish Lochs towards Tobermory.

Then we ran through Gribun and down Scridain before service in Craignure. Sadly the final stage of the rally was cancelled as a result of an incident in which Euan Mackay rolled his 106, 'Snowball' and the car then set alight. Thankfully he and his co-driver Michelle Falconer were unhurt but Snowball was destroyed in the blaze, which required a fire engine going into the stage to comply with safety regulations.

Our rally was over and it was back to our digs at Adnacrish, where the service crew were waiting with a round of applause as we walked through the door.

It would have been nice to cross the finishing line in Dervaig but as we all know, these things happen in rallying...and there is always next year.

We attended the Sunday afternoon presentation in Tobermory harbour before heading back to the Bellachroy for a post-rally celebration on Sunday night. And so that's the story of our Mull Rally. As readers may know, Calum Duffy prevailed over a hard-charging John Maccrone in a Fiesta R2, with John Cope in third place. John Cressey turned in another stunning drive to take seventh place overall in his Minisport Mini while Daniel Harper was beset by all manner of problems which dropped him out of the reckoning.

I'd just like to thank everybody involved in servicing for us on Mull, Lee Jones, Rob Jones, Andy Jones and Tomo, to Jason McTear for acting as chef and feeding us, and the islanders for allowing us to borrow their turf for the week to participate in what is rightly called 'The Best Rally In The World'. Alan Barnes and Mark Standen would like to thank their sponsors, MTJ Associates Public Relations, Grace Foods and Team Nurishment, Citroen-Peugeot Recycling Ltd of Blackburn, and Newton Motorsport, plus Gordon Birtwistle at Pro-Flex for his help, at very short notice. Thank you all.

Alan Barnes (G&PMC)



Tobermory Harbour on the Sunday afternoon at the prize presentation



**MEAN MACHINE:
Duffy's amazing motor.**



AB & Calum Duffy, now the proud winner of six Mull rallies



The 'Team'

Luke Francis of Rhuddlan proved that determination pays dividends and announced his arrival on the senior clubman rallying stage by lifting the AVS Motorsport Cambrian Rally in a spectacular and calculated finish.

The 22 year old crane coordinator was co-driven by John H Roberts of Colwyn Bay in their Bob Francis Crane Hire, Voot

Communications and Giles Phillips Motorsports backed Group N Mitsubishi EVO IX, Francis holding his composure and driving with maturity as big name challengers fell by the wayside as the day wore on.

The rally was the final round of several championships, most notably the British Trial and Rally Drivers association (BTRDA) Gold Star Championship and all eyes were on Ruthin's Hugh Hunter as the North Wales Car Club (NWCC) member fought with Roger Chilman of Hereford and Shaun Gardener of Ludlow, the three all in the driving seat to nail the Championship that had gone to the wire.

Chilman rolled out of the rally on the opening stage in Clocaenog Forest whilst Hunter stormed into a 28 second lead on Gardener, with Francis in 9th place. Matt Edwards, 28 of Rhos on Sea found his Mitsubishi Evo IX fully on form for the first time this year and driving with huge commitment, the NWCC member raced into 2nd place overall, setting the fastest stage time in Penmachno Forest and beating the pace of Hunter's World Rally Car only to retire after the stage with a holed sump.

Edwards' demise was Francis' fortune as he moved into 2nd place, chasing Hunter down and heading into Clocaenog Forest for the 5th and 6th stages, Hunter carried a 55 second lead over Francis, however, trouble wasn't far away with Hunter losing time on the 5th stage, then retiring before the 6th stage with gearbox failure.

NWCC member, Francis stepped up to the mark and kept a cool head on the 6th stage, knowing what was at stake and put in a mature performance to take the rally lead with a 1 second margin of Tom Naughton of Bury.

As darkness fell, the rally crews headed back to Llandudno to tackle the twisting narrow tarmac roadway clinging to the cliffs of the Great Orme, where Francis, showing no nerves set the 2nd fastest stage time, beating Naughton by 2 seconds to arrive at the finish line on the promenade 3 seconds up overall on Naughton to win the 57th Cambrian Rally.

This was Francis' first rally win and his father Mark, said "We're a clubman rallying family, Luke is the 3rd generation to compete and we're all very proud of him.

This victory is momentous as the whole family and Luke's co-driver were close to John "Bont" Roberts who sadly passed away a few days ago and had won the event five times.

With his family out on the rally, it was important to us that the rally was won by a local lad so it's been quite an emotional day."

138 competitors in 27 different makes of cars ranging from historic marques such as an Austin Healey 3000 MKIII to the ultra-modern 1600cc Mini Cooper S World Rally Car and International competitors from Venezuela, South Africa, New Zealand and Belgium took part in the event.

Chief Marshal, Keith Pulling of North Wales Car Club said "The rally has been a hit with the competing crews and we've had huge numbers of spectators out on the stages showing just how popular the rally is to the local community.



Perez Takes Historic Win



Triple British champion

Steve Perez continued his great run of form by winning the Historic class on the AVS Motorsport Cambrian Rally which formed the final round of the 2012 BTRDA Rally Championship in Wales.

Along with regular Welsh co-driver Paul Spooner, the pair brought the Amigos Tequila-flavoured beer branded Lancia Stratos home in an amazing 16th overall to add to the class victories secured on the recent Trackrod Rally and Wales Rally GB over the past few weeks.

With confidence soaring in the iconic Italian machine of 1974 vintage, Perez was soon into his stride on the Llandudno based event which used the classic forests of Penmachno and Clocaenog in North Wales. Holding 21st overall after SS1, Perez gradually climbed the leaderboard over the first six stages and was up to 18th overall going into the final stage around the famous tarmac roads of the Great Orme and with a superb drive, climbed up to 16th to take the class win.

By winning the class by a comfortable 20 seconds over the Ford Escort Mk2 of Theo Bengry and Les Forsbrook, Perez, from Chesterfield, added to the victory of two years ago in the Kick Energy Ford Focus WRC en route to the 2010 BTRDA Rally Championship.



GROVE HILL GARAGE

M.O.T, Service & Accident repair centre

015242 61782

I've recently got a new job as a postman. I was worried that all my friends down the pub would laugh at me but they seemed really impressed when I told them that I'm a mail escort.

Gallagher opened the morning newspaper and was dumbfounded to read in the obituary column that he had died. He quickly phoned his best friend, Finney. 'Did you see the paper?' asked Gallagher. 'They say I died!!' 'Yes, I saw it!' replied Finney. 'Where are ye callin' from?'

Gemini & the Cambrian

'The 57th AVS Motorsport Cambrian Rally'

Firstly I would like to pass on to you a very BIG thank you for your help and assistance with the safety and communications cover on this event, without your help the event would just not have run. Wasn't it nice to be involved with a rally with a full entry again, after lately turning up for some events only to find a small number of cars competing on high level rallies. Whilst I was waiting for the cars to arrive at our stage I had a look at the event program and I was wondering how many of us had simply read and not taken in that this was the 57th Cambrian Rally. Yes, it has been running continuously for 59 years but two events although planned and ready to go had to be cancelled at the last minute. The event is one of the longest, if not the longest running event in the country which is a true credit to the Club, probability the event was running before most of the folk who attended the event yesterday had been born, can't say I was one of them unfortunately.

Please Note! - The Hall Trophy has changed it's date, if you have advised me you can attend please reconfirm. I can't fit any more radio crews in on the Oulton Park event sorry.

Cheers for now

Bill Wilmer:

Gemini Motorsport Communications:

Tel: 07973 830705

Bill@GeminiCommunications.org.uk

www.GeminiCommunications.org.uk

Skype address 'bill-at-gemini-comms'

Skype address 'bill.wilmer.laptop'



Pro-Rally.co.uk 1 Copyright © 2011 Pro-Rally Photography. All rights reserved. www.pro-rally.co.uk/terms

Pro-Rally.co.uk

1

All the latest British Rally Photographs

www.pro-rally.co.uk

Phil James

PRO-RALLY PHOTOGRAPHY

TEL: 01772 69-00-34

MOB: 07771 76-86-57

EMAIL: phil@pro-rally.co.uk

Warrington DMC
MARSHALS
AVS MOTORSPORT
CAMBRIAN RALLY



WDMC in co-operation with Stockport061 ran SS3, Penmachno North, on The Cambrian Rally 2012. As expected the club pulled together and really showed what we can do. The turnout was excellent with over 20 expert marshals making their way into the forest on a cold and damp October morning. It was also the first outing for WDMCs new club flags, these looked excellent at sign on and will hopefull help spread the club name far and wide over future outings.

Penmachno North is a tough stage. A mixture of fast, smooth, grippy gravel with some twisting, rough and muddy sections to challenge even the best drivers. Unfortunately due to forestry activity 'The Quarry' was not available this year therefore the route was new to most. There was a strong entry to the event with some interesting cars. We were all waiting eagerly for the Stratos, 6R4 and Quattro, neither of which disappointed on the soundtrack front. There was also Ieuan Rowlands in his Volvo powered Escort which although sounding a little worse for wear still put on a good display. The Cambrian 2012 again proved how important it is for WDMC marshals to remain in contact with each other by hand held radio. This allows us to provide a consistant and professional marshalling service across the length of the stage, with each post kept up to date throughout the day. Call signs Kung Fu Panda, Irish John, Captain Superb, Broad Sward, Mr Obese/Calm down and Senior Citizen/OAP provided much entertainment throughout the event, unfortunately the quote of the day is unprintable.

Georgia Shiels - Rising Junior Rally Star (awarded MSA's ASSE position)

Since the last Junior rally on 16th September at Kames, things have been progressing at an unbelievable rate with both Georgia and on the car front. Fantastic News... Georgia has been offered a place on the MSA's prestigious 2-year Advanced Apprenticeship in Sporting Excellence (AASE) at Loughborough.

The first Induction day took place Tuesday 23rd October, with mum (Vicky) driving Georgia down to Loughborough the night before.

+++ Another proud achievement on top of the 13 A*'s/A's GCSE's.

May the strong development and progress continue. +++

On the car:

The Micra's gearbox has been fixed (1st/2nd damaged). Plans are taking shape to have a spare one ready for next season, as back-to-back weekend events could regularly take place.

The fitting of light-pods for Anglesey Junior Rally on 3-4 November was recently completed and tested. The car is now ready for Georgia's first training session in the dark next week at Blyton Race Circuit.

Welding the cracked exhaust down-pipe was undertaken - spotted it when replacing the gearbox.

Oh, and the usual overhaul of the brakes and suspension/tracking etc, in readiness for the car's next outing.

The Crew:

Georgia and the whole family/crew (well mum Vicky & dad Antony) went down to support from service/watch the Cambrian Rally in North Wales. Georgia said we needed to go along so that fully aware of what's involved for when she starts on gravel. L She's so thoughtful.

Amusingly, whilst gravel/dirt driving the other month at Chris Burbeck Rally-School, father (Antony) had a go too, but it's fair to say that smooth tarmac is his 'preferred' choice, as getting the correct speed and brake-balance to slide around corners is not easy! However, Georgia seemed to take to it instantly and felt quite at home slipping and sliding all over the place through the twisty sections. Antony says, "Think it's best to leave it to the young-guns, who just seem to make it look so easy"!

Co-Driver:

Alistair Dodd will be sitting in with Georgia at the next UK Kick Energy Junior 100 Rally. Georgia is so pleased that Alistair will be with her, since she excelled phenomenally in the first event they completed together at Solway Coast back on 12th August. It was here that Alistair pushed Georgia on to achieve her best finish.

A huge congratulation also goes to Alistair Dodd for his 1st position on the BTRDA Rally First 1.4 co-driver's championship. It was great to see Alistair lift the crown at the finishing rostrum in Llandudno. Well done Alistair and may the successes (and hard work) continue.

Next Event:

Kick Energy Junior 100 Rally, Pentreath Kia Glyn Memorial Stages, Anglesey Racing Circuit, November 3rd and 4th 2012. New brakes to bed-in. Tyres all ready, just fuel to purchase.

This will be the first 2-day event Georgia has attended and also where demanding night stages take place. She's really looking forward to it and hopes to have a strong finish to her first ever season of Junior 1000 rallying.

Into 2013:

A full overhaul of Georgia's Micra will take place over the winter period, in preparation for the 1st Junior Rally event in early-2013. With up to 9 UK rounds and 6 Scottish rounds to contest, it's going to be a very busy season from March to November 2013.

Several early 2013 training events should help to progress Georgia's driving skills further, making for an even more thrilling season. Further sponsorship and assistance is now being sought, so please get in touch if wanting to be a part of this incredible Journey

Georgia's comment:

"Wow, what an amazing 2012 and it's not even over yet. Until my car arrived for my 16th Birthday earlier this year, I would never have believed that I'd be passing my BARS test at Knockhill in late-February and then competing in the very first **Ecosse Junior 1000 Rally Challenge** championship a few weeks later. A big thank you goes out to my parents, plus everyone who supported me over this frantic and action-packed year. I will be working even harder to achieve greater improvements and successes in the very near future. The support and direction I hope to obtain from the **MSA**, the **ASSE**, plus the **Colin McRae Vision** programme, should see me continue to progress at an accelerated level".

2012 Supporters include: Mark Hartley at Burlingham Caravan's for use of a 4x4 tow vehicle to take the Micra to events; Andrew at FX Motorsport for their assistance with decals and early repairs; and also Mike Dent (plus Haggis) for invaluable help in getting the car set-up to how Georgia likes it and the use of a 'trusty' trailer. Oh, and not forgetting close family friends Nick Storey and Sarah Robinson too



Swift Sport Rallycross Championship

LYNCH RETAINS TOP THREE AT PEMBREY

TEAM GERIATRIC

Round Seven, Pembrey, 7th October 2012

Heat One

Starting from outside front row, I made a great start going into first corner in first place, unfortunately young Oliver Thomas completely missed his braking point and slammed into my rear quarter, at least he was man enough to come and apologise at the end of the race. So having spun out to the back of the pack I had a big chase on, slowly but surely I was making places, during lap one Graham Rodemark pulled off, with as it turned out a broken timing chain. As we crossed the line I was second to Johnny Bean by tenths of a second. After the race, Johnny discovered that he had snapped the camshaft, which explains why he was on three cylinders as he crossed the line.

During race one of the heat there were problems for Chris Mullen and Denning, neither finishing.

Heat Two

I was starting from middle of front row between Oliver Thomas and Darren Scott, the second row made up of Tristan Ovenden and Denning,

As the lights flashed I was deemed to have jumped the start so as a penalty I was pushed back to the forth row.

As the lights flashed again I made a decent start and got up to third place and followed Tristan round albeit 100 yards behind him and he was on Darren Scotts tail, I managed to catch them up on the second lap setting Fastest Lap of 1:02.759 so my lap times are good, I just needed to string three together. So that was a third place finish on the track.

Heat Three

Starting from the back (Third) row, with Paige Bellerly and Tristan Ovenden on second row and first row made up of Ed Muldoon, Darren Scott and Rory Denning on the outside. I made a good start but as we entered the hairpin I got boxed in behind Oliver, whilst this would normally be a bad place to be I managed to stay in tighter than those in front of me and get good traction and was up to third as we entered the loose for the first time, I was able to hold on to Tristan and Darren, on lap two Tristan got past Darren as we started the third lap, and I was only yards behind him, as we were in the loose left right before the back straight Darren appeared to miss a gear, I went around the outside of him leaving him plenty of room. The next thing I know is Darren has hit me on the rear offside quarter, as he recovered, and then collected the front near side as he spun me round; I selected first and tried to pull back on to the track only to find that the CV joint had been destroyed. That was the end of my race. I was stranded, and had to be towed back into the paddock so the boys could set to work.

In fairly short order they changed the rear beam, (that's another one) replaced the near side drive shaft and taped up the bodywork ready for the final.

The Final

Having qualified fifth I was hoping for a great start. The front of the grid was made up of Mullen, on pole, Ovenden and Scott, I was next to Knight-Coney. My start was good, but Tristan Ovenden got a great one getting into the first hairpin in the lead and closing the door on Chris Mullen, Darren Scott had to stay out wide and I followed suit as James Knight-Coney was still inside me, James left his braking a little late and hit the side of Darrens car. Darren braked and I hit the back of his car, I simply had no time to react, we were that close, that's when I lost the already taped bodywork. As Darren recovered I got up the inside of him, but was in the wrong gear as I was recovering, just as Paige Bellerby muscled her way through. So I was still fifth but recovering lost ground, Johnny Beam was very close in sixth place. On lap three Paige made a mistake, running wide at the loose hairpin, I managed to draw alongside her, but every credit to her she defended her line forcefully, leaving me nowhere to go, I had to run over the edge of the track. As I lost traction, Johnny seized his chance and came through, demoting me to sixth place. That's where I stayed as we crossed the line for the last time. To be honest the car never felt right after the start, maybe the argy bargy at the start deranged the suspension, I won't know until I get the car back in the workshop.

Tony Lynch (Wigan & DMC)

www.teamgeriatric.co.uk

Team Geriatric



ADGESPEED STAGES

THREE SISTERS RACE CIRCUIT

SUNDAY 14th OCTOBER 2012

Awaking @ 4.45am, it was rather a foggy morning on opening the curtains. Quick shower and breakfast, off to Shaw to meet up with Ian and Jono Savage @ Roundabout Tyres at 5.45am.

Van and rally trailer/car attached, then off to nearby petrol station to obtain fuel and some food, then off to Three Sisters for the 40/45 min journey to get to scrutineering for our "appointed time" of 7.20am.

First problem of the day occurred almost straight away on the A627M. Van started "shaking", so a short stop on hard shoulder to find that two studs had been "spit out" of the new wheels recently fitted to the van. Jack out of back of van, wheel off, Ian identifies the problem. Wheel and studs refitted, but decision to stop @ Birch Services on M60 to remove and check the other three wheels on the van before proceeding further. After our 15 minute "service pit stop", quick call to fellow competitors Tim/Brian Whiting to warn them of our impending lateness arriving @ circuit then off on our journey with no further alarms.

Despite our lateness, we obtain good position in the paddock next to Tim/Brian Whiting. Car offloaded, trailer parked up, off to scrutineering (where the queue was not excessively long despite us being late), signing on completed @ 8am.

The fog was lingering across parts of the circuit, especially on the hill at far side of circuit.

Whilst looking at the day's Stage Diagrams (and questions from some fellow Co-Drivers), it became clear that Wigan DMC were running each "pair of stages" consecutively with a 2 minute Road Time allowance between the finish time of the first of the pair, and time required at Arrival Control of the second stage of the pair.

I recall competing on NW Stages approx 10 years ago (shows my age !!) when this was last applied in a Stage Event @ Three Sisters Race Circuit. With fog still evident on the far side of the circuit, decision made to go on "Wets" for the first pair of stages. Ian warned that first couple of corners would be tricky on "cold" tyres, which unfortunately proved accurate at our first passage around Lunar Bend in a clockwise direction. Car nearly off on outside of the circuit – Time lost !!

Second stage was clearly quicker (7 seconds) on warmed-up tyres and without incident.

Stage Times saw us in joint 3rd Overall, but already some 16 seconds behind Ian Rowland in the 6R4.com red Metro 6R4, but only 1 second behind Tim/Brian Whiting, and level with Mike Taylor in the white Sunbeam Lotus.

Unfortunately Car No.1 Martin Tinker in the Lotus Exige had suffered a problem on SS1, but SS2 saw his time some 4 secs quicker than our time. Gary/Matthew Jakeman (Car No.27) in their recently acquired Citroen Saxo had a major problem with the clutch on SS1 & SS2, so had decided to "call it a day" as the problem wasn't repairable.

Service Time before SS3/SS4 was 1 Hour, which was somewhat different for Three Sisters' events.

On SS3 and SS4, we did identical time of 2 min 21 secs, which was competitive with the exception of the afore mentioned Metro 6R4 and Lotus Exige, who had "taken" 17 secs and 10 secs respectively from us. Not good !!

We decided to change to "slicks" for SS5/SS6, as the fog had now lifted thereby drying the circuit.

On "cold" slick tyres @ SS5, Lunar Bend saw us almost completely sideways and Ian managed to prevent a spin BUT more seconds lost. Also the changed suspension settings at the front end were worse. SS6 was a lot better, but a look at the results now saw us in 5th O/A but still within touch of 3rd O/A (no further mistakes permitting).

We also understood that the Lotus Exige (2nd O/A) was having clutch problems on SS5/SS6.

After SS6, the circuit was changed to run in an anti-clockwise direction. We changed the front end suspension settings, and stiffened the back end. This seemed to have the desired effect. Ian was a lot happier with the car's handling. Unfortunately the clutch expired on the Lotus Exige away from the start of SS7. After SS7/SS8, we were up to 4th O/A – 5 secs behind Tim Whiting, and 2 secs behind Mike Taylor. The 6R4.com Metro 6R4 was in the distance !!

We were happy with matters going into SS9/SS10. Attack on SS9 saw a time of 2 mins 36 secs, which was same as Tim Whiting, but 2 secs quicker than Mike Taylor. We were up to joint 3rd O/A.

Off the start of SS10, up the hill then DISASTER !! Major vibration from the back end, which we first wondered if something was catching on the back wheel/tyre, but it soon became evident it was more serious than that.

Managed to get to the end of the stage, but investigation in service area by Ian gave the bad news that either the diff or transfer box have suffered severe damage. End of our event. We were both, understandably, gutted !!

IAN SAVAGE/GARY HESLOP (HMMC) CAR No.6

Adgespeed 2012



Ian Savage / Gary Heslop



Hazel Johnson / Jamie Foster



Steve & Aimee Johnson

ADGESPEED STAGES 14/10/12

The Adgespeed although not a round of the WDMC Rally Championship attracted a number of club entrants with regulars such as the Orams in their giant killing Nova and F1000 Tarmac Champion Dan Dunbabin in his equally capable Micra. Myself and Cogboy put a late (as usual) entry in with the MR2.

The morning of the rally was cold and foggy, we were unusually organised and had everything packed up ready to leave for Three Sisters at 7am.

On arrival at the circuit my worries switched from wet tyres to visibility. The fog was so dense it was hard to navigate our way through the service area to scrutaneering, with a bit of guess work we made it on time. Luckily the fog did clear slightly for the 10am start.

The stages were familiar with no changes from previous years, the only difference being that the stages were run in pairs with no service between the first and second run. This was a welcome change and seemed to run smoothly. Our first stage was in reduced visibility, down to approximately 200m, but not enough to slow us down. We pushed hard on stage one posting a time good enough for 9th overall. We had no major issues, the rear dunlops gripped well from the start with the Hankooks up front taking a little longer to give good grip. We pushed harder on stage two but again suffered from understeer early on, a little over exuberance led to a trip across the infield prior to entering lunar. We didn't lose much time and managed to shave two seconds off the first run.

By stage three the track was bone dry and the sun breaking through the mist. The car felt great, on the dry tarmac the MR2s normal balance returned with good front grip and a slightly loose but controllable rear. Our time on stage three was just outside the top ten. From stage three finish control we went straight to the start line for stage four with very little delay. The car felt awesome off the line as the clutch and tyres were still warm from the first run. The usual start technique (perfected at Anglesey by John) was employed. Its very simple, load the drivetrain up on the handbrake, wait for the 2 or 3 second lights then give it 7000rpm and dump the clutch. With the MR2 being mid engined it generates an staggering amount of grip off the line. This method is usually accompanied by a cheeky 'yeehaa' from either John or myself. Anyway, the first few corners felt excellent with a nice controlled drift around lunar and onto the long back straight. The good feeling did not continue however. On the way into the sharp hairpin right opposite the pit lane I came down the gearbox from third to second and then into first as we turned in. The car felt fine, kicked sideways as usual on letting the clutch out but when I nailed the throttle to accelerate through the corner we had no drive. I went for second thinking we'd stripped first but still nothing. Out of desperation I tried third, fourth, fifth and sixth, still nothing, not even any strange noises. We pulled the car off the racing line and were pushed to a safe spot by the ever helpful marshals. On closer inspection it was quite obvious what the problem was, the near side driveshaft had sheared off at the outer CV, rally over.

We didn't rush off and instead chose to stay and spectate, it was excellent watching Dan battling with a lime green MkII. It was also good to watch Mr Oram, smooth is not enough to describe how he guides the Nova through a stage. I think we could all learn a thing or two from him.

As usual, huge thanks to the organisers and marshals, although our day was cut short we thoroughly enjoyed the stages that we did complete.

Congratulations to all WDMC teams who completed the event. We were well represented in the F1000 class with Dan Dunbabin taking another class win. WDMC members results as follows, Kay&Bogg DNF, Orams DNF, Tony Gillingham 17th overall, 6th in class, Dan Dunbabin 19th overall, 1st in class, Sergeants, 26th overall, 3rd in class, Phil Tate, 28th overall, 4th in class

Overall victory was taken by the event sponsor Ian Rowland in his beautiful 6R4. As a whole this event looks to have attracted a very diverse entry with the top ten being; 6R4, Escort, M3, Sunbeam Lotus, Sunbeam, Escort, 106, Sunbeam, Focus, Dolomite. It looks like Sunbeams are taking over where Escorts have previously been so strong.

Paul Kay (Car 23 - MR2 - Retired) Warrington & DMC

Adgespeed 2012



Rob Maxwell Xambor Photography



Alastair & David Oram



Dan Dunbabin / Tom Woodburn



Tony Gillingham / Phil Woods



Phil Tate / Clive Dunbabin



Phil & Katy Sergeant

Classic Clubmans at Thruxton 14th October 2012

Thruxton was our last race of the 2012 season and would determine the final championship positions for "A" Sport cars. Paul Marshall had already sewn up the "B" Sport title but there was a chance that John Harrison could nick it off Mark Charteris as champion in "A" Sport.

Due to our previous 2012 races I was confident that we would see rain in spite of the weather forecast but there was not a cloud in sight though frost glittered everywhere on the Sunday morning. Our race was combined with the Cup cars (who also had a second race later in the day.) This was not good news for Mark or John, both of whom were on a mission.

There was a paltry entry of four "B" Sport cars which did not include the new champion. Paul had family commitments which I am sure would have been overcome if he needed championship points. Rod Player put Clive Wood's car on pole, the first of the four Mallocks. His practice ended on three cylinders but this was found to be caused by a plug lead hanging off the engine so it did not raise too much alarm and despondency. Alan Davenport was second on the grid and pleased to be there with an engine that had bouts of hesitation throughout practice. Brian Hunter was third which pushed Martin Goddard down to fourth. The race was hardly a race when Alan Davenport, keen for a good result in such a small field, achieved a victory for enthusiasm over achievement on the first lap and spun. This may have been harmless at the back of the field but he wasn't and Brian Hunter was close behind. The damage to both cars was quite severe but nobody was hurt, apart from in the wallet. Brian's helmet was marked from its contact with Alan's rear wing so it could have been much worse. This left Rod Player to win the class from Martin Goddard, well behind but six whole seconds faster than his practice lap.

The "A" Sport race only numbered five cars giving a total entry of nine cars. This unusually poor entry matched our previous worst entry this year at the second Snetterton race where we shared the meeting with the 2CVs and trucks. We all know how popular those meetings are but what is wrong with Thruxton to scare you off? Where were you all? Mark Charteris was not only on pole but a full two seconds clear of John Harrison who joined him on the front row. To put his time into perspective it was also over 1.7 seconds under Malcolm Jackson's 2006 lap record. Richard Mallock, in Bob Crozier's car, was third ahead of Spencer McCarthy who was hampered by an axle oil leak onto his left hand rear tyre as well as being a little down on power. Steve Chaplin, with his engine rebuilt now, was only ahead of all the Cup and Proto cars. When the lights went out John made an excellent start to lead on the first lap but Mark made a very positive move up the inside into the chicane to take a lead that he would never lose. That did not mean he pulled out a significant lead on John who was less than three seconds back when the chequer came out after 13 laps. Mark reduced the lap record by 1.2 seconds and his average speed was above Malcolm's old record (this was including his standing start.) Mark only needed a finish to win the championship but typically drove his heart out for the win. John's fastest lap was only about a tenth off Mark's. Richard Mallock needed a call into the pits after four laps that dropped him to the back of the field which left Spencer third and 30 seconds back at the finish. Behind him Steve played with Ian Crombie's class winning Proto car for most of the race.

The second race was for the Cup cars and was not in our championship but a lot of our drivers went out to play. Most of them wished they hadn't due to a couple of problems with the light that could have caused accidents. The first one was the red lights on the startline which went on and off with a mind of their own. This caused a stoppage after one lap then an off/on restart that could have caused a major accident. The second light problem was the low sun that shone straight into their eyes at Church corner rendering the apex invisible. Many years ago, when I had a particularly laxative moment at Church, I worked out my corner speed there from the revs and gearing and discovered that at 130mph I was entitled to be scared. Not seeing where the road is at that sort of speed can be a life shortening experience!

It has been a good year for Classic Clubmans with the new hospitality adding to the friendly spirit of both championships. No lap records were broken in "B" Sports and the return of Clive Wood in 2013 should make Paul work harder to keep his championship hopes intact. In "A" Sports John and Mark spent the whole season scrapping closely together and two comments I heard on Sunday summed up their skills perfectly. One was from the commentator's helper up in the box during the race after checking with me power and downforce levels of the four Clubmans classes out racing. He then said "why are those two cars so far ahead?" The second comment was relayed to me by one of our current drivers that was at the meeting spectating. He had been chatting to an ex-racer at the chicane who said "if they have 185bhp then they are getting every single one of them down on the track." The most "clubman" thing about their rivalry is that they always park together in the paddock.

See you in 2013.

Julie Harwood @ RSM (Road & Stage Motorsport Ltd.)



**Dave & Julie Harwood at
Road & Stage Motorsport Ltd.
Whitegate,
White Lund Industrial Estate,
Morecambe.**

**Happy to help with all your
rally needs.**

**Just call or Telephone,
You are always welcome.**

Tel: 01524 844066

www.rsmmotorsport.co.uk

Email:

sales@rsmmotorsport.co.uk



Mick Bryant's Book

To the many rally fans who have waited patiently for my book

DO YOU HAVE TO DRIVE LIKE THAT?

on the Motoring News Championship to appear, the typesetting & printing company wrote to me with the following note / email:

Hi Mick,

The book typesetting layout is looking fabulous though somehow, our original estimate of 240 pages now looks set to reach 450 pages – nearly twice its original size.

This has come about by a combination of not wishing to cramp the text and giving the 400 photos/images plenty of illustration space.

Unfortunately, it follows that due to this extra work, typesetting and printing are also going to be set back. We will have the typesetting completed in the run up to Christmas, with printing early in the New Year. Although it's too early to predict with any accuracy, a February delivery date looks most likely.

I know you were anxious to get the book out for Christmas, and my apologies for not being able to achieve this, but it will be well worth the wait. I can assure you it will be the best book ever written on the subject of the Motoring News Championship and road rallying.

Yours sincerely,

Jon Barton

Managing Director

Vertebrate Graphics Ltd

T: +44 (0) 114 267 9277

F: +44 (0) 114 267 9559

W: <http://www.v-graphics.co.uk>

Given the size of the book (in excess of A4) and the thickness, I have decided on a print run of 1000 copies. For those who have previously expressed an interest, you are on my mailing list.

If you have not received an email from me within the last week, you should email me again, as some email messages have been returned marked 'unable to deliver'.

If you wish to reserve a copy of the book (no payment or deposit is required to do so) or simply register your interest and get added to my mailing list, please email me on

mb@briants.co (not com!).

If you wish, you can call Vertebrate Graphics (above), who will be happy to discuss the book with you.

Best wishes from **Mick Briant**

SEE : www.mickbriant.com

Ford to withdraw works support for WRC

Ford will cease to have a factory presence in the World Rally Championship at the end of the 2012 season.

A statement issued by Ford of Europe said that the decision had been taken due to the current economic climate, following a major review of its marketing activities in the continent.

"Ford has a long and proud history in the WRC and this was not an easy decision," said Roelant de Waard, vice president, Marketing, Sales and Service, Ford of Europe.

"At this time, however we determined that it was better for the company and the Ford brand to reduce our commitment to the WRC and deploy our resources in other areas."

Malcolm Wilson's M-Sport organisation, which has run Ford's factory squad since 1997 and taken 52 wins, as well as the manufacturers' world championships in 2006 and '07, aims to continue in the WRC with the Fiesta model in the coming years.



M-SPORT PRESS RELEASE



In response to the announcement from Ford of Europe that they will reduce their commitment to the FIA World Rally Championship (WRC) at the end of the season, M-Sport managing director Malcolm Wilson said :

"I would like to thank Ford of Europe for their enthusiastic support and the faith shown in the team over the past 16 seasons. We understand that tough decisions have had to be made to safeguard Ford jobs, we accept the commercial reality of the situation and look forward to continuing our strong technical partnership into the future. "M-Sport is extremely proud of our history with Ford since 1997; 208 podium finishes, scoring points on 156 consecutive events and 52 wins from 225 starts in the WRC along with two world titles underlines the dedication and commitment of the whole team in Cumbria.

"My intention is that we will continue to push to secure stage wins and overall results on the forthcoming events for Ford and to push forward with the development work that was started in March this year to improve and refine the Fiesta WRC even further, ready for the 2013 season.

"We will also continue to work closely with our colleagues at Ford Racing towards the launch of the Fiesta R5 for March 2013 and the improvements that we are working on for the R2 car which will continue to the form the basis of a series of national and regional young driver programmes in the future.

"Confirmation of our key championship programmes for 2013 is our first priority and a challenge that the team here is very much looking forward to. After that we can review all options and determine the right direction for the future"

BRM Day 7th October 2012

Bourne in Lincolnshire held a celebration day to mark the 50th anniversary of the BRM (British Racing Motors) team winning the formula 1 world Constructors and Drivers championships with the late great Graham Hill.

The little market town was transformed into a period road race track with an estimated crowd of over 25,000 enjoying an unrivalled spectacle of Motor Racing history.

The day started with news headlines from the BBC Home Service from Saturday 7th October 1962 followed by a cavalcade of period classic vehicles which included the sight of the old BRM team transporters returning to their once much celebrated home. Amongst the VIP's in attendance were family members whose names are synonymous with the BRM brand "Hill, Rudd and Owen" all who had played their part in the victorious era.

Before the noise and smell of the BRM racing cars from the early day's right up until their untimely demise & other notable cars from the likes of Lotus, Brabham, Cooper and Tyrell was a moving presentation of an engraved glass commemorating the only Father & Son duo to win the F1 World Driving Championship from the people of Bourne to Damon Hill with Damon's mother and Graham's widow Bette watching on. One thing that made the event so special was the sight of Damon driving "Old Faithful" a car his father Graham Hill used for most of his world championship winning year through the streets of the town where it was put together. Other star names and former BRM team drivers that were driving classic racing cars, and were in attendance was the now iconic Sir Jackie

Stewart, Jackie Oliver, Richard Attwood and Howard Ganley. The centre piece attraction was a dummy grid formation from 1962 which included cars from as far away as the west coast of America and New Zealand.

The afternoon session continued to demonstrate the history of BRM and the development of Formula One with Jackie so ably demonstrating why he too was a world champion driver. The finale was again the sight and sound of two BRM V16's demonstrating, why they hold such a special place in the history of Motor Racing. It really was a special day that will live long in the memory of those that were lucky enough to attend and one that we may not see the likes of again...

Harold Palin Memorial Stages Rally 6th October 2012

Saturday 6th October saw the running of the popular Harold Palin Memorial Stages Rally promoted by Eastwood & District Motor Club, held at Manby showground in Lincolnshire. The single venue at the old WW2 airfield used the surrounding concrete perimeter tracks & a small section of loose ran on grass. The event was a qualifying round of The RoadRunner Phoenix Awards ANEMMC Stage Rally Championship and the The Rainworth Skoda EMAMC multi use Rally Championship.

The event started in the crisp cloudless autumnal morning using the loose section which caused numerous problems and notable retirements to the running order apart from Gawaine Clark / Tony Racey's Subaru Impreza who recorded a time 8 secs quicker than his nearest rival Michael Umbrich / Marion Stead's Mitsubishi Evo 5. After the eventful SS1 the action centered only on the concrete sections as the loose was deemed too wet to run, with Umbrich / Stead continuing to push leader Clark / Racey until the former retired after a missed split on SS5. Now it was the turn of Ian Pashley / James Heppel (Evo 6.5) to start topping the time sheets on SS6 and SS7 aswell as the hard charging Michael Pickles / Kari Bosworth (Subaru Impreza) taking fastest times on SS8, SS9 and SS10. It was Clark / Racey who were doing enough to stay out in front and walked away with a deserved 57 secs win ahead of Pashley / Heppel 2nd and Pickles / Bosworth finishing 3rd a further 4 secs adrift.

The rally a was a fitting tribute if it is to be believed the last event to be held at Manby after the recent sale of the site.

Results :

- 1 Gawaine Clark / Tony Racey Subaru Impreza 56.55,
- 2 Ian Pashley / James Heppell Evo 6.5 +0.57,
- 3 Micheal Pickles / Kari Bosworth, Subaru Impreza +1.01

James Redman www.pprs.moonfruit.com

Our Man 'Darn Sowf'

((down South - i.e. Anywhere other than Gods chosen region - The North West of England)

aka James Redman

www.pprs.moonfruit.com



Damon Hill



Stewart Tyrrell

Clark / Racey



Pashley / Heppell



Pickles / Bosworth



This months Spotlight is on **Rod Brereton**, Rod and I are not related although we do actually share an ancestor. Sir William Brereton who was executed for suspected intrigue with Anne Boleyn. It would appear that poor old 'Bill' was stitched up at that time but Rod and I have decided to stay away from old queens just in case history repeats. Seriously though, Rod has been involved with Pendle District Motor Club for many years, he is well respected and we all wish him well in the future too.

The cancellation or deferment or whatever of the Morecambe Illuminations Rally has been a bitter blow to many of us who had entries in. I was going to do it with Jerry Hettrick and we were really looking forward to it. Lets hope it will run at a future date.

With the Lumies off Tony Harrison asked me if I would be going over for the Beaver. I said I would probably do that and would see him there. I asked Jeff if he fancied a trip over to Yorkshire for it and he was up for it too. As it is a journey of over three hours from Barrow we only wanted to marshal on an early control. Tony, together with his son Ayrton went over in their rather

tasty Nissan Skyline, Jeff and I were in my CL500 Merc and it was rather pleasant to be going to a rally in a much quieter (in my case) car than usual. Tonys exhaust is a rather raucous thing on his Batmobile and I admit to being envious of the noise emitting from his 6 litre V8 which was clearly audible through the double glazing on my mere 5 litre V8 The start of the Beaver was at Dalby Forest Visitor Centre which is a splendid venue with adequate parking and excellent refreshments on the site. A good entry with many of our old friends there and as always it was good to renew some old acquaintances. Anyway it was a lovely evening, no rain and quite warm (unusual) We were put with two lads from Nottingham on TC6. We arrived at the control which was on a really cracking white road and we waited for the Nottingham lads to arrive. When they did, it was to inform us that TC6 was scrubbed and we should all go down to TC7 which was a fair bit further on. This was the most civilised control I have ever seen with a large barn for us all to park in on what appeared to be one of the cleanest, tidiest farms in the country. We almost wished it was raining because we were nicely under cover as we awaited cars coming through. The event looked to be very entertaining and all competitors looked as though they were really enjoying it. I have not got the results but I believe my old mate Steve Retchless won it. So well done Steve. After our one control stand we all set off for home. Jeff and I following Tony and Ayrton. That was a very interesting drive home with the view of the rear of the Skyline but I will say no more and leave things to your imaginations. What's next ? Well I will be taking the editor of this esteemed publication (Old moaner Moz the magnificent) out for a ride in my mark 1 Escort on the Devils Own and then he is going to risk the John Robson with me as well so we may have something to write about next month. Bye for now folks.

The Barrow Taxi Column

aka Mr Paul Brereton



Paul Brereton

The first foray into Bentham for the auto test crew and could the weather have been any worse? However if that's the only gripe we have we're doing well. The site of the test was arguably a little gem, nice and tight with a T-junction set up, all tarmac with a little patch of redone that threw people a little and added that little bit of extra interest. The tests drawn up initially by Ayrton Harrison and changed around by Chris Paskin (clerk of the course) were very well thought out and enjoyed by all. We had our usual banter, everyone marvelling at David Slater turning up with the newest and most innovative of additions to his Peugeot.... Windscreen wipers! Didn't really help, Dave is yet to attend an autotest since Myerscough that he doesn't retire from, and usually from the lead, this time saw the c.v. joint collapse. Of course it isn't an LMC Auto-test if father and son paring Bryan and Matthew Gibson don't spend the day cheering triumphantly when the other taps a cone or slides too wide, firing 'friendly' suggestions to one another. Jack Garnett competing for the first time without a passenger did well and fort off the nerves and began to enjoy himself, (we won't mention nearly cleaning up that focus Jack!).

We had the pleasure of the company of couple of new faces this time Peter and paul (bluther) , who have said they will join us again back down in Warton. It's great to constantly see new faces and why not? I think many people forget how enjoyable auto-testing really is and how cheap, easy and very sociable it is, without the stress and intensity that can sometimes mar other more involved events.

Gavin Hutch looked good as usual in the nova and took the win at the end of the day followed by Ayrton. The rear wheel category hotly contested yet again with its only 2 entrants Bryan and Mat, saw poppa Gibson take the win again , (3 out of 4 tests as it stands). He was helped by not having one of his usual epic fail moments (e.g. forgetting to switch on the fuel line) and the fact that something happens to Mat during the lunch breaks and it all goes south.

We had the pleasure of the company of couple of new faces this time Peter and paul (bluther) , who have said they will join us again back down in Warton. It's great to constantly see new faces and why not? I think many people forget how enjoyable auto-testing really is and how cheap , easy and very sociable it is, without the stress and intensity that can sometimes mar other more involved events.

A massive thanks to Tony and Ayrton for a great day, book the weather next time boys!!!

Front wheel 1st Gavin Hutch 34 pts Vauxhall nova, 2nd Ayrton Harrison 73pts,

Rear wheel drive 1st Bryan Gibson 57pts Ford escort MKII, Matthew Gibson 71pts Ford Escort MKII

Lancaster MC Autotest

Gavin Hutchinson



CONTROL



MARSHALLING POST With Gareth Adams

For those of you who know me, I have been putting an article in the Kirkby Lonsdale Motor Club Magazine for the last few months. Maurice has asked me for the article also, so here it is. This is the 4th instalment and it will hopefully be a regular feature (if the Editor allows!).

Well its October now and I've only been out once. However the event in question is the Mull Rally. I was undecided back in September if I was going up this year, but after a few asks for assistance both directly and indirectly, I set about finding some accommodation and making plans. Considering it was only a fortnight or so prior to the event, I struck lucky with a flat in Tobermory.

I went up on the Tuesday prior and spent Wednesday and Thursday relaxing with a walk or two around Bloody Bay and Aros Park. Friday saw the start of the event. The morning saw me watching the first 40 or so cars through Scrutiny at the distillery before going to sign on and make my way down to Ardtun at the South of the Island.

I Arrived at Ardtun at around 3pm to start with stage set up. There were 2 set up crews, Myself and Commander Miles Whitelock as crew 1, with Dave Brodie and Jay Richardson as crew 2. Ardtun is only 2.62 miles long, but it is surprising how

long it takes to tape gateways, build box junctions, put up boards etc. I think it took us just over 2 hours. We then had a bit of time to have a breather before the action would start. First car was due at 22:59, but the rally traffic started about 2 hours previous with spectators and timing cars arriving. For the running of the stage I was start Marshal with Tony Wagstaff. Why is it that whenever I'm on a start they are 30 second ones! The rain was driving in and the cars started to arrive on time.

We had one stoppage ourselves when Martin Rowley rolled his Puma just shy of junction 2, he and his Navigator were OK and we were able to restart without too much of a delay. The Bunessan stage however, just over the other side of the bay was stop, start, stop, start which meant we kept running out of cars. By the time we had stripped the stage down and got back to Tobermory, I crawled into bed at about 5:30am Saturday.

There were a few interesting anecdotes. 1) Do you really need to put tape across the Cemetery exit? 2) It's a good job Dave B was pointing to his radio Ariel when he mentioned his erection was staying up! And 3) How did he get that tape up that telegraph pole! (Which could still be there). 4) We've found something Dave B cant do – strip a stage, glad you had an early night!

The second leg on the Saturday started at 12 noon. Miles and Myself had landed the main time control outside the Salen Hotel at the end of the leg. This allowed us an opportunity for a watch at the end of the Griburn stage, somewhere I have not watched before. I took a few cracking photos of cars in mid air as they negotiated the large jump just prior to the finish.

The evening leg saw us as the Flying Finish crew on the last stage of the event near Dervaig. Again we had time for a watch of the Glen Aros/Mishnish locks stage at Smiddy corner. It was a bit disappointing the way that the marshals on this stage were operating the junction, a lot of spectators were denied crossing the stage to better viewing, despite them being there well before the first car arrived.

We got set up, with clocks communications, lighting and check sheets for the first car, practising our drill with the stop line crew on the course cars. Just as we were really getting in to the swing of things the cars dried up and the stage was stopped. Unfortunately car 57 of Euan MacKay and Michelle Falconer caught fire. This led to the cancellation of the stage after only about 25 competitive cars. This was a real shame and the only cancelled stage of the event. This was not only a disappointment for us and the people in stage, but for the finish ceremony which had been located to Dervaig for the first time in history. With the cars not being able to pass the stage it meant that there were no cars for Boyd Tunnock to congratulate on the completion of the event.

Sunday saw the prize giving in Ledaig carpark in lovely sunshine with huge crowds of rally folk, before the inevitable celebrations that last into the evening. Monday was spent unwinding, before travelling home on the Tuesday. I was pleased with how my duties tied in with being able to watch, something that you can very rarely plan for or expect to happen. I only knew about my Ardtun duties prior to being on the Island.

I don't know what it is about the event that makes it special in so many peoples eyes. There are many combinations, like the Rally community, the Sense of adventure, the Atmosphere, the place in its self and the people who live there. If you have never been, even if you just go for a watch, it is surely one of those events you must attend whilst you can.

Next event will be the Roger Albert Clark for me, so expected the unexpected!

Bye for now, Gareth Adams.

Roger Albert Clark Rally
23rd - 25th November 2012
www.rogeralbertclarkrally.org



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



Is it just me or has October seemed a little Quiet. Probably just me - I am sat here (8pm Saturday the 13th October) writing my monthly grumble slot (*I try to get it out of the way before the mad scramble at the end of the month*) wishing it was next week and then I would be out on the Illuminations Rally (**Postponed !!! See below**) and I am thinking why did I not go to Mull or even to the Adgespeed Stages at Three Sisters. It seems ages since the Heroes Rally at Weeton and I have just realised it was only a fortnight ago. (*And I have only just dried out!!*) Oh how time seems to fly when you are enjoying yourself

Eighteen months ago I was quite happy to go out and do my bit by Marshalling on events and out of the blue I got a phone call from Colin Sedgwick - Did I fancy having a go back in the silly seat and navigating for him on the Lonsdale Belt? The answer he got was a resounding 'No way' - Too Old, Too out of touch, Too much sense nowadays', however, following a long chat and a run out in his 'vintage' Opel Ascona (now sold) I found myself talked into giving it a go And I was hooked again.

Since that first outing with Colin I have had a whole load of fun and have ridden shotgun for Paul Gray in his incredibly quick mini, Matt Chapman in his Peugeot 106, Jonathon Webb in a 4WD Subaru, Dan Hurst in the always sliding Fiesta and Charles Andrews in the Suzuki Swift as well as my regular ride with Andy Ritchie in his aging Golf Gti - now replaced by the ex Ian Farnworth BWM Compact. In those very short eighteen months I have managed to squeeze in some 16 events and I still feel like a novice at the start of each event. Following the Illuminations (*GRRRR*) I am out again with young Mr. Hurst (finished joint 1st O/A - 12 car) and after that I am really looking forward to doing the Devils with Paul (the Barrow Taxi) Brereton in his immaculate Mk1 Escort RS2000.

There is a terrible shortage of Navigators - otherwise this old chap would not be in such demand, surely there must be some young and keen club members who can fill this gap. For some reason most young Navigators want to be Stage Co-Drivers these days without learning the basics of map reading. Stage Rallying is OK but it is also an expensive way to go, and at its cheapest you do a few laps of an old airfield - where's the challenge in that. Road Rallying is relatively cheap and you need to be able to keep your concentration going for 5hrs or more over 150miles + of 'always on the go' competition. I know that Road Rallying gives me more smiles per mile and a thousand thrills per pound spent. (See page 46)

Monday 15th October and I have just heard that the Illuminations Rally has been "postponed". With the Illuminations now out of the window (*maybe not yet! Will wait and see*) Andy & I have had a quick chat and decided to end the year by doing the Chelmsford & DMC Preston Rally (Entry No. 61 out of 65 & with a £120 entry fee) - Looks like a full weekend just getting there & back never mind the event!!!! A Round trip of 568 miles.

Wednesday 24th October - Illuminations to run - 8/9th December - If they get enough support

Monday 29th October - Just heard that the KLMC Devils is now Cancelled - Expletive Deleted!!!!!!



Countdown Rally - Andy Ritchie



Forthcoming Little Devils Tests with Paul Brereton in his 'Mint' RS 2000



VK Derbyshire - Matt Chapman



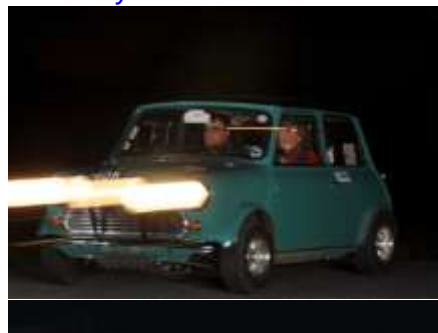
061Altratech Rally - Andy Ritchie



G&PMC Memorial Rally
Andy Ritchie in the Golf Gti



Lonsdale Belt 2011
Colin Sedgwick - Opel Ascona



2011 G&PMC Memorial Paul Gray



Morecambe Rally
1st run in the BMW Compact



John Robson 2011
Dan Hurst Fiesta Mk 1



Ryemoor Trophy
Charles Andrews



All,
Just to pass on a extra large thank you to all who attended and helped last Sunday in the horrendous wet conditions. Although the radio crews did have your cars to sit in I'm sure you will agree the marshals had the raw end of the deal. However whenever we where in contact with them they always seemed to have big smiles on their faces, I'm not sure if I'd been one of them it would have been the same for me. Some nine stages where ran before everyone decided to call it a day as some of the water puddles had got extremely very deep. Results and stage times are attached along with a personal thank you below from Alan Shaw the event Clerk of the Course.

Please note we still need lots of help on the Glyn Memorial Stages on Anglesey on the 03rd and 04th of November, let me know if you can help

Cheers Bill;

Hi Bill

I am having to use my old e-mail address as the orange one is down again.

Can you please pass this out to all the radio, recovery, safety crews who worked on the Heroes Stages Rally. I thank them all for the work they did on that horrendous day.

We raised approx 350/400 pounds to Help For Heroes.

Alan Shaw C of C

Just to let you know we now have the dates for next years Bike Rides on the web list, apart from the Manchester the Chester which is still being sorted.

There is also a change of date for Greystokes 2013 event. Sunday 14th July 2013

I do know most of you wouldn't have known Chris Leggatt, but he and his Wife Sue have both been helping with the Bike Events continually for 20 years and I for one do consider him as part of our team and I thought you should know over his passing on - I have sent his Daughter a small note below.

Bill;

Andrea,
I'm really shocked and saddened with the news over Chris. He and Sue have been helping me as marshals on bike ride events, after checking, since 1993 and that's a long time. The last time I saw him was on the 02 of September, just a month ago. What I remember the most is his wonderful smile and enthusiasm he had for life itself, nothing was to much trouble.

Could you please pass on my deepest sympathies to Sue and hope she is coping the best she can under the circumstances.

Sincerely Yours

Bill Wilmer

and all the Bike Ride Team



Chris Leggatt

OUT & ABOUT With Gemini

Forthcoming Events

If you can help on any of these please let me know:-

Glyn Stage Rally

Sunday 03 and 04th November

at Ty Croes

Neil Howard Memorial Stages Rally

Saturday 10th November 2012

at Oulton Park Race Circuit in Cheshire

Hall Trophy Stages Rally

Blyton – Lincolnshire,

Clitheroe & DMC

Multi Use Venue,

Sat 1st December

'Golden Microphone' Awards

Thursday 27th December

Dressers Arms

Nr. Chorley

Gemini

Communications Team

MOTORSPORT MANAGEMENT SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicommunications.org.uk

Bill Wilmer 07973-830705

w.wilmer@btinternet.com

Championship Positions to date:

1st,	Gemini 56 - Tony Jones	- 27 points
2nd,	Gemini 13 - Stuart Dickenson	- 20 points
3rd	Gemini 48 - Peter Langtree	- 18 points
4th,	Gemini 6 - Dave Crosby	- 17 points
= 5th	Gemini 39 - Alan Shaw/Les Eltringham	
	Gemini 14 - Adrian Lloyd,	
	Gemini 18 - Eve and Graham,	
	Gemini 59 - Maurice Ellison	- 16 points.
9th,	Gemini 9 - Keith Lamb	- 15 points
=10th	Gemini 23 - Ian Davies	
	Gemini 12 - Chris Jarvis	- 14 points
	Gemini 31 - Duncan Stock,	



MSA lines up Portland for closed roads brief and calls for supportive local authorities

The MSA is set to appoint leading public affairs agency Portland to bolster its campaign to facilitate closed road motor sport in mainland Britain.

The campaign is seeking a change to the law that will empower local authorities to close a road temporarily in order to facilitate motor sport events on the public highway, without needing a costly Act of Parliament to suspend the Road Traffic Act.

The Portland team will assist the MSA with a strategy of grassroots campaigning combined with a targeted Westminster and media effort to deliver a change in the law.

"Portland will assist the MSA in mobilising the resources and support that we have within the motor sport community in order to demonstrate, not only to government but also to other important groups, that this would be of great benefit to local communities in terms of tourism, economic prosperity and civic pride, at no cost to the public purse," said Colin Hilton, MSA Chief Executive. "We are grateful to the team at Bell Pottinger Public Affairs for their valuable work on the MSA's Public Affairs campaign over the past four years, which has resulted in a significant raising of motor sport's profile within Westminster."

Research commissioned by the MSA and conducted by the Sport Industry Research Centre at Sheffield Hallam University has shown that a closed road motor sport event could generate up to £1 million for the hosting community.

"We are working closely with the officials at the Department for Transport," continued Hilton. "They are currently undertaking the necessary pre-consultation work and we are currently hopeful that a public consultation will be held in the Spring of next year."

"We are particularly keen to identify any local authorities that have already expressed an interest in hosting an event on closed roads, so if clubs or individuals have these relationships it would be very helpful if they could pass the

Marshals' registration

In line with the revised marshals' registration process, which includes an online renewal facility for 2013, all applicants – whether first-time or renewing by post – must use the new registration form, which is available from the MSA website :

www.msauk.org/uploadedfiles/msa_forms/2013_Marshal_Reg_Form.pdf

Please kindly note that any older versions of the form will not be accepted by the MSA Licensing Department and will be returned to the applicant.

Sid Watkins, 1928-2012

MSA Chief Executive Colin Hilton paid tribute to Professor Sid Watkins OBE last month after the legendary F1 doctor passed away at the age of 84. "With the work that he undertook over the past 50 years, it is quite possible that Sid Watkins has had a greater impact on modern day motor sport than any other person," said Hilton. "Every driver in the sport owes Sid an enormous debt of gratitude for the safety advances that he introduced in Formula One and latterly through the FIA Institute that have made their way down throughout the rest of the sport."

"Sid began his involvement in UK motor sport as a member of the Royal Automobile Club's Motor Racing Medical Panel. In 1997 he was awarded the Prince Michael Centenary Award of Merit for his services to the sport and has always remained an honorary member of the MSA Medical Panel. "Yet as well as being extremely knowledgeable and dedicated, Sid was also incredibly entertaining and engaging, something he demonstrated every year at the Watkins Lecture. He will be sorely missed."



Bognor MC raises thousands for charity

Bognor Regis Motor Club's second annual classic car tour and picnic (TAP) has raised £4,000 for Sussex Air Ambulance.

Seventy-eight cars, including a 1927 Austin Seven and 1927 Alvis 12/50SD, toured the Sussex and Surrey countryside, with a large proportion of the event's profits being donated. A raffle was also held, raising £1,100.

"We are thrilled to raise such a large sum for such a great cause," said Clerk of the Course Ali Green. "This would not have been possible without sponsorship from all of our supporters and prize providers. On top of that we have to thank our wonderful team of voluntary marshals and the fantastic participants who all entered the event with such enthusiasm and gave so readily."



The MSA has recruited Jess Fack to the newly created position of Development Officer, a role that will principally involve working on the Go Motorsport campaign. For much of the last four years Go Motorsport has been run externally by MPA Creative, which continues to hold the MSA's public relations account. However, the MSA has now brought the project in-house under Director of Development and Communications BenTaylor.

Jess, 25, is a Geography with Sport Management graduate who has spent the last three years working for British Judo, most recently in a volunteer development role. "I've grown up in grass roots motor sport and my early career has been spent in development for another National Governing Body, so I'm really excited about combining my skills and expertise with my passion and ultimately encouraging more people to get involved in club motor sport," said Jess.



ASI tickets on sale with MSA discount

Autosport International is back for another year at Birmingham's NEC on 10-13 January 2013, bringing the world of motor sport together under one roof, from karting and rallying to touring cars and BriSCA.

Show highlights are set to include the Historic Motorsport and Karting areas, as well as the Careers in Motorsport area, which features everything you need to know about getting started in the industry. There will also be a display of 2001

WRC champion Richard Burns' rally cars, while among the special guests will be sportscar legend Allan McNish.

MSA members qualify for a £5 discount on Autosport International tickets: simply quote the code MI3A when buying. Discounts are available for group bookings. To register, call +44(0)845 218 6012.

Humphrey confirmed for Autosport International 2012

BBC F1 anchor Jake Humphrey will return to Autosport International at the NEC in January. On the Saturday and Sunday Humphrey will provide a behind-the-scenes insight into the world of Formula One, before answering fans' questions and signing autographs. "I really enjoy my time at Autosport International; it is great to spend time with such passionate fans," said Humphrey. "It's quite different to be the one being asked the questions!"



Harvey takes British F3 crown in final round

Team UK's Jack Harvey took a pair of victories in the Cooper Tires British Formula 3 International Series finale at Donington Park to become the first British driver to win the title since Mike Conway in 2006.

Harvey closed to within a point of erstwhile championship leader Jazeman Jaafar with a lights-to-flag victory in race one. Sixth place in race two moved the Racing Steps Foundation-backed driver narrowly ahead and he then sealed the crown with another win in the final race of the year.

"It has been an amazing year and to win the British F3 championship today is a dream come true," said the 19-year-old. "I want to say a huge thanks to the Carlin team for all the hard work they have put in over the year. Most of the work goes on behind the scenes but these guys work so hard every day of the year to give me a fantastic car to drive. I also want to say a massive thanks to Derek and Graham from the Racing Steps Foundation for their support again this year. And of course to my family who are there for me every step of the way."



Morgan and Evans take rally titles

Team UK co-driver James Morgan has completed a memorable season on the maps, claiming the MSA Asphalt Rally Championship alongside Damian Cole at the weekend to add to his MSA British Rally Championship R2 and Fiesta SportTrophy UK titles with Matthew Cathcart.

"The season has gone as well as I could have expected," said Morgan. "Being part of Team UK has definitely been a big help; I've had psychology sessions with Dave Collins and I've spent time in the lanes with Nicky Grist practising making notes."

Meanwhile Team UK's Elfyn Evans took the RS and Fiesta SportTrophy UK drivers' titles despite not even contesting the final round in Yorkshire. The 23-year-old currently leads the WRC Academy and will continue his title push on the next round in France.

Parry crowned InterSteps champion

AASE graduate and Development Squad racer Matt Parry became the new Dunlop InterSteps champion with a win and two third places in the final round of the season at Croft. Parry's win in race two was his 13th of the season, setting the championship record. "We knew, coming into the weekend, that we just needed to keep our heads and rack up the points we needed to make sure of the title," said 18-year-old Parry.

"Three podium finishes were good enough, and helped maintain our record of being in the top three in every race we finished – but it was still nice to add another victory!"



McLaren Autosport BRDC Award

Four of the six finalists for this year's McLaren Autosport BRDC Award are members of the MSA Academy: Jake Dennis, Josh Hill, Jordan King and Josh Webster. Dennis, Hill and King all compete in Formula Renault 2.0 NEC and engage with the MSA Academy to develop their skills. Meanwhile Formula Renault BARC title contender Webster is a graduate of the MSA's AASE programme and now a Team UK driver. The two other nominees are Star Mazda champion Jack Hawksworth and Formula Renault Eurocup driver Melville McKee.

The finalists will all take part in an on- and off-track assessment at Silverstone next month and will be judged by a panel including BRDC President Derek Warwick, DTM driver Jamie Green, McLaren's Mark Williams, circuit commentator Ian Titchmarsh, and Autosport's Kevin Turner and Marcus Pye.

The winner will be announced at the Autosport Awards in December and will receive £100,000, a McLaren F1 test drive, BRDC membership and a TW Steel watch.



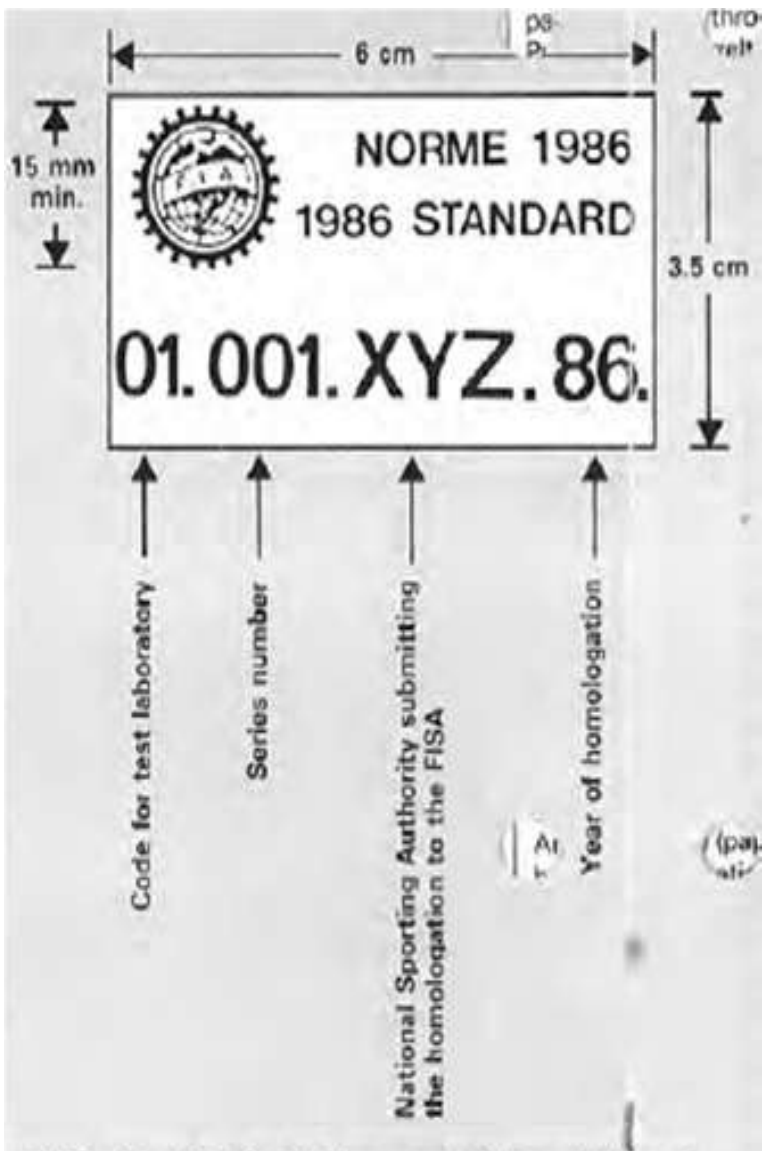
Technical/Regulations

Guidance on homologation labels for overalls

The image below shows the FIA homologation label on a set of overalls presented at scrutineering recently, leading to a query as to whether the homologation was valid.



The label above was sewn onto the waist belt, which is notable because for many years now the FIA homologation regulations for overalls have required the label to be directly embroidered onto the rear of the collar. Prior to this the requirement was for the embroidery to be sewn into the stitching of the “upper frontal part of the garment” (for the FIA 1986 Standard). Also notable is the poor quality of the stitching.



The diagram (bottom left) details how the homologation label for the FIA 1986 Standard should appear, as well as where it should be located on the overalls. Because this example is not located in the correct place it does not comply.

For reference, the image below shows how the current FIA-8856-2000 overalls standard homologation should appear, noting that it must be embroidered directly onto the outermost layer of the overalls on the rear of the collar.



Mud flaps on Stage Rally vehicles

Since guidance on mud flaps was issued in the last issue of MSA News, the example pictured has been encountered on an event.

Competitors are again kindly reminded that (R)48.1.12 requires mud flaps to extend to a minimum of 40mm each side of the tyre tread, which is clearly not the case in this example.

It is unclear what advantage the competitor expected to gain by modifying the mud flaps in this way.



Ground clearance

Competitors are reminded that, in accordance with (J) 5.20.11, all cars – other than those complying with International Formulae – are required to have a minimum of 4cm ground clearance. Supplementary Regulations (SRs) may require even higher ground clearance, and scrutineers have been instructed to be more rigorous when checking this area.

Technical/Regulations

Drag reduction systems

The MSA Technical Department has recently been asked whether 'drag reduction systems' are permitted on cars under MSA Regulations, and can confirm that they are not due to the following regulations:

- (J)5** *The following technical regulations are mandatory and apply to all vehicles in all forms of competition (other than Karting)...*
- (J)5.20.10** *Not have skirts, bridging devices or any form of aerodynamic device between the chassis and the ground/track. Any specific part of the car influencing its aerodynamic performance must:*
- a) comply with rules relating to coachwork.*
 - b) be rigidly secured to the entirely sprung part of the vehicle.*
 - c) remain immobile in relation to the vehicle.*

Any aerodynamic device that is not fixed, or is capable of being moved while the vehicle is in motion, infringes

(J)5.20.10(c). An aerodynamic device can be altered using tools is considered 'fixed' and satisfies the above regulations, but if the adjustment can be made by a servo motor/hydraulic cylinder/pneumatic cylinder/Bowden cable/mechanical linkage or similar device, then it is not fixed and not acceptable.

IAME Parilla cadet engine now on sale



The new IAME Parilla Gazelle 60cc UK air-cooled engine, which will power the MSA British Cadet Kart Championship from 2013, is now on sale. The engine is available directly from the UK importer, John Mills Engineering Ltd, or from the approved dealers listed on IAME UK website (iame.co.uk). Each unit costs £846+VAT for a complete package, including the carburettor, ignition, clutch, engine sprocket and complete exhaust system.

The draft engine fiche will be available soon on the MSA website at www.msauk.org/kart_tech and also at www.iame.co.uk. The final fiche will be available from 1 January 2013.

Final call for journalist and photographer award entries

Aspiring young motor sport writers and snappers have until 1 November to submit their entries for the 2012 Renault MSA Young Motor Sport Journalist and Photographer of the Year Awards.

Each winner will receive a trophy and a cheque for £1000 at the MSA's Night of Champions ceremony at the Royal Automobile Club in January. In addition the winning photographer's images will be framed and displayed at Motor Sports House and will appear in MSA magazine.

Candidates must have been aged 25 or under on 1 January 2012 and be able to demonstrate published work involving domestic UK motor sport. They can work in local, regional, specialist or electronic media and are required to submit a minimum of three published articles or photographs from the UK media this year. Application forms are available by email from media@msauk.org



Barnicoat takes British Kart title at first attempt

MSA Development Squad member Ben Barnicoat capped a stunning maiden season in KF2 by sealing the MSA British Kart Championship title with a pair of wins in the season finale at Sherington.

Barnicoat's British title success follows his CIK-FIA European KF2 triumph at PFI earlier in the year. "It's a great way to end my first year in the series," he said. "It goes without saying that I couldn't have claimed the title without all the fantastic support I get from the Racing Steps Foundation, the RSF Zip Young Guns and ART Grand Prix who have given us an absolutely brilliant kart. Winning championships is all about team work so I'd like to dedicate the win to them. I can't say how much I appreciate everything they do for me."



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

FOR SALE

Subaru Impreza RA Tarmac Spec.



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

Engine

Pace Alloy front mount intercooler/ radiator
kit fitted, Flowed heads, Up rated ECU
Alloy competition engine mounts
Ultra lightweight alloy fly wheel
Paddle Clutch

34 mm tagged turbo restrictor fitted
Dump valve
Big bore exhaust (cat replacement pipe)

Suspension / Brakes / Running Gear

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

Shell

Safety Devices Roll cage, Sparco Seats
Sabelt five point harnesses
Electric plumbed in / hand held Fire
extinguishers just been serviced for this season
Electric type electric master cut off switch
Alloy door/ firewall panels
Additional gauges / Switch panel
Crash helmet net, Map light / net
OMP dished Suede steering wheel
Kaylan fitted Mud flaps
Alloy sump, tank and diff guards
Auxiliary Spots
WRC style roof vent, High Boot Spoiler
MSA Log book and a fresh 12 months MOT
will be provided with the car.



This is a very straight, tidy and well-presented car with
all stickers now removed and ready to go rallying.

£8,750 ono

Serious Enquiries only please email : jonchamb@hotmail.com



Coppermines Grizedale Stages Sat. 1st December 2012

Coppermines Grizedale Stages Rally 2012 will take place on Saturday 1st December 2012 and be based in Coniston with the support of Coppermines and Lakes Cottages. Some details are still being worked on but what we can tell you is that the format will be as follows:

The rally will revert to its' more usual 1-day format so that those that don't want to stay overnight can arrive, scrutineer, rally and return home, in the one day. Obviously the legendary "Lakeland welcome" is available to all those in the know who do stop over!!

The route will comprise approximately 43 stage miles and 40 road miles. 1st car away will be at the leisurely time of 10:00hrs. Historics and 1400's will be first on the road, followed by the "big boys" with a 10 minute gap. There will be two 9-and-a-bit mile stages in Grizedale West followed by the two short (2.5 mile) stages in Dunnerdale dove-tailed together. There will be "emergency service" allowed between Grizedale and Dunnerdale. Management cars will therefore be allowed for the first time this year.

After Dunnerdale there will be a 30-minute service halt at the excellent Skelwith Fold followed by re-group. The sting in the tail will be a monster 18-mile stage through Grizedale West. This stage is essentially a combination of the first two stages but with some loops removed. The last car is expected back at the finish around 15:45hrs. Entries will be limited to 75 cars – so you'd better be quick when the entries open on 15th October!!

Lancaster M.C. Quick reminder about the Black Sheep Road Rally

on the
17th/18th November

entries are still being accepted and marshals are required and greatly appreciated.

MARSHALS WANTED Contact

07528-704105

lancastermotorclub@gmail.com

Or Alison Brown (Secretary)

mrsalisonbrown@sky.com.

**Next club meeting will be on
Wednesday the 7th November at
the Golden Ball Hotel Lancaster
Road, Snatchems, Morecambe,
Lancashire LA3 3ER, at 8pm,**

This will be the first meeting under the newly appointed committee, we would really appreciate a full turn out for the next meeting, to introduce the new committee and discuss some of the exciting ideas we've got and to generally socialise and natter about all things motorised.

Any questions or queries do not hesitate to email the club secretary
Alison Brown

WANTED

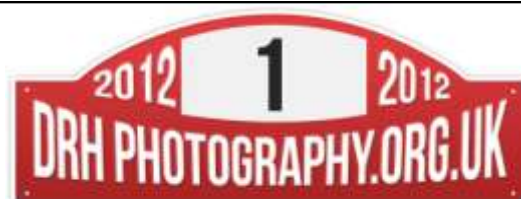
Road Rally Navigators

**Over the past few months I have
been contacted by several
drivers who have built or
bought cars to compete in next
years SD34MSG Road Rally
Championship. (from raw
Novice to Expert)**

**All are struggling to find a
Navigator. Can you help?**

**If you fancy having a go - either
drop me an email or give me a
call. Maurice Ellison**

**Email : sd34news@gmail.com
Tel 07788-723721**



**www.drhphotography.org.uk
Or 07858-880511**

Duncan Littler,

*2 Pendref, Dwyran, Anglesey,
Gwynedd. LL61 6YL*

Tel: 01248 430015 Mob: 07740 179619

e-mail: postmaster@dtlittler.f9.co.uk



**Dave & Julie Harwood at
Road & Stage Motorsport Ltd.
Whitegate,
White Lund Industrial Estate,
Morecambe.**

**Happy to help with all your
rally needs.**

**Just call or Telephone,
You are always welcome.**

Tel: 01524 844066

www.rsmmotorsport.co.uk

Email: sales@rsmmotorsport.co.uk



CARTERSPORT
Motorsports Media Services

SPORTS WRITING - BROADCASTING - JOURNALISM - PR - PROMOTIONS - PUBLICITY

PO BOX 150, Northallerton, North Yorkshire, DL6 3WZ Tel: 01609 761345

www.cartersport.com



Class 4 and 7 MOT Testing

Private Hire Testing

Servicing and General Repairs

Steve Price

Tel: 07814 953346

**Gilnow Road, Bolton,
Lancashire BL1 4LL**

ANNOUNCEMENT

The Lonsdale Belt Road Rally 2013

The Lonsdale Belt Road Rally will be taking a sabbatical in 2013. I'm currently in the process of taking over a business and simply can't commit the time and effort required to run the event to a standard I'd be happy with.

The event will be back and hopefully you'll all continue to support it as you have done for the last three years

Dan Willan - Clerk of Course

Caernarvonshire and Anglesey Motor Club Pentraeth KIA Glyn Memorial Trophy Stages 3/4 November 2012

Once again we will be providing two days of competitive motorsport at Anglesey Circuit.

This years rally will feature a NEW section of road, never before used.

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 early Sunday evening.

We welcome back members of the Kick Energy Junior 1000 Rally Championship 2012.

Also this year all class winners in the Glyn Memorial Stages will get a half price entry on the 2013 Glyn Memorial Stages.

We also have a class for Historic cars.

During these times of rising costs, we have been able to keep the entry fee at the same rate as last year.

The first 65 entries will be on a first come first served basis, the remaining 20 entries will be at the organisers discretion.

There will not be the Anglesey or Caernarvonshire events this year (the one day events).

Regulations are now online at [http://](http://www.camconline.co.uk/)

www.camconline.co.uk/

Online entries are now open at <https://www.rallies.info/webentry/2012/glyn/>

Entries will also be accepted by post to the address in the regs. Cheques will not be banked until a week before the event.

We look forward to your entry and to seeing you on Anglesey in November!

Angharad Davies

Entries Secretary

Here's a question for you....what do you do if you want to compete on the Glyn Memorial stages at Anglesey Circuit on Saturday and Sunday, 3rd and 4th of November but you dont want to service out in the cold? Answer.....hire one of the brand new pit garages at the circuit of course!

We have 11 brand new pit garages available for hire on the Glyn Stages. Each garage will hold two cars and therefore there is space for 22 cars under cover. Each garage is equipped with lights and electricity which makes servicing on the Glyn a dream. Remember, 4 stages on Saturday night will be in the dark so these garages will be ideal.

Here's the deal. We will only hire out a complete garage and the cost will be £120 for the weekend. Now if you want to share that garage with your mate then you could halve that cost to £60 for the weekend, or £30 per day. You will also be able to securely park your car overnight in your garage.

To book your garage, contact Aled direct via email only giving your full name and contact details. If you have not sent your entry in at the point of requesting your garage, then you have 4 days after in which to get your entry in or your garage will be allocated to another competitor. To book your garage, email Aled at aledpennant@gmail.com

Sorry but this is the only way to book your garage.

2013 BRITISH GRAND PRIX

Yes - it's that time of the year again.

You will also find copies of the MSA Marshal's Record Form and guidelines for applications for the 2013 British Grand Prix on our website

www.marshals.co.uk/national/bulletin/National+Chairman/91.htm.

The date is June 28th, 29th, 30th 2013

The MSA are looking for experienced marshals who will attend all three days at the event and have officiated for at least twelve days in 2012 in the duty for which they are volunteering. If for exceptional reasons (marriage, ill health, change of job etc.) you were unable to do 12 days then please submit an application with a short note of explanation. You may apply for more than one duty (e.g. track and flag but must have done 12 days in each of the duties in 2012 (i.e. a minimum 24 days).

Please note that multi-day events count as individual days, e.g. a weekend event can count as two days. These requirements are the same for marshals volunteering through any club, not just the BMMC.

Applications must be on the MSA form, please do not submit any additional sheets or generate your own on personal computers etc.

This application form should be used by everyone who wishes to volunteer.

Applications from novice/trainee officials unfortunately cannot be accepted.

Please ensure that if you wish to volunteer for the 2013 British Grand Prix that you send your completed Record Form to me by no later than Sunday 18th November 2012.

All completed forms will be reviewed by the regional chairman. When we submit nomination forms to the MSA, the MSA will assume that the club is happy with the competence and experience of the marshals concerned and is endorsing their nomination. I will complete the Club Approval box on the nomination form once the regional chairmen have signified approval.

The completed application form is also sufficient for insurance purposes and so a separate Green Slip is not required.

Please do not send applications directly to the MSA or to your regional comps sec – send them to me (do NOT use recorded or signature required mail - it costs me a 16 mile trip to the post office!)

Chris Hobson (GP2013)

Ballaugh, 27 Dollicott

Haddenham

Bucks

HP17 8JL.

Chris Hobson

National Chairman BMMC

THE marshals' club



Home: +44 (0) 1844 290631



Mobile: +44 (0) 7789 206 809



HEXHAM & DISTRICT MOTOR CLUB THE JOHN ROBSON NAVIGATION RALLY

Plans are well advanced for the 2012 John Robson, the penultimate round of the 2012 SD34 Road Rally Championship which runs on Saturday 10th. November and we would like to give you a little bit of information about the event for the benefit of those competitors who have not done it previously.

Northumbria may be a bit of a mystery to many rally competitors but, apart from possessing such great stage venues such as Kielder Forest and the Otterburn Military Ranges, there are also miles and miles of superb roads just made for rallying, everything from fast moorland stretches to tight twisty lanes. Almost deserted and remarkably traffic free, they combine to make a great route for a night's rallying.

Because there are relatively few rallies in the area, indeed, most events are visiting long distance historic rallies such as Le Jog and Flying Scotsman, there are few, if indeed any, black spots or complaint areas, so the organisers can pick the very best roads knowing there are likely to be no objections. This means the events tend to be competitive right through without any "Stop Go" or endless Quiet sections. Although run as a Navigation Rally, competitors should not worry about being faced with any "MENSA" type of route instructions. As previous entrants will testify, the navigation tends to be pretty straightforward, mostly map references, spot heights and tulips, while Novice crews are furnished with a very simple, easy to follow, all tulip road book.

A feature of the John Robson has always been the social side of the event and this is set to continue this year. The market place start in Allendale town centre always draws a crowd of both enthusiasts and interested locals while the evening format means that the event finishes with the traditional Hexham "Apres Rallye" buffet at a reasonable hour allowing time for a pint and a chat about the night's "Happenings" before heading for home. Ever conscious of the rising costs to club competitors, the organisers have maintained the rally entry fee at *below* £50, this includes the supper at the event finish.

Regulations for the 2012 John Robson Navigation Rally are available to download from the club's

website www.hexhammotorclub.co.uk or, in case of difficulty, please contact the rally secretary,

Ed Graham e-mail edgraham@btinternet.com

2013 PIRELLI INTERNATIONAL RALLY

The Pirelli International Rally has cemented its position as one of the country's top motorsport events by being included in the 2013 MSA British Rally Championship for a record breaking 22nd consecutive year, ensuring that an International field of top class drivers will again be seen competing over the classic stages in North Cumbria and the legendary Kielder Forest.

Never slow to come up with innovative ideas, the 2013 Pirelli International Rally will feature a short, sharp punchy format with a Saturday lunchtime start and the rally running through into the evening before an overnight halt precedes a Sunday morning loop with the leading crews arriving back at the Carlisle finish just after lunchtime. The organisers hope that this formula will result in reduced road mileage, reduced costs for competitors and a reduced workload for support teams and officials.

For 2013, the Pirelli International Rally will run under a National A permit, opening up the event to a much wider spectrum of competitors and enabling many club drivers to take part in the event. Allied to the new regulations permitting non-homologated cars to enter the British Rally Championship, it all adds up to the potential for a much increased entry.

Rally Headquarters for the 2013 Pirelli International Rally will again be at Carlisle Racecourse where the superb facilities are very much appreciated by competing teams and the venue will again host the "Rally Village", introduced this year and an instant hit with rally enthusiasts, it will give spectators the opportunity to view a vast array of rally exhibits and trade stands in between watching the competing cars being worked on in the adjacent Service Area.

The 2013 Pirelli International Rally will run over the weekend of 4th/ 5th May 2013, for further information please visit the

The 2012 Premier Rally and Premier Historic Rally Sunday 18th November.

Entries and regulations available at www.premier-rally.co.uk
The event will again be run entirely within Sherwood Pines forest with 6 stages totalling 33 forest stage miles, ZERO road miles and service time after nearly every stage.

This popular format means that the rally cars do not have to be taxed or insured for the public highway.

To achieve such a compact format the maximum entry will again be limited to just 60 cars.

We encourage competitors to submit their entry using the simple web entry system which is both quick and efficient. Payments can be made via Bank Transfer, PayPal or by sending a cheque to the Entries Secretary. Please note we will not be cashing any cheques until 8th November and we guarantee a full refund if an entry has to be withdrawn before the closing date

Clitheroe & DMC
Hall Trophy Stages Rally
at Blyton circuit,
Saturday 1st December,
regs available from the CDMC website :
www.cdmconline.com
& also at www.sd34msg.org.uk



Armstrong Galloway Hills Rally

Sunday 28th October 2012.

The event will again be based in Castle Douglas, and will be contested over a compact route of over 40 forest stage miles linked by less than 70 road miles. With the option of Saturday or Sunday scrutineering, centralised servicing, Car 1 scheduled to finish by 13:00, and a great ferry deal with Stenaline for our Irish friends, the final Scottish gravel rally of 2012 is not to be missed!

UTS CHEVIOT

KEITH KNOX STAGES RALLY

OTTERBURN 4TH NOV 2012

9 Stages of approx 90 miles on the demanding Otterburn roads with 25 link road miles & a central service area. The entry fee is £350. We have tried to keep the stages as demanding as possible & have used as many of the roads as were available to us. This means we can have some stages in excess of 15 miles. There will be a Recce on the Saturday & safety notes will be available for purchase as usual. The event is a counting round of the following championships: REIS – Get Connected MSA Asphalt Rally Championship, AS Performance North of England Tarmac Rally Championship, SG Petch A.N.E.C.C.C Championship. We look forward to seeing you all on the 4th November.

Earlier in the year

Kirkby Lonsdale Motor Club

unfortunately had to cancel the

Devils Own Rally

due to issues regarding the event permit.

**It has now been rescheduled for the
4th of November**

Regs : www.klmc.org.uk

Chelmsford & DMC

Preston Rally

1st/2nd December 2012

<http://chelmsfordmc.co.uk/Preston>

One new rule this year is that off-roader style vehicles converted to two-wheel-drive are not allowed.



RALLY OF THE TESTS

8th-11th November

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

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

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

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

Contact info - guy@guywoodcock.com

MEM MALTON FOREST RALLY

Sunday 4th November 2012

Malton Motor Club are pleased to announce the continued support for their annual forest rally from MEM World Rally Team. This will be the 15th year that proprietor Chris 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 the traditional date of Sunday, 4th November and will be based at a new start location at Dalby Forest Visitor Centre near Pickering, North Yorkshire. Six long forest stages will be held in Langdale, Gale Rigg and Cropton forests with central servicing at Adderstone Fields which is close to the start location in Dalby Forest. This new start location will enable a more compact event with reduced public road mileage whilst maintaining the usual 40 miles of stages. Regulations will be available in late August on the rally website www.maltonforestrally.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.

Additional information is available from the Press Officer,

Dave Holliday on 01904 763080 or

Email : krisholliday@sky.com

Acknowledgements

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

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

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

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

Terry Martin,	John Gorton,
Alan Barnes,	Andrew Gardner,
Paula Swinscoe,	Matthew Rudd,
Chris Lee,	Sam Bartlett,
Bill Chadwick,	Daniel Coverdale,
Steve Hudson,	Ross Miller,
Nigel Worswick,	Nial Cook
Paul Buckel,	Geoff Bengough,
Tom Byrne,	Jem Dale,
Steve Butler,	Ed Graham,
Andrew Komasa,	Chris Paskin,
Russell Hayes,	Stu MacMaster
Antony & Georgia Shiels	Mike Taylor
Ian Grindrod	Joe & Tim Cruttenden,
Hazel & Steve Johnson,	Joseph Lewry
Bryan & Matthew Gibson,	Malc Graham
Rod Brereton	James Redman
Tony Lynch	John Cope
Allen Durham of Pro-Tec	Dan Ruddick
Bill Wilmer	Gemini Communications
Keith Lamb	(Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
Steve Coombes (Gemini 5)	James Swallow,
Phil James of Pro-Rally,	Andrew Shepherd,
Duncan Littler	Tony King (WMC)
Sue Carter of Carter Sport,	Mick Bryant
Neil Johnson & the Lancashire Telegraph,	
Paul Brereton	'the Barrow Taxi'
Dan Hurst	DRH Photography
Jon Suter	JMS Photographic
Rachel Bourne	Bourne Photographic
Arron + Stuart + Lynn Newby of TEGSport,	

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

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

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

*Deadline for copy is Tuesday 27th Nov
for the December edition which is due
out on Friday 30th November 2012*

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@mail.com

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

Dave Corris Autos Forest Stages Isle Of Man - Sat 10th Nov

Manx Autosport are bringing back forest rallying to the Isle of Man on the 10th November
Sponsored by Dave Corris Autos
35 stage miles for £199
great travel packages available for off shore crews,
just £410 for entry and return travel for 2 people,
van and trailer details available at
<http://www.manxautosport.org>



Bolton-le-Moors CC

"Neil Howard Memorial Stages Rally"

Saturday 10th November 2012

at Oulton Park Race Circuit in Cheshire.

www.bolton-le-moorscarclub.co.uk/

Broughton Bretton Motor Club

are pleased to welcome you to this years event.

Rali Bryniau Clwyd

10/11th November

The final round of the **ANWCC** championship and penultimate round of the **WBCC** championship we expect a strong entry list.

Entries open on 5th Sept and we urge an early entry should you wish to join us. In return we offer 125 miles of roads on 116 & 117 brought to you in a no nonsense format by crews who currently compete.

Just wanted to let you know that we've tweaked our regs this year to allow anyone who's a member of SD34 clubs (not in your championship though) to enter our event...

ANWCC, WBCC and TVMC championships...

Regs available as below:

http://www.bbmc.org.uk/main_menu.htm

Lancaster Motor Club

the Black Sheep Road Rally

17th/18th November 2012

We are running an **all TARMAC** event that will take on the classic roads of
maps 97, 98, 102 and 103

total mileage approx 165 miles the start venue, Scrutineering and Noise Test will all take place at

A.I Harrison's of Bentham.

The rally is part of the SD34 Championship but it is running as a clubmans event so no need to get your msa licence club membership will be included in entry

REGS available @ www.sd34msg.org.uk

for further info please contact

Clerk of Course Chris Paskin

lancastermotorclub@gmail.com