

# spotlight

The SD 34 MSG Monthly Motorsport Magazine

## October 2011



Motor Sport Group

[www.sd34msg.org.uk](http://www.sd34msg.org.uk)

### Member Clubs

Accrington Motor Sport Club  
Bolton-le-Moors Car Club  
Bury Automobile Club  
Clitheroe & District Motor Club  
Civil Service Motoring Association (NW)  
Garstang & Preston Motor Club  
High Moor Motor Club  
Lightning Motor Sport Club  
Lancashire & Cheshire Car Club  
Motor Sport (North West) Ltd  
Manx Autosport Ltd  
Mull Car Club  
Pendle & District Motor Club  
Stockport 061 Motor Club  
Warrington & District Motor Club  
Wallasey Motor Club  
2300 Club Ltd

Accrington Motor  
Sports Club Ltd



CSMA



## BAC

### Motor Sport (North West) Ltd

Comprising

Blackpool South Shore MC

Chester MC

Warrington & DMC

Knutsford MC

Stockport 061 MC

Wallasey MC

High Moor MC

Ecurie Royal Oak

Lancashire & Cheshire CC



# Chairmans Chat

Welcome to the first issue of '**spotlight**' – The SD34 MSG Monthly Motorsport Magazine which you will find both informative and worthwhile read on a regular basis.

Let me start by explaining a little bit about SD(34) Motor Sport Group, to give it its official title, for those who have not heard of it before and what it is all about.

SD(34) MSG was the brain child of Gavin Frew, who was the Chairman of Longton and District Motor Club in the early 1960's. At that time even fairly successful clubs found it difficult to provide the number of entries and marshals required for a good event. Co-operation was obviously a sensible course of action.

There were just four founder clubs, Longton & District MC, Clitheroe & District MC, Caldervale MC and Mullard 2300 (now 2300 Club Ltd) and the first meetings were held at the Black Horse public house, Much Hoole, on the A59 west of Preston, and under the Chairmanship of Gavin Frew.

At first the newly formed organisation did not have a name. It was Frank Wallace of Clitheroe & District MC who pointed out that all the members clubs lived in the 100km square of the 1" Ordnance Survey map known as SD(34), so why not adopt the name of the square? Thus the group of four clubs, born in 1964, was christened SD(34) Group later the same year.

This was just the start and I will include more about the history of the Group over the years in subsequent issues of '**spotlight**'. I must state that story being told from 1964 until the 1990's are not my words but I am most grateful to those colleagues who built up the history of the Group over those years.

In terms of 'what it is all about' the primary aims of the Group have always been and remain;

- a) To further interest in motoring and motorsport.
- b) To provide members with information, advice and assistance on matters connected with motoring.
- c) To watch the local administration of the laws and regulations affecting motoring and motor vehicles, and to report any proposed local action to the Motor Sports Association.
- d) To promote championships in accordance with the requirements of the MSA.

In the next issue I will add more about the history of the Group and talk about the championships we run each year. Finally I must express my sincere thanks to Maurice Ellison who has volunteered to compile '**spotlight**' and I know he will produce regular excellent issues but to do that he will need your help to supply him with material so please help us to maintain this initial high standard of publication.

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



## Gazzard Accounts

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## WANTED

**YOUR : News,**  
**Views,**  
**Reviews,**  
**Photographs,**  
**Jokes,**  
**Projects,**  
**Events,**  
**What are you doing,**  
**Birthdays,**  
**Anniversaries.**  
**For Sale &Wanted,**  
**Crew RQD**  
**Club News & Events**  
Send to  
**Maurice Ellison**  
**sd34news@gmail.com**  
07788-723721



## Mo's Mutterings (aka Grumpy Old Git)



Last month (September) I produced a trial issue of the SD34MSG Monthly Newsletter 'Spotlight' and it was only distributed to SD34MSG Delegates and a selected few others. In it I used a fair amount of information that had come my way editing the Morecambe Car Clubs Newsletter. Being a member of Morecambe I knew the members and it was relatively easy to get 'news' of what members were up to (events they were doing, cars that were being built / modified etc) and even if they did not regularly attend club meetings I could find out a lot of information via facebook. With the geographical spread of the member clubs of the SD34MSG and not having access to every clubs membership lists I am unable to keep track of everything that is going on within those clubs and their members activities and it makes it harder to present a magazine / newsletter that has the same relevance to members unless Clubs and their members send me their information. So please, please send it in.

I have just re-read my report on the Countdown Rally

(pg 12) and on reflection think I might have been a little unfair to Jerry Hetterick (Clerk of Course). It was a navigation rally and I should have known what to expect, however, it is nearly 40years since I last tackled this type of event and maybe my abilities and speed of thought have gone a bit rusty over the years. I hope that the experience of the Countdown will have polished a bit of that rust away to enable me to perform better on the Clitheronian. If it has then I might consider undertaking Jerrys MENSA challenge next year.

*I would like to include a regular 'Whats On' page which would detail forthcoming events that member clubs are running. E.g Clitheroe & DMC had Nigel Worswick as their Guest Speaker in September talking about Rally Barbados, but I did not find out about it until it was too late and I could not get there (made other arrangements). Please could clubs let me know of these events / clubnights etc - but remember that a fair bit of advance warning is required otherwise your event will have run before the 'Spotlight' is distributed to the very people who might be interested in supporting your event Plus a regular page that featured Member Clubs and some background about those Clubs "Spotlight On . . . " I now need a volunteer Club to send me as much as possible*

**Mozzer**

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

*Email Reports to Maurice Ellison at :*

**sd34news@mail.com**

## The Barrow Taxi Column

**aka Mr Paul Brereton**



The ongoing saga of the Mark 1 Escort restoration, total rebuild or whatever. Finally got my engine back from having a rebore, crank grind, balance and lighten etc. and after having it lie for a week because we were busy, we eventually got round to starting to reassemble it. The piston rings were too big for the pistons and instead of having a gap of 10 to 19 thou. There was an overlap. I quickly got on the phone to the engine machine shop and Malcolm said that these Deves rings were not the best !! but he would make some enquiries and get back to me. Well, the story goes that because the Pinto engine is a Yank derivative, Deves make these rigs to fit some V8 Ford as well as the Pinto and so the rings would need to be filed down to fit. I had a look at the files in our garage and decided that there was no way we would dare to try some intricate work on brittle piston rings with the assortment of well used and somewhat aged equipment in our possession. I bought a nice set of new files and with a little patience the rings were filed down with gaps set to perfection. The pistons were refitted in the block and we ran out of time again. The weekend looming and my next outing in the good old 306 for the Clitheronian. I had recruited Graham Foxcroft of Morecambe fame as navigator and we were entered as semi-expert at no. 18. Now Foxy had heard of my novel approach to stopping my cars by either rolling them over, my emergency stop technique of hitting a large tree or my more gentle method of running through hedges. So at the start I noticed he had a slightly pale appearance. He tried to kid me that it was due to a cold but I have seen this abject fear in navigators before and I know the truth. We set off full of hope but didn't quite achieve the desired outcome. The event was, as usual, well organised by Paul Buckel and his team and the marshalling was spot on. Somehow we managed to miss a passage control that was on a printed handout and that had a detrimental effect on our result so we finished a lowly 19<sup>th</sup>. I think Paul Buckel must be psychic because he had seeded us at 18 and he was only one place out !! The route was fantastic with some magnificent roads that presented quite a challenge and everyone seemed to thoroughly enjoy themselves. I am looking forward to the Illuminations for my next outing and the completion of the Mark 1 Escort for next months report. TTFN **Paul**



# Ford Fiesta MS1



"The MS1 is set to become the first step of the ladder for competitors looking to start out in the Fiesta rally family. The base kit is designed to provide all the safety features required and when combined with the various option kits gives competitors with a 3 or 5 door car the chance to add items piece by piece until they have an R2"

Malcolm Wilson

## Technical Specification

**Engine:** 1.6 Zetec 16V – 1598cc – Ti-VCT. 4 cylinders in line. DOHC. 16 valves. Alloy cylinder head and block. Variable cam timing.

**Power:** 120 PS @ 6000 rpm (97 Octane fuel) – Upgrade Kits to 140 / 155 / 170 PS available.  
Torque: 152 Nm @ 4050 rpm.

**Transmission:** Five speed std. 'H' pattern IB5 gearbox – Optional Plated LSD and Low Ratio Crown Wheel and Pinion Kits available.

**Suspension:** Up-rated fixed rate dampers with Eibach springs, up-rated top mounts front and rear – Optional Reiger Adjustable Damper Kit

**Brakes:** (front): 258 x 23 mm std. ventilated discs with single sliding piston calipers – Optional R2 4 piston AP Racing Caliper Kit.  
(Rear): Std. drum brakes – Optional R2 Rear Disc Kit.

Optional – Hydraulic Handbrake Kit

**Steering:** Electric power-assisted steering.

**Wheels:** OZ 6.5"x15"

**Bodyshell:** Welded T45 steel multipoint rollcage. Optimised seat position and integrated dash bar.

**Dimensions:** Length: 3953mm. Width: 1722mm. Height: 1481mm. Wheelbase: 2490mm. Weight: 1080kg.

The Fiesta MS1 conversion kit covers all of the basic items to build an R1 specification competition car from a standard 1.6 Fiesta Zetec S. The base kit provides a std. 120hp – 5spd synchromesh vehicle with up-rated dampers but uses the fundamentals of the Fiesta R2 to create a solid, reliable and safe base from which the owner can develop their car. Kits are available in 3 door & 5 door, Gravel & Tarmac, RHD and LHD versions.

Details are listed below:

The Fiesta MS1 conversion kit comprises of Roll Cage Kit, Bonnet & Boot Pin Kit, Exhaust Rear Silencer, Engine and Gearbox Mount

Support Kit, Sparco Steering Wheel and Fitting Kit, Up-rated Brake Pads, Braided Brake Pipe Kit, Up-rated Damper Kit with Eibach springs, front and rear. Basic Auxiliary wiring loom kit, Fuel Ancillary Kit (Rollover Valve, Fuel Pipes and fittings), Interior Panel

Kit (Door panels and inner rear ¼ panels and fittings), Competition Seats and 6pt Q/R Harness Kit, Plumbed In and Hand Held Fire Extinguisher System, Spare Wheel Ratchet Strap Kit, Co-Driver Footrest Kit, Protection Kit (Tank Guard & Fuel Filler Protection), 6mm Sumpguard Kit, 4 x OZ 6.5" x 15" Wheels.



## Costs and Optional Extras to go from an R1 to an R2

To supply the Conversion Kit to MS1 (R1) Specification in Gravel or Tarmac specification

£7,500 + VAT

To supply LHD 1.6l Ford Fiesta Sport/Zetec S standard road

£9,745 + VAT

140 PS Engine Kit (ECU Programme, R2 Exh Manifold and System, Air Box + Filter)

£1,500.00

155 PS Engine Kit (As above + Cams)

£2,200.00

R2 170 PS Engine Kit (8500rpm incl. Pectel ECU, Management Loom + Dashboard)

£4,631.00

R2 Engine / Gearbox Mount Kit

£476.78

R2 Engine Cooling Kit

£185.00

R2 Wiring Kit incl. Ford Power Start Button

£1,240.00

R2 Stainless Exh. Manifold + System Kit

£1,254.60

Plated LSD for Std. IB5 Gearbox

£1,787.29

4.6 Crown Wheel & Pinion Kit for Std. IB5 Gearbox

£591.06

Up-rated Driveshafts for Std. IB5 Gearbox

£372.34 ea.

R2 5 Speed Sequential Gearbox with LSD

£4,095.00

R2 Gear Linkage Kit

£260.00

R2 Up-rated Driveshafts for Sequential Gearbox

£763.00

R2 AP Racing 4 piston Brake Calipers Kit

£1550.60

R2 Tarmac / Gravel Disc Kit

£220.00 / £215.00

R2 Brake Bias & Hydraulic Handbrake Kit

£248.00

R2 Reiger Adjustable Damper Kit

£3,980.00

R2 Up-rated Rear Beam Kit

£885.76

And there are a lot more Options to choose from including having MSport build the car for you - visit : [www.fiestasporttrophy.co.uk](http://www.fiestasporttrophy.co.uk)



# OUT & ABOUT With Gemini

## Radio Championship Standings

Bill Wilmer	Gemini 1	11
Graham Cookson	Gemini 2	2
Les Fragle	Gemini 3	4
Ian & Helen Winterburn	Gemini 4	3
Steve Coombes	Gemini 5	0
David Crosby	Gemini 6	4
Tony & Avril Lee	Gemini 7	4
Spencer Wilmer – Spare Set	Gemini 8	0
Keith Lamb	Gemini 9	5
Barry Kennedy	Gemini 10	0
Mark Wilkinson	Gemini 11	4
Chris Jarvis	Gemini 12	6
Stuart Dickenson	Gemini 13	7
Adrian Lloyd	Gemini 14	5
Tim & Joe Cruttenden	Gemini 15	3
Spare Set	Gemini 16	0
Gareth Williams	Gemini 17	0
Eve Fisher & Graham Bray "**"	Gemini 18	8
Jon Williams	Gemini 19	1
Peter Donnellan	Gemini 20	2
Derek Bedson	Gemini 21	3
Not Licensed this Year	Gemini 22	0
Ian Davies	Gemini 23	9
Paul Henry	Gemini 24	5
Chris Woodcock	Gemini 25	6
Mark Dickenson	Gemini 26	0
Roger Schofeild	Gemini 27	0
Andy Taylor	Gemini 28	2
Bill Read – RETIRED	Gemini 29	0
Ian Ackroyd	Gemini 30	0
Duncan Stock	Gemini 31	3
Bryan Flint	Gemini 32	1
John Ellis	Gemini 33	7
David Peaker	Gemini 33a	2
Not Licensed this Year	Gemini 34	0
Charlie Woodward	Gemini 35	0
Not Licensed this Year	Gemini 36	0
David Chappell / Lee Skilling	Gemini 37	4
David Grady	Gemini 38	1
Alan Shaw & Les Eltringham	Gemini 39	2
Ian Smith	Gemini 40	0
Heidi Woodcock	Gemini 41	4
Roger Hilton Whittaker	Gemini 42	0
Tony & Dan Turner	Gemini 43	1
Jan & D.Lord	Gemini 44	1
Robert Brown	Gemini 45	0
Ray & Mary Kavanagh	Gemini 46	0
John Hart (FEE DUE)	Gemini 47	0
Peter Langtree	Gemini 48	7
Jim Tate	Gemini 49	1
Andy Dodd	Gemini 50	3
Gerry Morriss	Gemini 51	0
Steve Gregg	Gemini 52	0
Tom & Vicky Mercer	Gemini 53	2
Peter Shuttleworth	Gemini 54	0
Steve & Matt Broadbent	Gemini 55	1
Tony Jones	Gemini 56	1
Tim Foster	Gemini 99	0
Tony & Margaret Johnston	Gemini TJ	6

(High Band Only - Silk 7 on 81)

## Gemini

### Communications Team

**MOTORSPORT MANAGEMENT SAFETY SYSTEMS**

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**www.geminicommunications.org.uk**

*Any Marshals, Radio Crews wishing to help on events would be most welcome. Novices given training in the use of Radio and reporting + free hire of equipment (to start)*

**Bill Wilmer 07973-830705**

**w.wilmer@btinternet.com**

Just to inform everyone that we have a new team member of **Tony Jones** from Warrington who will be taking on **Gemini 56**. Tony is not new to radio's but is new to our MSA 81 Safety and Medical system we use - Please make him welcome when you come in contact



### RAC RALLY

#### NEWCASTLETON STAGE

Following an invitation [e@mail](mailto:email) from Chrys Worboys - I can confirm we have been asked to run radio control and staff SS 21 & SS 22, the Newcastleton Stage on Sunday the 04th December again this year, looks like we got the night shift again, we should be used to it by then following Mull Rally. The Sign-on time will be from around 3.30 to 4 pm with first car at 17:28 and returning for another go at 20:09.

If you wish to come and help with Safety Radio Communications, please let me know and I'll add you to my list - this will be better for us this year as we don't have Blyton Rally in Lincs. the day before, as yet at least!. (see pg 21 for whole event timetable)

## DOES YOUR EVENT REQUIRE RADIO SAFETY CREWS

**Contact Gemini Communications**

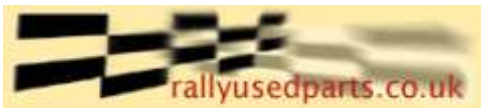
**Bill Wilmer 07973-830705**

**w.wilmer@btinternet.com**

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**Phil Scholes** has a heck of a lot of work to get through on his Fiesta R1 before the car will be ready for the Trackrod rally on the 24th of September (see pg 5)



I bought the wife a fur coat for her birthday, and as she was trying it on she asked me what I thought. I said 'Your knickers are coming down' She looked down and replied 'No they're not' So I said 'If thats the case, the coat's going back'



Nigel Worswick is busy rebuilding the engine for his MkII Escort. A normally aspirated Cosy 'lump'. I am sure there is very little 'normal' about it



**11 September**

## STOLEN

### 15 205 gti alloys.

13 X 1.9 alloys, 6 fitted with colway inters, 7 fitted with road tyres (mostly yoko's).

Also 2 X 1.6 alloys without tyres.

If anyone is offered any please let me know. email me at

**binneyk9@btinternet.com**

**Mark Binney**

### Navigator wanted for the Illumination Rally Oct 22/23

ring Ashley Hodge on 07827-298232

### EXTRACTS FROM DISCUSSION ON BRF

#### So anyone else heard this???

Apparently as from Jan next year you will only be able to use a pinto (no more than .0060" o/s ) or a x flow in an escort on Welsh championship events and every event by 2013..

No xe, zetec ,volvo etc maximum of 1600cc in a Mk2 four door, because they were never offered for sale with a two litre in. Crossflows are apparently fine, as they were a contemporary engine. Maximum of two litres in any car, and like you say no make-swapping. It's going to take some policing...

Surely the rule, if being implemented by the Welsh Association, can only be applied to their CHAMPIONSHIP competitors? The events would be run under MSA regulations which, as they stand, still allow such cars.

There is reference to trying to find ways of excluding these super-cars from road rallies in the latest WAMC minutes, and I'm sure it will eventually come in. But, as a Championship Co-Ordinator I would not want to see the prospect of certain registered contenders in "my" championship not being able to tackle a championship round when they are compliant with the MSA regulations under which that event is permitted.



Sponsor of the ANCC Championships

Spare a thought for Michael O'Leary, Chief Executive of Ry-anair'. Arriving in a hotel in Dublin, he went to the bar and asked for a pint of draught Guinness. The barman nodded and said, "That will be one Euro please, Mr. O'Leary." Somewhat taken aback, O'Leary replied, "That's very cheap," and handed over his money.

"Well, we try to stay ahead of the competition", said the barman. "But you don't seem to have a glass, so you'll need one of ours. That will be another 3 euro." O'Leary grimaced, but paid up. He took his drink and walked towards a seat. "Oh, so you want to sit down?" said the barman. "That's another 2 euro. - Oh, and actually, I see that you didn't pre-book the seat, so in fact it will be another 4 euro." O'Leary swore to himself, but paid up. "I see that you want to use that laptop that you brought with you" added the barman. "And since that wasn't pre-booked either, that will be another 3 euro." O'Leary was so annoyed that he walked back to the bar, slammed his drink on the counter, and yelled, "This is a rip-off, I want to speak to the manager". "You can only contact him by email", said the barman. "And by the way, that will be 2 euro for use of the counter. And unless you are going to wash the glass yourself, that will be another 2 euros. And it will be another 3 euros to use the washroom."

### Julie @ RSM Race Snippets

**10th Sept** : Mallory weather was kind to us so we ran on slicks. Got a 5th in class, well done Paul. Meeting slightly marred by bad accident in the Legends race, driver taken to hospital with broken femur but roof of car had to be cut off to extract him. Hope he makes a speedy recovery.

**3rd Sept** : Busy weekend. Down to Snetterton Friday night and had a Mallock out on saturday. Race combined with the quicker stuff but still got 3rd in class - well done Paul. Drove to Oulton Sunday and had the Chevron F3 out on Monday with a 7th overall which is pretty damn good for someone who has not raced for a year - well done Martyn. Some serious cars out racing and absolutely loved the Formula 5000 - awesome noise.





Peter Taylor/ Andrew Roughead



Paul Swift/Giles Dykes

## Pirtek Lindisfarne Rally - Otterburn Ranges - 11th Sept

**A small matter of 11 seconds stood between victory and a disappointing 2nd overall for Peter Taylor and Andrew Roughead on the Pirtek Lindisfarne Rally.** But being second to a Subaru Impreza and having 2 others snapping at their heels was still a cracking result for a Renault Clio. Over the opening lap of 4 stages, Taylor quickly settled into good pace and returned to first service in second position but complaining of a spongy brake pedal. A quick bleed of the system sorted the problem and the repeated tests would see him increase his advantage over his chasers from 8 to 26 seconds. It all went wrong 3 and a half miles into the next stage when the front near tyre deflated on one of the many Otterburn compressions and he maintains he didn't hit anything. They drove the remaining 6 miles at a reduced pace and a loss of about 90 seconds. With the 'bodywork patched up' and new wheel fitted, they tackled the 2 remaining runs with huge bravado. They recovered 21 seconds on the penultimate stage but were still 33 adrift at final service. Another special effort of the last stage could only recover another 21 seconds than the winner and the youngsters were left to rue what might have been. And finishing next in 5th overall were Barry Lindsay and Michael Lindsay. The boys from Spadeadam did some extra mental preparations for the rally and came intending to just drive to the finish and see what happens. So

what did happen - the usually reliable Peugeot 106 started to play up and they entered first service with a dodgy gear linkage. They persevered with it for the rest of the day and Barry likened it to 'fishing for gears' and 'stirring broth' when it came to changing gears but it didn't slow him down much. As the day progressed, the battle plans seemed to be forgotten too and they got involved with a fight for the class lead. Some onlookers thought his times weren't suffering either as he was changing up a gear approaching corners when most others were changing down !! At final service he felt the need to preserve a result and put wets on the back for the final 14 miles of steady rain. And so the 'Lad and Dad' combination, managed to take another class win and add the title to their achievements of 2003, 2004, 2005 and 2009. Fantastic. David Conley and Mike Scrimgeour wheeled out the faithful Hillman Avenger once more for the event. Problems getting the 2 litre engine repaired meant the 1600 engine would have to be used this time. The first 2 stages didn't feel too good and he was left chasing the top 10 runners. A misfire meant he couldn't get maximum revs but a switch to the backup fuel pump solved the problem. Lady Luck stayed with them when they came across a loose distributor at final service - a stripped bolt being the offending item. Once sorted they tackled the final stage with a vengeance and managed 4th fastest time to move them up from 8th to 6th overall. A new co-driver in Giles Dykes also accompanied Paul Swift's return to Otterburn as 'Coxxy' was away doing roundy roundies. They managed to complete the first lap this time out despite finishing stage 4 stuck in 4th gear. Problem sorted and back out on the roads, Paul settled into a comfortable rhythm and consistent top 10 times. He was another to adopt a more cautious attitude towards the rain and started the last stage on wets. They still set the 6th fastest time and finished a fine 7th overall. Paul was happy to leave the ranges with the Ford Escort Mk2 still intact and having gained some valuable experience of the roads. The evergreen Geoffrey Harkness with Caroline Lodge alongside him produced another solid display to record a 13th overall finish and take 5th championship points. Geoffrey reported a near off on the little loop above the tip from the Camp and blamed the sheep's droppings for the making the surface slippery. He also 'lost' some engine coolant later on but a top up at final service saw him safely to the finish.

**So what happened to those who never made it to the finish?** Michael Glendinning enlisted the services of Paul Hughes for the rally and in the opening 28 miles opened up a comfortable 1 minute and 10 seconds over their nearest challengers. They entered service complaining about the lack of an intercom, and how quiet it had been in the Impreza, but a new battery quickly solved that. So off they headed into Bellshiel 2 only to be caught out on a tightening left 5 almost 6 miles in. Michael nearly caught the slide but a back wheel slipped onto the grass and then the Subaru was into a roll. Both crew members escaped unharmed. Gareth White / Callum Atkinson brought their Citroen C2R2Max with high hopes of a good result. And it looked on as they were mixing it with the quick boys to go into the fourth stage a terrific 5th overall. Unfortunately, it all went wrong a mile and a half in when they lost grip at a hairpin and the back off the car dropped off the road and ripped the whole offside corner off. Chris Anderson and Chris Thirling were another crew heading for a top finish. They were never out of the top 10 overall all day after a solid, confident run over the first 10 stages. They would go into the last 14 miles lying in a super 5th place and with a comfortable 22 seconds cushion on the next crew. They were only 1 and a half miles into the stage and then approaching the hairpin at High Shaw, jumped hard on the brakes. Unfortunately, they had no power when they went back on the throttle. The car seemed to go into "limp" mode as on an earlier rally this year and, on that occasion, it proved to be the throttle position sensor as the villain. Hopefully, the crew from Durham will rectify the problem soon and set the record straight on the Cheviot. Simon Stewart and Doug Levee were making one of their rare appearances in the little Vauxhall Corsa. Unfortunately, they couldn't repeat their fine run of the 'Clark' and drove out just over a mile from the end of the first run through the Holystone stage. They cited clutch problems as being their downfall.

## Round 6 - International Rally Yorkshire - Saturday 24th September 2011

### Trackrod Rally Victory For Evans

Welshman Elfyn Evans took a fantastic victory on round six of the 2011 Dulux Trade MSA British Rally Championship but it wasn't enough to lift the crown despite a brave performance on Rally Yorkshire today.

Along with Aberystwyth co driver Andrew Edwards, Evans knew nothing short of a victory would keep his title hopes alive and hope main rival David Bogie had problems, given that the event comprised the final round of the series following the recent announcement that the final two rounds in the Isle of Man had been cancelled.

With conditions perfect in the classic Yorkshire forests, the TEG Sport Pirelli Shoot Out sponsored Subaru Impreza N15 pairing set fastest time on the opening stage and were never headed throughout the day, setting fastest time on five of the eight stages and not being outside the top three on the remainder, but despite his best efforts, the 22 year old from Dolgellau couldn't do anything about Bogie who brought his Mitsubishi home in a safe third place to claim the title.

Despite the victory on the final round of the series, which added to his Bulldog International Rally of North Wales triumph earlier in the season, the result sees Evans confirm second place in the 2011 Dulux Trade MSA British Rally Championship and for the Carnforth based TEG Sport team, it meant a runner-up placing to add to their two previous British Rally Championship titles.

Elfyn Evans: *"The car has been great and we've really enjoyed it. We led from start to finish but had a bit of a hiccup with a spin on SS5 which lost us a little bit of time but we managed to claw it back. The team has done a great job once again and it's unfortunate we can't take the fight to what would have been two great rounds in the Isle of Man. Congratulations to David, he's a worthy champion and I can't be too disappointed with second place in my debut season for the team."*

Lynn Newby - TEG Sport Team Director: *"It's been brilliant. We're really proud of Elfyn, we've always wanted to win the Trackrod and now we've done it. It's just a shame we didn't have better luck during the year but Elfyn has been the fastest man today and we've ended up second in the championship. We're disappointed about the Isle of Man being cancelled as it's one of our better rallies but we've gone out on a high. Elfyn drove faultlessly and has been a dream to work with and it's a fantastic result given that it's his first year in a four wheel drive car."*

### Results

1, Elfyn Evans/Andrew Edwards,	Subaru Impreza,	1:15:56.8
2, Jonny Greer/Dai Roberts,	Skoda Fabia,	1:16:25.1
3, David Bogie/Kevin Rae,	Mitsubishi Evo,	1:17:52.3
4, Martin McCormack/David Moynihan,	Citroen DS3,	1:21:24.2
5, Peter Taylor/Andrew Roughead,	Renault Clio,	1:21:36.9
6, Callum Black/Paul Wakely,	Suzuki Swift,	1:22:50.2

### Championship Positions (provisional)

- 1 David Bogie 110
- 2 Elfyn Evans 100
- 3 Jonny Greer 95



Milford Haven's Nick Cristofaro will return to the British Rally Championship when he contests the International Rally Yorkshire. Cristofaro was forced to miss the last round in Ulster due to budget constraints but he has managed to secure sufficient support to take part in the Scarborough-based event in his TEG Sport Ford Fiesta ST. He will be reunited with co-driver Janice Moore for the rally, the pairing having previously competed together when Cristofaro contested the Junior 1000 championship in 2009.

# TEG SPORT

## PIRELLI





## Bogie British Champion as Evans wins in Yorkshire

**David Bogie and co-driver Kevin Rae** crossed the finish line of this weekend's International Rally Yorkshire in third place and, in doing so, became 2011 Dulux Trade MSA British Rally Champions. The Scottish pair's six podium finishes – three of them wins – from the season's six rounds were more than enough to provide them with their first British title.

**Elfyn Evans and co-driver Andrew Edwards** in the Pirelli Star Driver Subaru led the event from the start and did all they could to try to lever the title away from Bogie and Rae. It was the Welshmen's second rally-win of the season, the result confirming them as runners-up in the Championship, whilst Jonny Greer and Dai Roberts finished a strong third in the rally and in the Championship.

With the announcement on Thursday that October's International Rally Isle of Man had been cancelled, this weekend's Yorkshire event took on a completely different completion, as suddenly it became the final round of the 2011 Dulux Trade MSA British Rally Championship. It also meant that, because the Manx-based rally was to represent two points-scoring rounds, that competitors had to count all of this season's scores and could not drop a round. Therefore, all Bogie had to do was to finish 13th or higher to confirm his place in the history books. However, as anyone who has experience of the sport will know, it's not that easy! This year's Rally Yorkshire kicked off with a ceremonial start on a warm and dry Friday evening at Scarborough's West Pier, where the BRC cars and crews congregated on the sea front for a promotional gathering that attracted hoards of spectators. All of the event's competitive action took place on Saturday in the picturesque forests of the North Yorkshire Moors, which featured nine special stages and a total competitive distance of 82 miles. Stage one was a 14-mile run through the infamous Dalby forest, which caught many competitors unawares, the slippery conditions making grip levels a lottery. Unsure whether it was the indifferent road surface or the rock he hit a few 100 meters before, fast-Finn Jussi Kumpumäki was the first BRC driver to exit the event, when his Fiesta left the road on a tightening right-hander 10km into the stage. Unfortunately, heavy contact with a felled tree meant he was going no further and, although all of his car's wheels were still pointing in the right direction, the front of the Ford was too badly damaged to continue. Others also lost time in the conditions: Mikko Pajunen dropped 30-seconds when he planted his Renault Twingo in the bushes; Callum Black reported he was perhaps a little over-cautious and F2 front-runner Martin McCormack even admitted that it was one of the worst first stages he had ever had! The slippery gravel surface played into the hands of the four-wheel-drive runners and, with nothing to lose, Evans blasted through the stage to lead Greer by 12.9 seconds. The Škoda Fabia S2000 pairing were in-turn 27.4 seconds ahead of Bogie, who had sensibly opted to take it steady - with thoughts of the British title in the forefront of his mind - whilst fastest of the two-wheel-drive cars was the Renault Clio of Peter Taylor in an impressive fourth. The next three stages – which included two runs through Gale Rigg and one through Cropton forest – provided a surface that was more to the drivers' liking – especially McCormack, who elevated himself from seventh to fifth by the time crews entered the auxiliary service halt north of Pickering. The first loop of four stages had also provided a close battle between the one-makes, with Desi Henry and Joe McGonigle swapping places in the Citroën Racing Trophy and Kit Leigh, Nick Cristofaro and Osian Pryce in the Fiesta Sport Trophy all just a handful of seconds apart. At the front of the field the leading four was unchanged as they embarked on another two stages: Staindale and Langdale. However, Evans threw nearly half of his 18-second advantage away with a spin on stage five, putting Greer within ten seconds of him before the main service halt of the day back in Scarborough. Stages five and six turned out to be significant for the Fiesta drivers too, when Cristofaro's car broke a driveshaft leaving the start line of SS6 and Leigh's car lost third gear. In contrast, **Alex Laffey's** rally was going well in his new Fiesta and he was rapidly getting back his confidence following his crash in Ulster last month. The last leg of the day comprised a further three stages, all of them a second run of previous venues, starting with Dalby – which was far more grippy the second time around – Staindale and then Langdale. The first of these saw McCormack – who was now in the 'zone' - overhaul Taylor, which meant that, once again, the Citroën DS3 driver was ahead of the Formula 2 field. For Bogie, this last loop of stages was the most important of his rallying career and possibly the hardest, as he knew he had to drive cautiously but, at the same time, maintain a level of concentration that would ensure he made no mistakes. In fact, he was feeling so stressed during the last stage, he even had to open a window as he thought he was going to be sick! But it was a faultless performance from the young Scot, his co-driver and his Mitsubishi, which meant that he returned to Scarborough to be crowned the 2011 Dulux Trade MSA British Rally Champion. An equally polished performance by Evans saw him record his second BRC victory of the season and claim second place in the Championship, whilst Greer did likewise to finish third and third respectively.

## Dulux Trade MSA British Formula 2 Rally Championship

McCormack's fourth place rewarded him with the British Formula 2, R3 Class and Junior titles, whilst Taylor's fifth place and excellent pace during the event earned him the Pirelli Star Driver nomination. Mikko Pajunen's day-long battle with his Autosport Technology Renault Twingo team-mate Siim Plangi was finally resolved in the Pajunen's favour. It was a great fight back by the Finn following his stage one excursion, his efforts seeing him collect the spoils for the R2 Class.



## Dulux Trade MSA British Rally Championship

### Six rounds for 2012 MSA British Rally Championship

The 2012 MSA British Rally Championship will feature six classic events in England, Scotland, Wales and Northern Ireland. These will include a mix of one and two-day events on asphalt and on gravel.

Rallye Sunseeker International will once again host the opening round of the MSA British Rally Championship. Based in Bournemouth and Poole, this well-organised gravel event features a high profile promotional start and a compact one-day route and therefore, provides an excellent way to kick-start to the new season.

A visit to the forests of North Wales and Cumbria takes up the next two rounds. Both the Bulldog International Rally North Wales and the Pirelli International Rally will run two-day, 100-mile gravel surface formats that provide a real test for competitors.

The surface then changes to asphalt, with a visit to Duns and the Scottish Borders for the Jim Clark International Rally. The BRC then heads across the Irish Sea to Northern Ireland for Todds Leap International Rally NI.

The season finale, International Rally Yorkshire, will return to a two-day format in 2012 and will again be based in the seaside town of Scarborough. It will use the classic North Yorkshire Moors forests of Dalby, Cropton and Langdale, therefore providing the perfect showdown to decide the 2012 MSA British Rally Champions.

With six rather than seven events, the biggest change to the calendar is the resting of International Rally Isle of Man, formerly the Manx Rally, for next year.

Championship Manager Mark Taylor said: "We are keen for Rally Isle of Man to plug the gap in the summer calendar which left the championship feeling fractured this year. However, despite the event being currently unable to commit to its return in 2012, we have agreed with the organising committee to leave the summer date available for a potential return in 2013."

"Mindful of the ongoing economic situation, we believe that a six-round championship is a good short-term move. Along with the switch to two-wheel-drive, this will further help reduce costs towards participating in the 2012 British Rally Championship."

So that competitors and teams can give something back to their sponsors, BRC organisers have decided to use the summer slot to run a dedicated promotional event. Further details will be announced before the start of the season.

#### 2012 MSA British Rally Championship Calendar (subject to MSA approval)

<b>24/25 Feb</b>	<b>Rallye Sunseeker International</b>	<b>Bournemouth/Poole,</b>	<b>(Gravel)</b>
<b>30/31 Mar</b>	<b>Bulldog International Rally North Wales</b>	<b>Welshpool,</b>	<b>(Gravel)</b>
<b>27/28 Apr</b>	<b>Pirelli International Rally</b>	<b>Carlisle, Cumbria,</b>	<b>(Gravel)</b>
<b>1/2 Jun</b>	<b>Jim Clark International Rally</b>	<b>Duns, Scottish Borders,</b>	<b>(Asphalt)</b>
<b>17/18 Aug</b>	<b>International Todds Leap Rally NI</b>	<b>Antrim,</b>	<b>(Asphalt)</b>
<b>28/29 Sept</b>	<b>International Rally Yorkshire</b>	<b>Scarborough,</b>	<b>(Gravel)</b>

#### NEW FOR 2012: Media and Sponsor 'Live' Days

9th February – Media Day (pre season promo – non point scoring)

22nd July – Sponsors Live Day (promotional – non point scoring)

Hosted by the British Rally Championship, these promotional days are designed to provide the opportunity for teams and competitors to launch their championship campaigns to the UK and foreign media. The events can also be used to entertain sponsors and partners, providing teams with the opportunity to entertain their guests with a once in a lifetime ride in a rally car.

## Bradley Johnson is so proud

Not satisfied with just co-driving Phil Scholes and John Ric Wood, and reporting for this Magazine (or would be if he could get his copy in), and a further part time job playing football for Premier League new boys Norwich City - he now fancies another career as a 'Pop Star wannabe' . . . . .

Bradley Johnson has been expelled from three schools but is using music to win over those who doubted him. Putting the past behind him, Bradley Johnson tells us why four yeses from the X Factor judges (on the 18<sup>th</sup> of September) means he has now proved his doubters wrong.





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## **Dulux Trade MSA British Rally Championship support series**

### **BRC Challenge final round**

**Trackrod Challenge Rally 23/24th September 2011**

#### **Moore wins Yorkshire - Rowe takes BRCC title**

Seventeen year old Jack Rowe and co-driver Alex Lee have been crowned BRC Challenge Champion for 2011 after a fraught end-of-season Trackrod Challenge Rally. The event saw Simon Moore & Emma Morrison take their second win in the Dulux Trade MSA British Rally Championship's support series this season, but sadly it wasn't enough to secure them the title. With the unfortunate cancellation of the Isle of Man event, attention had switched to the traditional season finale in Yorkshire to provide the grandstand finish to the year. Going into the rally, Rowe knew that any mechanical failure or mistake on his part could prove costly, with Moore breathing down his neck. Thirty points adrift of Rowe at the start of the event, Moore knew that winning the rally was his only chance of taking the title, while hoping for "lady luck" to be on his side. But Moore needed more than luck on his side, when quickest out of the traps this morning was a fellow Renault Clio driver, Russ Thompson. Thompson's early pace setting certainly caught Moore unawares, who knew pushing too hard could spell disaster on the slippery tracks of the Yorkshire forests. By the end of stage two and the remote re-group, Moore had taken over the lead and was planning on keeping it, "We really pushed on that second stage, we were on the rev limiter at 108mph in there. But we're where we need to be now, I don't wish any misfortune on Jack, I just need a bit of Lady Luck on my side". Lying third, Rowe was fairly pragmatic in his assessment of the situation at hand, adding, "It's mine to lose now, but I'll make more mistakes trying to go slowly." Most of the field reiterated the mantra "it's slippery" at some point during the re-group adding to the possibility of one of the front runners making a mistake.



#### **BRC Challenge RC1 / Star of the Future**

One front runner making few errors was Garry Pearson running in a remarkable fifth place alongside co-driver Laura Marshall. It was a placing they would keep until the very end of the rally. In doing so they secured their place as RC1 Champions and winner of the coveted Star of the Future prize worth around £3000. A great haul from a debut season in the BRC Challenge admitted Garry, "I have to be happy with that, hopefully I can move into the BRC next season in the R1 class". Another 1000cc Nissan Micra driver enjoying his time on the Yorkshire stages was the Bajan James Betts who was competing in the UK for the first time. "I've never driven on pace notes before, but so far so good. I have to say what a great event this is though, well run and really good stages".

One RC1 competitor not to enjoy his rally so much was Matt Jackson who retired with a broken driveshaft on his **Nissan Micra**.

BRC Challenge Ladies Champions Becky Kirvan and Karen Watts also had a miserable end to the season after failing to make it through the day, retiring on SS6 after an off.

#### **BRC Challenge Classes**

James Watts and George Morrison took the RC2 honours after the Isle of Man's Kevin Vondy and Nick Kaighin dropped down the order. But the Manxman had already done enough to secure the championship class in the self-run Corsa, after the cancellation of his home event was announced.

Lone RC3 runners in Yorkshire Mark Turner and Sasha Heriot were once again aboard their pocket-rocket Peugeot 106, which took them to a third RC3 win and with it top points in the championship tables.

Simon Moore's victory in the final event of the season gives the Sunderland based driver the RC4 title, to go alongside co-driver Emma Morison's, but it wasn't the prize he'd hoped for. "We could do no more, we set five fastest stage times, and some of the stage times would have put us sixth in the internationals. It's another what might have been for us, but we can't complain, Jacks been phenomenal".

Second place went to an exhausted looking Russ Thompson/Andy Murphy, their best finish of the campaign. "We hit a straw bale in one of the stages trying to match times with Simon, after that I thought I'd settle for second."

But as Simon Moore led the field home, attention was drawn to the third placed pairing of Jack Rowe and Alex Lee, who would be anointed as winners in class RC5 and overall BRC Challenge Champions.

Rowe also takes on the honour of becoming the Fiesta SportChallenge victor after seeing off title rivals Phil Scholes and Alex Parpottas.

"I didn't have a clue what I was doing at the start of the year" admitted rally novice Rowe. "If you had told me this at the start of the year I would have said that you are dreaming. But I'm very competitive at all sports that I try; I wasn't coming into rallying to finish second". Still holding his composure, he added, "There's no better series than the BRCC if you want to get started in this sport".

Twenty two year old co-driver Alex recalled the start of the season, "After the first couple of rounds I knew we were onto something good. But it's still all a little surreal, were both very different personalities and I think that works".

But as the champagne sprayed the relief on the face of Rowe and co-driver Lee said it all.

Jack Rowe picks up a prize fund worth around £4000 and with it the chance to take on the British Rally Championship in 2012.

The 2012 season of the BRC Challenge gets under way on Rallye Sunseeker International and will see all the drama start over as the crews will battle it out on six of the country's leading events all over again.

## Young Mr Arron Newby is building a Droopsnoot MkII RS2000

He has just sprayed it Java Green - only 50 original RS 2000 were painted Java Green. He has fitted it with Bilsteins shocks, 1" lowering rear blocks, Baby LSD Axel, 3litre Capri front vented discs & callipers

*Bottom left - Arron taking time off the build to read September 'Spotlight'*



**Nose on - Decals Applied, Mirrors and handles fitted**

A young Australian is enjoying his first night in Rome. He's drinking cappuccino at a pavement cafe when a pretty girl sits herself beside him. 'Hello,' he says, 'do you understand English?' 'Only a little,' she replies. 'How much?' he asks. She replies 'Fifty dollars.'

## BUGGER !!!!!



### BRC season to conclude in Yorkshire following Rally Isle of Man cancellation

Organisers of the Dulux Trade MSA British Rally Championship regret to announce that the final round of the 2011 season, the Rally Isle of Man, will now not take place. It means that the Championship and its support series, the BRC Challenge, will now be decided this weekend at Rally Yorkshire.

This follows an announcement by the Board of Directors for the Rally Isle of Man who have today confirmed the cancellation of the 2011 event, which was scheduled to take place on 27-29th October.

The rally organisers cite several factors for their decision, including: reduced entries across all categories, travel issues caused by this year's move to an Autumn date and potential route problems on the popular Castle-town spectator stage.

Brian Walton, Chairman of the organising committee for the rally said: "It is a desperately disappointing decision that we have had to take and certainly not one that we make without earnest consideration. Having looked at all the issues and available options we feel however, that we have made the right move for our event. We have been placed in a difficult position, mainly by circumstances and decisions over which we had little control."

Mr Walton continues: "We have established a reputation down the years for running a world class event, a true test of man and machine on some of the best rally roads anywhere. We do not want to run an event unless it can be to the highest standards and would reflect well on the Isle of Man. We regret any inconvenience caused to those who had made plans to attend the rally and thank all those who have supported us to this stage."

Mark Taylor, Dulux Trade MSA British Rally Championship Manager responded by saying: "It is a great shame, but given the current circumstances and having been party to all the factors that led up to the decision, I believe it is a sensible option to take. We will continue to work with the rally organisers and the Isle of Man government to find a sustainable solution and we will give the event every opportunity to return to the BRC calendar in 2013."



# Spadeadam MC - Countdown Rally - September 3/4<sup>th</sup>

Originally I was going to do this event with Paul Gray in his historic mini but Paul, around the middle of July, decided that he was not going to enter after all (but did in the end). I really fancied a crack at the more tricky navigation that the Countdown provides. I wanted to see if I could still do the more complicated navigation stuff of my youth - it's ok to practice on maps on the kitchen table and think you can still be quick and accurate but a totally different thing in a car on the move. So I looked on the BFR and posted a pm to Dan Hurst - a novice out of Maryport who was looking for a navigator and hoping for this to be his first road rally. Whilst waiting for Dan to get back to me I got a phone call from Paul 'the Barrow Taxi' Brereton - did I fancy a run in his Mk1 escort. Too true - I did - so back onto BRF and let Dan know I had sorted my ride. Two weeks later I got another phone call from Paul Brereton - the all singing and dancing Mk1 escort



Alex Willan / Ali Proctor

had developed an engine knock and was down at Lancaster Engines being rebuilt and would not be ready for the Countdown. Back onto BRF and I pm'd both Dan Hurst and Jonathon Webb. Jonathon was the first to reply and I was back doing. Next to contact me was Dan only to be told that he had missed out (in truth - let lucky) again. Then comes the call from Paul Brereton - the engines fixed and are we playing out! . . . (Bugger !!!!!) In the end I sat in with Jonathon Webb in his Subaru and Paul was out marshalling with Jeff Almond. We visited one of their control intentionally and once unintentionally on our way back to Carlisle following a blown clutch - sorry we did not stop to chat Paul - might have struggled to get away again. The event started and finished at the Truck Inn on the Kingstown Industrial Estate in Carlisle and used O/S maps 85 & 86. The format was P&B. The 1<sup>st</sup> 'clue' handed to competitors as they left MTC1 on their due start time at Truck Inn. To allow the marshals at the first 7 controls to get to their later controls - their maximum lateness was reduced to 15 minutes. The first control was some 2 miles off plot and missed by several crews who drove past it. After arriving at the plotted control point and finding no one there and then backtracking to the actual location to collect their next set of instructions they were well into their maximum allowed lateness of 15 minutes. The next problem this threw up was the herringbone did not work from the actual location but did work from the plotted location. This was a common occurrence throughout the event. Other problems were the NAMS which were described in the instructions as "*possible location of NAMS*" some were there and some were not - not a good idea - if organisers are going to give NAM locations then they should ALL be there. Another bone of contention - because of the above problems, a lot of crews were running either very close to OTL or were OTL but there was little opportunity to cut and pull back some time. No rejoin points were given and you needed to go to each control to pick up the next set of instructions (there were 17 separate handouts over the whole event and the inside of the car quickly became a sea of pink slips). So it was no real surprise to discover that every novice crew had gone OTL by MTC 14 (just before petrol) and had as such officially retired. Chris Sheridan was out in the MkII Escort of Phil Jobson (Snowy) but had a bit of a shaky start but got better later in the first half .. Going well in second half only to have complete electrical failure at TC 19 when the main power cable to the starter welded itself to the exhaust manifold and shorted everything out.

Just after petrol we (Webb/Ellison) suffered a total loss of the clutch on the Subaru and retired. Paul Gray and Marcus Pomfret were one of the crews to drive past the actual position of the 1<sup>st</sup> control and were 3 minutes short of going OTL at this control so instead of wasting time and effort went home there and then. Chris Paskin & John Byram were OTL at MTC 14 but clawed back time to 'due time' at the next control (and were sat 'hot on the heels' of eventual winner Alex Willan for the next 20 miles after petrol) and completed the whole route only to find out at the finish that had deemed to have retired at MTC14. The same fate befell young Mr Dan Hurst.

When we pulled into Petrol (5 mins over our max lateness) Alex Willan was still there fitting a new alternator belt and left petrol 1 min before us, but still managed to win the event with a total penalty of 14 (not sure how that worked but hey ho - he probably made use of the time recovery section after petrol to effect the repair penalty free plus his navigator was most probably a hell of a lot better than me with the complicated stuff !!!!!) The route was challenging and all the roads were new to me - never done an event on these maps before. The tricky navigation lived up to its reputation and whilst not easy it was manageable (for some), however, I feel that the whole event was let down by a series of minor (on their own - not a problem) organisation problems but when put together they compounded to spoil the event for me. Because controls were frequently a long way off plot and the NAMS were only '*possibly there*' it left me in a constant fear of having taken the wrong route (and I probably had). The theory that it was easier navigation for Novices was totally incorrect - the instructions did not contain all the information given to Experts but by leaving out that extra information the route was not as clear and left me wondering what I had missed or got wrong where as the full instructions helped in defining the correct route. Another slight bone of contention - we were arriving at controls within our maximum lateness but behind other competitors who were waiting for their time. They must have been waiting for a time that was far in excess of their maximum lateness. The controls were sited on narrow single track roads with no means of passing. By the time we got to our turn we were over our maximum lateness and with each subsequent control going further over. Would I do it again - probably not (but 'Never say never')

One slight note of amusement for some (but not for me) was that Jonathons Subaru had 5 point harnesses and I got out of the car at petrol with a higher pitched voice and rather bruised in a certain delicate area

**Results:** Willan/Proctor - 14, Tyson/Harrison - 18, Harrison/Taylor - 30, Lawson/Todd - 32, Buckel/Butler - 113

With a bit of luck I will have a better run on the Clitheronian later in the month, and whilst I haven't a hope in hell of doing anything in the SD34MSG Road Rally championship this year I did register prior to this event (pity I didn't register before the Morecambe Rally) and will make a full assault next year. I am also hoping to contest the ANWCC Road Rally Championship next year. Plus I am doing the KLMC 12 Car Series with Paul Brereton.

This retirement lark opens all sorts of possibilities and a return to a miss spent youth

**Mozzer**

## Merrick Stages Rally

Mike Faulkner and navigator Peter Foy powered their way to a superbly judged victory on the ProTune Remapping Merrick Stages Rally – their first win in the MSA Scottish Championship for more than two years. The pair completed the six Galloway Forest stages in a total time of 42 minutes 13 seconds in their Mitsubishi Evo 6, forty-five seconds ahead of Robbie Head in an Evo 9. Wayne Sisson, also in an Evo 9, was third, a further 1 min 2 secs adrift. Euan Thorburn - who was tied for second in the championship with Faulkner going into the "Merrick" - fought his way back up the leaderboard following turbo-pipe problems on



Mike Faulkner/Peter Foy – courtesy of LindsayPhotoSport

stage one to finish with the same overall time as Sisson: the Lancastrian taking the final podium spot thanks to the faster run on the opening test. The event was marred by an accident on the final stage involving the Inverness crew of Dougal Brown and navigator Lewis Rochford in a Mitsubishi Evo 4. Twenty-seven-year-old Brown was airlifted to hospital in Dumfries where he was treated for non-life-threatening injuries. Rochford suffered shock, but was otherwise unharmed. The stage was cancelled as a result of the incident, with notional times being given to competitors who were running further down the field. More than 70 cars had set off from a wet Wigtown earlier in the day: the entry list minus three-times Scottish champion David Bogie, whose car was being prepared for the next round of the British series, which he leads, and 2009 Merrick winner Jock Armstrong, who had sustained heavy damage to his Subaru Impreza on the Speyside Stages. Faulkner put down an immediate marker in their Mitsubishi Evo 6 by winning the first 9-mile Craginell stage - twelve seconds ahead of Northern Ireland's Jonny Greer, with Head a further five seconds back. Thorburn, with Paul Beaton of Inverness on the notes, was a minute and a half down after problems with the turbo-pipe of his Evo 9, but the Duns man bounced back immediately with the fastest time on SS2 Jenny's Hill – just one second in front of Head. British Championship contender Greer was eight seconds shy of Thorburn's time, and two seconds ahead of Faulkner who had recovered from a brief "off" in the slippery conditions. Head and navigator Claire Mole were top of the timesheets on the third stage, Glentrool East, in their Evo 9 – cutting Faulkner's overall lead to three seconds. Greer was a further six seconds back at the mid-way point, twenty seconds ahead of the Evo 9 of Wayne Sisson, with Chris Collie in a Subaru Impreza just two seconds behind in fifth. Thorburn pipped Faulkner by two seconds to take the win on the second of the Glentrool stages. Head and Greer were also pushing on – just two seconds separating the pair – with Sisson and Donnie Macdonald fifth and sixth respectively. There was another tight finish on the penultimate test, Glentrool South, with Faulkner and Head sharing the honours – just one second ahead of a hard-charging Thorburn. Sisson was a further four seconds adrift, while fifth fastest time went to local competitor Mark McCulloch who was making steady progress at the wheel of his newly acquired Subaru Impreza N10. Faulkner and Foy "threw everything" into the final – and longest – stage of the event, the 12.35 miles of Black Loch. They emerged thirty-one seconds ahead of Thorburn, with Head another seven seconds back. We're both very pleased with the outcome", said Faulkner at the finish in Wigtown: "Obviously we had a problem on stage two which made it more difficult for us than it should have been, but we settled ourselves down and didn't try to win it in the middle of the rally. Robbie pushed us hard but we turned up the level on the final stage and had a really good run – we were fully committed and there was a real buzz to come out on top." "It's a bit late in the championship but it's a great one to have, we've never won the Merrick, and it sets us up well for the runners-up spot", added the Kirtlebridge-based driver. Head was more than satisfied with his runner-up spot: his highest finish since returning to regular competition at the start of the year: "It was great. Stages three, four and five were a real battle and then I backed off a little bit on the last one – I was hoping to preserve my second place and I just knew that the risk that I would have to take would probably end in disaster", explained the former works driver from Lanark, adding: "Fair play to Mike, though, he drove really well today". Wayne Sisson, co-driven by David Macfadyen of Inverness, was also happy to have made it on to the podium on only his fourth SRC outing of the season: "It's been one of our better days. I think luck has been on our side, but if someone had told me last night that I would finish third, I'd certainly have taken it. Obviously some of the regular guys aren't here, but it's quite refreshing to see some different faces at the top end of the leaderboard". For Thorburn it was a case of damage limitation ("we lost so much time on the first stage we knew we'd never get it back") but the result ensures that the fight for second place in the SRC is carried through to the final round, the Colin McRae Forest Stages. Kilmarnock's **Andrew Gallacher, with Phil Sandam** on the notes, finished a fine fifth overall, in his Subaru Impreza. The former saloon car champion notched up a fifth equal fastest time with Irishman Liam Regan on the final stage, after earlier sharing the spoils for sixth quickest on the fourth test with Donnie Macdonald and Mark McCulloch, and again on the penultimate test with Aberdeen's Chris Collie and David Newall from Edinburgh. Collie and navigator Lisa Watson from Alford recorded their best result of the season, ending the day sixth overall in their Subaru Impreza – just five seconds adrift of Gallacher. It followed their tenth overall on both the RSAC Scottish in June and last month's Speyside Stages. Jonny Greer's challenge for overall honours ended when he was hit by a puncture a few miles from the finish, dropping him down to seventh. However, he was pleased with his pace on the gravel ahead of Rally Yorkshire, where he will revert to his Fabia S2000 for the resumption of the BRC where he sits third behind David Bogie and Elfyn Evans. Liam Regan was just four seconds shy of his fellow countryman at the finish to secure eighth overall on his first visit to the famed Glentrool stages. His 4-wheel drive Mitsubishi-powered Peugeot 206 proved to be one of the "stars" of the event. "We made some improvements to the car today and it's just nice to get to the finish of a really well-organised and friendly rally", said Regan. SRC regular Jim Carty, co-driven by Ian Fraser, brought his Subaru Impreza WRC home in ninth place – despite a brief excursion into a ditch on the opening stage. The top ten was rounded off by event sponsor Mark McCulloch and co-driver Craig Wallace in their ex-Sara Williams Impreza.



## 'INSIDE' THE PRO-TUNE MERRICK STAGES RALLY

Well some lovely info on the Pro Tune Remapping Merrick stages this weekend. What superb weekend it was. We seen first a change of scrutineering location this year to in front of rally HQ in the town of Wigtown. Cars were scrutineered in an awning here allowing the public a better view of the cars, crews and safety procedures around rallying. The weather almost held up. I awoke on Saturday at 05.30 (Doing the role of Deputy safety officer sure requires an earlier rise than being a competitor) to heavy rain but gladly by 11am the sun was again splitting the skies and the rain was perfect for holding down the dust and amazingly it did not churn up the stages. The battle was a fierce one. With David Bogie missing the event having already won the Scottish championship and needing to prepare his car for the



Mike Faulkner/Peter Foy

Trackrod there was one less front runner to battle. Jock Armstrong had also badly damaged his car on the Speyside Rally so too was not there. My money was on Mike Faulkner in his Evo 6. An old car but can the man drive. All day he held at bay the likes of Ewan Thorburn and Robbie head finally taking the win by 45 seconds.

The historic rally seen 4 cars competing. Andy Kelly who has not been out competing for over 5 years came back out in his newly build Ford Escort Mk1 and won the historic event against old time favourite Steve Banister who finished second in his Mk2 Escort with Louise Sutherland in the passenger seat.

The rally was cut short due to an incident on stage 6. Driver Dougal Brown and Co Driver Lewis Rochford in their Evo 4 rolled on the stage causing severe damage to their car. A baptism of fire for me having to attend the incident and being one of the first on scene with rally manager Allan Marshall and the spectator safety officer. Dougal was treated at the roadside by two rally doctors before being air-lifted to Dumfries Royal Infirmary. Thankfully Dougal's injuries turned out to be less severe than first anticipated and we were made aware that evening that his injuries were non-life-threatening and even more surprisingly he had no broken bones. Dougal is on the mend now and is hoping to get home shortly to Inverness and the rally wishes him a speedy recovery. Lewis suffered no major injuries, he was suffering shock and a few cuts and bruises but I am sure he was sore on Sunday. What amazed me is how amazing all the safety crews, rally HQ and the emergency services work together. The road ambulance from the local town of Newton Stewart came exactly to the needed location with no hassle (Rally Manager distributes rally maps and info to all local emergency services so they can do this) and the air ambulance flew straight to scene circled once, picked his spot and touched down. They knew exactly where they were going. Helicopter was also in location 20 mins after the first call was made, quick considering it was scrambled from Glasgow and was covering over 100 miles.

I could not praise the work of the safety teams enough. Without them as a competitor we would not be rallying, I do believe that they do not get the recognition they deserve and maybe it's about time we all maybe took a bit more time to thank them all. All these people volunteer their services for us and I personally believe it's time we as competitors and the MSA recognise their services more. I have already volunteered my services again next year for the role of safety for the rally. As I said the safety plan quickly came into play at the incident. The radio operators relayed clear messages back and forth and all required officers were on scene within 5 mins of the call for rally safety officials to deploy. Rally Manager was one of the first on scene having just left stage 6 finish which was only a mile down the road and I had just left the same junction 14 of the same stage with the spectator safety officer so as well were close by and could control the scene.

All in all an excellent event, Mike Faulkner himself stated it is the "best rally in the Scottish championship"

**Ian Angell (Merrick Stages Deputy Safety Officer)**

The organisers of the **ProTune Remapping Merrick Stages Rally** would like to wish Dougal Brown a speedy recovery following his accident on the final stage of the event.

The Inverness competitor was airlifted to hospital in Dumfries for treatment to his injuries, which were non-life-threatening. His co-driver Lewis Rochford suffered shock, but was otherwise unharmed.

Rally Manager Allan Marshall said: "I would like to thank all the emergency services, rescue units and marshals who were at the scene. I can't praise them enough. The major incident plan kicked into gear very very quickly. Everything was on the scene of the incident in under 15 minutes, and the casualty was removed in under 30 minutes".



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# 2300 Club presents: The John Easson Award 2011

The 2300 Club is proud to announce the details of the 2011 John Easson Award for young rally drivers.

First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

For 2011, the John Easson Award will once again feature the successful format of assisting a young British Driver with financial support, and maintain its place as the UK's number one free-to-enter rally Award.

Allan Durham, Award Scheme Manager, explained:

"As a committee we are always looking at ways to manage the award to ensure the winning applicant receives the full benefit of the prize to assist them in their rallying activities. The award is open to drivers from all Disciplines of rallying, and a junior driver has just as much chance of being chosen for the award as an experienced driver.

The prize is as always fantastic; and worth a total of £4,000 cash to the selected applicant, a huge reward for only a little effort and absolutely no cost."

The prize fund this year will be entry fees paid for on a selection of rallies the winning applicant takes part in during the 2012 season, which the committee feel will help ease the financial burden placed on a young driver during their rally season.

The final selection process will see the top three applicants for the award being invited to an informal interview with a panel of judges who will decide the overall John Easson Award winner.

The Award is free to enter and open to all drivers who fit the following criteria:

- Age under 25 on October 31<sup>st</sup>. 2011, Resident in the British Isles, including Northern Ireland

Entry must be received by 2300 Club by 31st October 2011

Drivers who wish to enter should send the following details as a minimum to the Award scheme manager:

- A current motorsport CV outlining experience and results to date
- Video footage from a rally or test session from **OUTSIDE** the car; i.e. spectator or TV footage, not in or on car footage.
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying

A reference letter from any 3<sup>rd</sup> party

Entry presentations can be as inventive and detailed as a driver wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations!

And of course applications from previous applicants are always welcomed.

Entries should be sent to the John Easson Award Manager, Allan Durham at the contacts below:

## John Easson Award

**Allan Durham**

**C/o Pro-Tec Motorsport**

**Unit 6, Clifton Business Park**

**Preston New Road**

**Clifton, Preston**

**Lancashire, PR4 0XQ**

**Further information:**

**Email: [alland@2300club.org](mailto:alland@2300club.org)**

## Previous winners:

2010: Sara Williams, Wales

2009: Mark McCulloch, Scotland

2008: Philip Scholes, England

2007: Alick Kerr, Scotland

2006: Ryan Borthwick, Scotland

2005: Stevie Brown, Scotland

2004: George Collister, I.O.M



## Cheshire's F1000 Junior Rally Driver, Matthew Thompson, Helps Children In Need

On Friday 18th November, Matthew Thompson will be supporting Children in Need by participating in Knutsford & District Motor Club's rally car pull. Matthew's rally car will be pulled by a team of enthusiastic club members from Altrincham to the BBC Studio's on Oxford Road in Manchester.

Matthew has spent the year competing at high speed in the Pirelli Kick Energy Junior 1000 championship and has won 2 of the rounds held so far. However, as Matthew is still only 16, he'll have to hand the driver's seat over to his father to sit legally behind the wheel as the rally car is pulled along the public highway. Matthew will be along to collect money and help pull the rally car

"I'm very happy to be involved in the event, the car will be going a little slower than usual but I'm sure it will be great fun and it's all for a good cause" said Matthew.

As well as the team pulling the car there will be another team calling in pubs and restaurants on the route to collect money for the appeal.

My wife was going to pick me up from work but she phoned and said the cars broken down and i would have to catch the train home.

I said "what's happened?"

She said "there's water in the carburetor",

I replied "how do you know that?"

She said "it's in the canal".

Ever since the wife and I bought a water bed, we've drifted apart.



## Griffin takes BTRDA Championship



WILPSHIRE'S Matt Griffin has won his class in the BTRDA Rally Series with one round to spare.

The 21-year-old produced a solid performance on the Woodpecker Stages Rally in Ludlow, Shropshire – despite dusty conditions causing engine problems throughout the day – and now has an unassailable lead in the driver's section of the 1400L class.

The Woodpecker Stages was the seventh round out of eight in 2011, with the Cambrian Rally taking place in north Wales on October 8.

Together with co-driver Joe Cruttenden, Griffin completed the Ludlow course in 57 minutes 24 seconds in his Rallyschool VW Lupo to gain the maximum 20 points in the 1400L class.

That saw him extend his lead over Southampton's Tim Sutherland by two to 26 points with only 20 points available at the Cambrian Rally.

Griffin also stands sixth overall in the standings for the BTRDA 1400 Series and fifth in the rankings for the Junior Driver Award. The driver, who recently completed a BSc degree course in Motorsport Logistics and Management at Myerscough College, has enjoyed a more happier year this time around after breaking his wrist in 2010. He paid tribute to Rallyschool and their manager John Goff, who have helped to prepare his car. "It's a great result not just for myself but for every one who has kept the Lupo competitive throughout the year – John Goff and Rallyschool – especially after breaking my wrist last year," Griffin said. "We decided before the rally to aim at beating the main competitors in the 1400L class and also drive for a finish to score the points needed to secure the class.

"My aim for the rest of this year is to secure the Swisher MSA English Junior Driver championship, which I'm presently leading with the Trackrod and Tempest Rallies still remaining."

Griffin leads that championship by a gap of 12 points from North Yorkshire's Ashley Slights. The Trackrod Clubman Rally is in Scarborough on September 24.

## The 2011 Roger Albert Clark Rally Stouf plots Roger Albert Clark Rally defence

Belgians Stefaan Stouf and Joris Erard have unveiled plans to defend their 2010 victory when this year's Roger Albert Clark Rally starts in Yorkshire on Friday 2 December. Traditionally, Stouf has used his Ford Escort Mk1 on British gravel rallies and has kept his Ford Escort Mk2 for asphalt events in Belgium. However, the move to encourage FIA specification cars into the Roger Albert helped persuade Stouf to enter the more powerful Mk2 for the challenging 2-5 December event.

## Coppermines Grizedale Stages Rally Saturday 26th & Sunday 27th November 2011

"This years Grizedale Stages Rally runs the exact same format, route and timetable as the 2010 event which was snowed off. Therefore anyone who entered last year can re-use their notes & maps, and the £25 we retained will be deducted from this year's entry fee.

So, just to remind you what is on offer; (for details see the Event Information) GSR2011 has one 7 mile stage on the Saturday evening plus 6 stages following a more familiar format on the Sunday, making a total of 42 stage miles linked by just 53 road miles. There is central servicing at the excellent Skelwith Fold caravan park.

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## Woodpecker Stages Rally



Photo courtesy of Songasport

**David Wright** (from Bentham) had mixed fortunes on the BTRDA's Woodpecker Stages rally when a series of problems meant he only finished fifth in class but the result was good enough for him to move into the lead of the class championship. The Ludlow-based event kicked off with the High Vinnalls stages. Wright was going well in his Kumho Tyres, Drenth, Proflex and Grove Hill Garage-supported GPM Mitsubishi Evo 9 but three miles from the end of the stage the engine started overheating forcing him to reduce his pace. Despite this he was still third fastest in the BTRDA B13 class. In the second stage, Hazel Coppice, Wright thought the engine was seizing and so stopped for 90 seconds. With the engine cooled sufficiently he got to the end of the stage and back to the service halt where a quick oil change was performed but the delay had dropped him to 69th place overall and 14th in class. "It was a disappointing start to the event, we had been flying in the High Vinnalls stage but the time loss at the end of that stage and in Hazel Coppice meant our hopes of going for a class win were over," commented Wright. "The guys in service changed the engine oil to try and cure the overheating as there were no other apparent problems." The crews headed to Radnor for the Cwm y Gerwyn stage and Wright's engine overheating troubles were over as he set the fastest time in his class. A different kind of problem was experienced in stage 4, Stanlow Tump, when Wright caught the competitor in front and was unable to get past because of dust which severely hampered visibility. With a clear run on the following Wigmore stage Wright was again fastest in his class, a feat he repeated on stage 6 to move up to seventh in class. A charge through the final Haye Park stage enabled Wright to move up to 14th overall and fifth in class by the rally finish. "I was pleased that the oil change cured the overheating problem and we had a good run on the rest of the stages apart from losing around 50 seconds being held up in the fourth stage. Fifth in class is a good result considering where we were after stage two and the points we got have put us in a strong position in the championship. It was a very tough rally and it was great to be on the pace of the World Rally class cars." Wright now leads the B13 class championship with one round to go, the Cambrian rally in early October.

## Chuffin Joe Cruttendens Woodpecker

Unfortunately time is against me with this report so I will have to keep it short and sweet (oh how tempting to say like me!). After Ulster, my next foray into the silly seat was the Woodpecker with Matt Griffin in the Rallyschool.co.uk run VW Lupo. The event for us would be crucial, a win would clinch the BTRDA 1.4L drivers title for Matt and put me in the pole position seat to win the Co-drivers title. This is one event I haven't enjoyed in the past, not to sure why though really. Anyway, the event started on the Saturday morning after all the pre-event formalities completed on the Friday evening. It was a nice clear day, and looked set to be very dusty on the stages. The event consisted of 7 stages split north and south with 2 services, and included two runs through the infamous Haye Park. With knowing that we needed a finish, we knew we would have to take it nice and careful and keep the car in the middle of the road. So into the 1<sup>st</sup> stage we went, and it felt weird not being able to go at our usual pace and we couldn't find a rhythm, this was shown with a silly spin about a mile from the finish on a corner we shouldn't be spinning on...doh! At the 1<sup>st</sup> service, after ss2, we found that we had split the sidewall of a front tyre and had slow puncture, a mad rush to the tyre truck with 10 minutes to spare had us shod with a new pair of front tyres... hopefully no more spins then. For stages 3, 4 and 5 we headed to the Radnor complex, we seemed to have a good start to SS3, getting a nice flow going then as soon as we got to a hill we realised something wasn't right, there was no power from the car and at any time we could start rolling backwards back down the hill. We found ourselves doing most of the 3 stages in nothing more than 3<sup>rd</sup> gear, not fun on the fast straights. Back in service, we spoke to the service crew, and tried blowing the air filter out as it was caked with dust. On the road section to the penultimate stage, it seemed it had solved the problem as the car seemed to pull better than it had for a while...excellent!! The final stages went without any hiccup, and we enjoyed them, although the car did seem to die again towards the end of the final stage, we didn't care we had done what we needed (with the help of James Weaver retiring), and it meant the title was Matts. Back at the finish it looked as though we were lucky, we discovered a piece of wood had wedged between the wheel and tyre on the front and could of punctured at any time...phew, lucky for us those Shropshire trees are strong.

**Joe Cruttenden**

**Tom Cave** has a double reason to celebrate after the Woodpecker Stages Rally. After having to hire in a replacement car after severely damaging his Impreza on a recent event he won the BTRDA Production Cup award for Group N cars after taking a maximum 20 points on the event as the first Group N finisher, the fourth time this year he has taken a maximum haul of points. He was pressed hard throughout the day by **Jamie Anderson** who was only 13 seconds adrift at the finish. Tom Cave's other reason to celebrate is that he has also won the inaugural Run to the Sun Award donated by fuel provider Vital Equipment as the highest placed Junior Driver. His award will be a trip for two to the forthcoming World Rally Championship Rally of Spain in October where as well as seeing the World Championship Rally at close quarters he will also have the opportunity to have lunch with the Petter Solberg World Rally Team.





## Mewla National Rally (August 28th 2011)



Having not contested a round of the REIS MSA Asphalt Rally Championship since the Tour of Epynt in March, which he failed to finish, **Peter Lloyd** (*Photo top left*) returned in fine style on the Eventsigns Mewla Rally to record an outright win. Partnered by Devonian Carl Sorensen for the first time, the Welshman had to give best to the similar Subaru Impreza WRC of Steve Simpson/Patrick Walsh on the opening stage but, by the end of the second, had moved into a lead he maintained for the rest of the day. At the finish of the rally at the Royal Welsh Showground, in Builth Wells, Lloyd said that the changeable weather had made it a difficult day but that, having also retired from last year's Mewla, he was delighted to have come out on top this time.

For his part, Steve Simpson's miserable season shows no sign of abating and, after early promise, the Manchester driver was



on his way home after his Impreza's gearbox input shaft broke prior the fourth stage.

So, the statistics show that 37 of the 96 starters on the Mewla were REIS Championship-registered contenders and, with all due respect to all the others, the main focus of interest was the battle between Damian Cole/James Morgan (Ford Focus WRC) and Simon Mauger/ Brian Cammack (Ford Escort MkII). If Cole were to take maximum points and Mauger finish lower than third, the MSA Asphalt title would have been heading to Abergavenny for the second consecutive year. Indeed, it was following the 2010 Mewla that Damian was declared the champion, but there was to be no repeat this year and attention now moves to the penultimate round of the Championship at Caerwent in a month's time.



Fourth fastest on the opening stage, four seconds behind Mauger, Cole was on the back foot right from the off and his cause was not helped by a puncture on SS2. However, in typically determined fashion, he knuckled down to the task and, after five of the nine stages, had moved up to second behind Lloyd but, more importantly, ahead of Mauger. Then, on the final stage, the Focus overshot a junction and the time taken to sort itself out was enough for the Escort to squeeze in front, making the final top three Lloyd, Mauger and Cole in that order - great from a Championship point of view but frustrating for both the leading title aspirants!



John Indri/Dave Engwell were 4th in their Darrian T90 GTR but the gearbox was 'hanging off' by the finish and wouldn't have lasted much longer. Rounding off a Championship Top Five, Graham Coffey/David Gamblin had an excellent run in their Impreza WRC, moving them up the points table at this critical point in the season.



Photos - Geoff Bengough

Another crew not seen since the previous visit to Epynt, Ranges experts Bob Fowden/ Jason Sugden were 7th overall in their Impreza and David Hardie/ John McCulloch overcame a fuel starvation problem to take 10th in theirs. While Mauger/Cammack took the honours in the Millington Escort Challenge, Chris Lloyd/Gerwyn Barry's run not only brought them a maximum in the up to 2.1 litre Millington class, but top Class B11 points as well. Chris, who now leads both, was awarded the John Horton Motorsport Management 'Star Performer' award for his efforts. After a fraught time on the Saturday afternoon waiting for his car to arrive when it became the victim of Bank Holiday traffic on its way across to mid Wales from Essex, Pete Rayner's weekend improved significantly as he went on to take 2nd Millington points in the up to 2.5 litre class.

Paddy says to Mick, "Christmas is on a Friday this year"....  
Mick says "Let's hope it's not the 13th."

Paddy's in the bathroom and Murphy shouts to him. "Did you find the shampoo?" Paddy says, "yes but it's for dry hair and I've just wet mine."

I've just made a clock out of sandpaper.  
Times are rough.

1931, British India. During a tea break between an informal test match between British officers and the local Indian team, the umpire - an English gentleman, invites the son of the Indian captain to sit on his lap. The child being shy, refuses. So, the umpire turns to the Indian captain: "Why is your son so scared of me?". The Indian captain replies: "The son never sits on the British umpire."

A full 30 car entry was expected to start the Clitheronian, however Car 26 failed noise (recording 104db) and despite stuffing copious amounts of Brillo Pads up the exhaust pipe the driver could not seem to get the sound down. (not a recommended system for reducing noise 'cause the brillo pads usually get blown out along the route anyway and not good for the pr) and there were 2 no-shows meaning 27 competitors started a first class event. ALL the time controls were manned and even a solitary code board marshal was present (despite Paul Buckles briefing that said that some code boards / route checks would be manned – some is more than one! Picky arn't I Paul)

From the start venue at J4 Services off the M65 there was an hour to get to MTC1 only some 20mins drive away with plenty of space at MTC1 to sort back into running order. The information given at MTC 0 gave the route to MTC1 plus rejoin points, Black Spots and information regarding the loop around Arncliffe in the second half.

MTC 1 was just up the road from Cliviger and a handout (10secs before start time) was handed out giving the route to STC2. So a quick dash along Long Causeway with a nip into the Car Park to collect the 2 code boards and down Stamps Moor to STC2 where Simon Barnes was Marshalling. Car 30 (Jeremy Dale & Alan Edwards in a green Alfa Romeo Guilletta) arrived rather to quickly at STC2 and clipped the bank, jumped over the banking and wedged itself a metre from the road but stuck firmly between 2 Dykes . Next to come along was a Police Car on a tour of his patch who would not take the offered time from Simon, nor did the Policeman have a time Card or NAM Code Board sheet for him to sign for (spoil sports, no sense of adventure) eventually Simon noticed that it was a Police Car and not a Competitor. From STC2 it was up Widdop Moor and down into Trawden. IRC5 was my downfall – I thought I was at RTC5 and then proceeded to miss the right turn to RTC5 and at the next junction (a T junc) along was telling my driver to go straight on ! We turned left and when the road would not read as map turned round and went back only to meet Paul Brereton and Graham Foxcroft (followed by another competitor) coming towards us. Thinking I had obviously got it wrong we turned around again and made our way to wherever. I had my head stuck into the maps trying to work out where I had gone wrong when Andy told me we were going under a railway bridge – I now knew where we were (well off route but I knew where we were) but the time spent with my head down for too long had its effect. As we pulled into TC6 the stomach revolted and I just managed to get the door open to have a technicolour yawn at the feet of the poor marshal – sorry Alan (Alan Barnes of G&PDMC). By IRC6A I was in no fit state to continue so we made our way to Petrol and handed in our Damage Declaration Form and went home for an early (?) night and no breakfast.

After Petrol the route passed Eshton and to the south of Winterburn, down past Newfield Hall and then North through Airton to Malham. I was looking forward to the next bit over Darnbrook into Arncliffe and back over Pen-y-Ghent to Langcliffe (in the 70s I used to live in Langcliffe) and fancied that I knew the roads fairly well, however, Andy did not even fancy a bit of spectating. Competitors then had a quick run around Wham (scene of my big accident back in 1973) and back onto Map 103 to Tossie Gawcar and Dunsop Bridge. A herringbone took crews round Greystoneley and over Jeffery Hill via Ribchester to the finish.

Only 3 crews failed to make it back – Jeremy Dale/Alan Edwards (might be still wedged in that Dyke) Steve Entwistle/Bob Hargreaves in the Orangebox mini (Broken gearbox) and Andy Ritchie/Maurice Ellison dodgy tummy (I think I am going to leave Plot & Bash alone for a long while)

John Byram/Chris Paskin had a large moment coming down Cowling to Over House when Chris told John that it was a 90 left downhill. John hit the brakes and started a long sideways slide. In an attempt to scub some speed he attempted to steer for the hedge. The hedge had little effect other than to push him towards a stout looking wall and out of the corner of his eye he spotted a gap between two pillars. He decided to go for the gap between the pillars to find himself sliding up the driveway of Over House. He managed to grind to a halt just short of 2 cars and the childrens slide, killing the spotlights he, as quietly as possible, backed out hoping not to have disturbed the residents..

1<sup>st</sup> Smith/Proctor - 2:50

2<sup>nd</sup> Willan/Bloxham - 2:55

3<sup>rd</sup> Retchless/Tullie - 3:58

Thanks Paul. Brilliant route, just sorry I did not get to see it all. When was the last time anyone used Arncliffe, Pen-y-Ghent and Wham. Congratulations to Andy Smith and Ali Proctor on their win, Dan nearly made it two in a row and a good result for Tony Harrison coming in 4th overall

**Mozzer**





## Roger Albert Clark Rally

2nd - 5th December 2011

[www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)

### Friday 2nd December 2011

Scrutineering	12:00 – 17:00	
Start / SS 1	Duncombe Park	17:34
SS2	Dalby 1	18:32
Service	Duncombe Park	19:24
SS 3	Duncombe Park 2	19:42
SS 4	Dalby 2	20:40
Overnight	Duncombe Park	21:17

### Saturday 3rd December 2011

Restart	Duncombe Park	07:51
SS 5	Newton House 1	08:54
SS 6	Gale Rigg 1	09:58
Service	Duncombe Park	10:44
SS 7	Duncombe Park 3	11:02
SS 8	Duncombe Park 4	11:20
SS 9	Newton House 2	12:28
SS 10	Gale Rigg 2	13:27
Service	Croft	15:23
SS 11	Croft 1	16:01
SS 12	Croft 2	16:19
SS 13	Hamsterley	17:18
SS 14	Shepherdshield	19:11
Overnight	Carlisle Racecourse	20:36

### Sunday 4th December 2011

Restart	Carlisle Racecourse	08:16
SS 15	Ae 1	09:38
SS 16	Twiglees 1	10:56
Service	Dumfries	11:57
SS 17	Heathhall 1	12:25
SS 18	Ae 2	13:08
Service	Dumfries	14:38
SS 19	Heathhall 2	15:06
SS 20	Twiglees 2	16:04
SS 21	Newcastleton 1	17:28
Service	Carlisle Racecourse	18:41
SS 22	Newcastleton 2	20:09
Overnight	Carlisle Racecourse	21:22

### Monday 5th December 2011

Restart	Carlisle Racecourse	08:16
SS 23	Kershope 1	09:19
Service	Carlisle Racecourse	10:39
SS 24	Kershope 2	12:12
Finish	Premier Inn Jct 44	13:17
Ceremonial Finish	Carlisle City Centre	14:00

## And Another One Bites the Dust Elvington Airfield Lost

**COUNCIL** bosses have won another victory in a lengthy legal battle against noisy motor events at an airfield near York.

**City of York Council** has fought for years in several courts to put the brakes on the events at **Elvington Airfield**, following protests from local residents.

Now Elvington Events Ltd and airfield owner Elvington Park Ltd have failed in a bid to overturn two noise abatement notices issued by the authority. The companies had challenged a York Crown Court decision which confirmed the validity of notices issued in October 2009. Lawyers claimed they were too unclear to be legally enforceable, were defective in referring "only in general terms" to excessive noise emissions and in failing to specify what the council was complaining about. They said they were also not specific about what the companies should do to curtail the noise nuisance "short of closing down the enterprise."

But Judge Langan – sitting at the High Court in Leeds – rejected the companies' case, concluding that "the objection to the notice is not well-founded." Elvington Parish chairman Ian Bailey said he hoped the judgement would finally bring the matter to a close, and called for the council and company to sit down and reach an agreement on what activities were acceptable. He said the protracted legal action was expensive not just financially for the council but also in terms of officers' time. He said events were now much better controlled and did not cause a nuisance in the village, but they did still affect people living along the periphery of the airfield.

Mike Southcombe, the council's Environmental Protection manager, said the authority welcomed the High Court's dismissal of the appeals. He said the authority had received hundreds of noise complaints from local residents about motorsports and related activities at the Elvington Airfield since the owners bought the site in 2000. "We will continue to respond to noise complaints from local residents and monitor noise levels at events held at the airfield.

"If sufficient evidence of a breach of the noise abatement notices are obtained the council could prosecute, with fines up to £20,000."

My wife and I were discussing what we wanted to do at the weekend. I said.. 'so what do you want to do, then?' She replied 'Hmm, I'm not sure.. let's think..' I then said, 'no no, let's do something you can do too



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## Historic Tour of Flanders

### Dunlop/Wonago MSA British Historic Rally

David Stokes and Guy Weaver underlined their bid to retain the Dunlop/Wonago MSA British Historic Rally Championship title with an emphatic victory on the asphalt roads of Belgium during the Historic Tour of Flanders (9/10 September).

Once Chris Browne and Liz Jordan went out after a superb start, Stokes/Weaver were untroubled, while their major title rival Rikki Proffitt also retired with damaged suspension on his Porsche 911. Instead, Dessie Nutt and Geraldine McBride romped to category one victory in their Porsche 911.

Guy Anderson and Kim Baler had a fairly tale rally as they won category three with a storming debut event for their Talbot Sunbeam Lotus, finishing ahead of a wonderful Escort Mk2 battle between Phil and Mick Squires and Nick Woodman/Tim Sayer.

A great start to the event over the three stages of Friday evening put Proffitt and Graham Wild ahead in category one by half a minute, although they were among the historic crews to miss the second run through Izegem after earlier delays in the modern rally.

Nutt/McBride responded when the action restarted in Passendale on Saturday morning and pulled back around 15s. Sadly, it was soon all over for Proffitt and Wild when they bounced high out of a massive cut on the three-lap Zilverburg stage. The Porsche 911 suffered bent suspension and the bodywork soon destroyed the tyre. They got out of the stage and fitted the spare wheel, but that only lasted a couple of miles of the next road section.

With Proffitt out, Nutt backed his pace off, but had to push on again when he was headed on a couple of stages by the rapid Mini Cooper of Clive King/Bob Ward from the HRCR Challenge.

After a talking to from McBride, Nutt upped his pace again and pulled out a winning margin of over a minute and a half as the other Porsche 911s both retired; Derek Boyd/Roisin Boyd with distributor problems and Edmund Peel/Janet Crane in one of the many Flanders ditches.

King and Ward but were delighted to bring the Mini home second from the crowd-pleasing Austin Healey 3000 of Peter Gilbert and Graham Goodall, who were making their debut in Belgium within the HRCR Challenge.

When the producers of Coca Cola introduced their 'Things Go Better With Coke' advertising campaign back in the 1960s, it is unlikely that they would have envisaged their product's usefulness in the temporary cure of slipping clutches in motor vehicles!



Cue, Andy Burton... Having already secured the Silverstone Tyres BTRDA Gold Star Rally Championship title after the Nicky Grist Quinton Stages in July, 'Burty' set his sights on a record-breaking tenth victory on the Woodpecker Stages. Since 1989, the Kington driver has won his 'home' event – the route passed the end of his drive! – on nine occasions and now, without any Championship pressures to distract him and in the final season that his Peugeot Cosworth will be eligible to compete, he was out to move the tally into double figures. Well, the plan was in danger of going awry almost from the off as the Peugeot's clutch began to slip on the first stage – and service wasn't until after the second. Some drastic action was required and it was then that Coke came to the rescue. A pipe was attached to the housing (no – I don't know either!) and some of the precious commodity poured on to the clutch plates to give the unit some more bite – at least until service back at Ludlow Racecourse. According to the Coca-Cola website, 34,062,645 people like the drink – after the experiences of the weekend, that number will have risen by at least one! So, Roger Chilman/Andrew Sankey had the best of the opening exchanges – fastest on the first stage and equal quickest on the second saw them leading the rally at first service. From there, the convoy headed off to Radnor and it was here that the damage was done. Burton was 14 seconds quicker than Chilman, which moved him into a lead he maintained for the rest of the day to give him that coveted tenth Woodpecker victory. For his part, Chilman kept the pressure on the eventual winner all day to take the runner-up spot and the all-important Gold Star Championship points that went with it. With Burton confirmed as Champion, Chilman's main rival for runnerup spot Charlie Payne put his Ford Focus WRC off the road in Radnor. Although he and Craig Thorley were eventually able to regain the road, too much time had been lost to warrant continuing and the battle now moves on to the Cambrian. In North Wales Payne must finish first or second points scorer while, at the same time, hoping that Chilman is not able to improve on his total. OK – the Gold Star runner-up will be either Chilman or Payne but, when it comes to contenders for third places, Jamie Anderson, Tom Cave, Tom Naughton and, if he chooses to contest the Cambrian, David Wright's names are added into the equation. Fascinating stuff and we'll have to wait until the procession along the Prom in Llandudno at the conclusion of the Cambrian to see exactly who's done what!

---

Dear Mother-in-law, "Don't tell me how 2 handle my children, I'm living with one of yours & she needs a lot of improvement"



# SD 34 MSG Inter Club League



Division A		Position	
Club	Points	Division	O/A
Clitheroe & DMC	576	1	1
Bolton-le-Moors CC	413	2	2
Stockport061 MC	366	3	3
Warrington & DMC	288	4	4
Lancs & Cheshire CC	285	5	5
Division B		Position	
Club	Points	Division	O/A
Accrington MSC	269	1	6
Garstang & Preston MC	268	2	7
CSMA (NW)	194	3	8
Pendle & DMC	148	4	10
High Moor MC	98	5	12



Division C		Position	
Club	Points	Division	O/A
Wallasey MC	154	1	9
Manx AS	130	2	11
Bury AC	36	3	13
Lightning MSC	0	=4	=14
2300	0	=4	=14
Motorsport NW Ltd	0	=4	=14
Mull CC	0	=4	=14

## MARSHALS CHAMPIONSHIP

Only Contenders who have  
Qualified results are shown

Club	Pts	Club	Pts
<b>Stockport 061</b>		<b>GPMC</b>	
Andy Chambers	40	Margaret Duckworth	20
Brian Stott	40	Graham Chester	20
Daniel Chambers	40	Andy Benson	20
Mark Wilkinson	40	Jason Bleakley	20
Martin Payne	40	Les Fragle	30
Rob Yates	40		
Andy Turner	40	<b>Clitheroe &amp; DMC</b>	
Ken Wilkinson	40	Steve Lewis	30
Hazel Payne	30	Don Wild	30
Ian Bruce	30	Martin Berry	30
Julian Russell	30	Martin Whittaker	20
Nancy Russell	30		
Mathew Turner	30	<b>Pendle &amp; DMC</b>	
Anthony Miles	20		
Bob Milloy	20	<b>High Moor MC</b>	
Chris Miles	20		
Daryl Evans	20	<b>Lightening MC</b>	
Keith Miles	20		
Phil Hesketh	20	<b>CSMA</b>	
Sarah-Jayne Dunhill	20		
Steph Wilkinson	20	<b>Accrington MSC</b>	
Steve Hallmark	20	David Barratt	20
Angela Riley	10	<b>Bury AC</b>	
<b>Bolton-le-Moors MC</b>		<b>Wallasey MC</b>	
Peter Sharples	30		
Julie Sharples	20	<b>Warrington &amp; DMC</b>	
Eric Wilcockson	20		
Jo Evers	20		
Darren Spann	20		

Points up to and including  
Enville Stages 31st July

## SD 34 MSG Inter Club Quiz Night Tuesday 4th OCTOBER

Hosted by  
**Clitheroe & DMC**  
at

Waddington Sports & Social Club  
Waddington, Nr Clitheroe  
8-30pm  
Map ref:- 103 / 731 437



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

## Individual Championship

Only Contenders who have Qualified results are shown

*Following - Promenade Stages Rally*

O/A	<u>Competitor</u> (qualified)	pts	Club
1	Steve Lewis	54	CDMC
2	Michael Tomlinson	44	PDMC
3	Hazel Johnson	43	CSMA
4	John Ric Wood	34	GPMC
5	David Barrett	9	AMSC
= 6	Paul Buckel	9	CDMC
= 6	Garry Jakeman	8	HMMC
= 8	Heidi Woodcock	8	CDMC
= 8	Chris Woodcock	8	CDMC

## Stage Rally Championship

*Following - Enville Stages*

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

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

## Road Rally Championship

*Following - Countdown Rally*

O/A	<u>DRIVER</u>	pts	Club
1	Simon Boardman	37	CDMC
2	Derek Long	20	BAC
3	Paul Buckel	19	CDMC

O/A	<u>Navigator</u>	pts	Club
1	Steve Butler	39	CSMA
2	Andrew Long	29	BAC
3	Ian Raynor	8	CDMC

## Off The Road Championship

*Following L&CCC Sprint 4th Sept*

O/A	<u>DRIVER</u>	pts	Club
1	Steve Johnson	71.24	AMSC
2	Steve Price	64.46	BLMCC
3	Steve Lewis	57.84	CDMC
4	Hazel Jonson	36.16	CSMA
5	Michael Tomlinson	38.19	PDMC
6	Stuart Tranter *	29.70	L&CCC
7	David Barrett	19.63	AMSC
8	Christopher Day	11.30	CDMC
9	Steve Butler	10.00	CSMA
10	David Goodlad	9.27	BLMCC

## SD 34 MSG Championships

### Forthcoming Rounds

- 2-Oct **Stage Rally**  
**Pendle Stage Rally**  
Weeton Barracks, Blackpool
- 14-16- **Oct Stage Rally**  
Mull Car Club  
**Mull Rally Isle of Mull**
- 22-Oct **Road Rally**  
Morecambe CC  
**Illuminations Rally**  
Lancs/Cumbria
- 12-Nov **Road Rally** ?  
Eden Valley MC  
Westmorland Rally
- 20-Nov **Stage Rally**  
Bolton-le-Moors CC  
**Neil Howard Memorial Rally**  
Melbourne airfield, Pocklington
- 26-Nov **Road Rally**  
Beverley & District MC  
**Beaver Rally**  
Humberside  
(Reserve Event)
- 26-Nov **Stage Rally**  
Clitheroe & Dist MC  
**The Hall Trophy**  
Blyton Airfield, Lincs
- 4-Dec **Autosolo & PCA**  
Accrington MSC Nat B & Clubmans  
**Winter Autosolo**  
Blackburn Services M65, J4
- 4-Dec **Autosolo & PCA**  
CSMA NW Nat B & Clubmans  
**Winter Autotest**  
Blackburn Services M65, J4



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## Mikko Hirvonen has ended Ford's winless streak in the World Rally Championship with victory on a drama-filled Rally Australia.

The Finn, driving a Ford Fiesta RS WRC, moved ahead of team-mate Jari-Matti Latvala on the penultimate stage when Latvala slowed to hand Hirvonen maximum points in an emotional one-two finish for the Blue Oval squad.

On the 10th anniversary of the 9/11 terrorist attacks in the United States, which American firm Ford marked by carrying memorial stickers on its factory machines, Hirvonen has also slashed Sebastien Loeb's world title lead following the Citroen driver's roll on day one. (see page 32)

Loeb made amends by claiming 10th overall and three bonus points for winning the event-closing Power Stage. But with three rounds remaining, Hirvonen is now just 15 points behind Loeb while Ford has closed on Citroen in the manufacturers' standings.

Hirvonen's last win in the WRC was on Rally Sweden back in February. His triumph in New South Wales means he extends his run of victories in Australia to three. (see pg 26 for report from our man out in Oz)



## Gossip



McLaren boss Martin Whitmarsh says Jenson Button will definitely be their driver next year, and they are in talks over a long-term contract.

Robert Kubica is to step up his attempt to return to Formula 1 by getting back behind the wheel in October.

The Renault driver suffered a partially severed hand and major fractures in a rally crash in February, but his final operation has been declared a success.

Formula One bosses: To save you having to endure another long, stressful, arduous 2012 motor racing season, simply meet up with the other racing teams before the season, see which one has got the biggest bank balance, and award their driver the championship.



**Jenson Button** drove through Albert Square during the Vodafone VIP Live event with McLaren F1 driver Jenson Button swapped the Belgian Grand Prix circuit for the streets of Manchester today. He thrilled fans with a series of laps in his racing car around a purpose built track in the city centre. Just 24 hours after his podium finish at Spa, Button impressed behind the wheel of his McLaren again. He sped along Deansgate, John Dalton Street and Albert square in front of a big Bank Holiday crowd. And performed several 'doughnuts' in front of the audience



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**Keith Lamb (Gemini 9 has a mate who is now a professional photographer living in New Zealand and from time to time sends Keith Photos and the odd report about events he has been to.)**

**Here is his latest from WRC Australia**

Okay, here is the report. A 100 times better than the event 2 years ago. Some little things that need to be looked at but nothing major. From what I can gather Coffs Harbour has a population of about 60,000 to 70,000 people. It is about 550 km north of Sydney and about 450 km south of Brisbane so roughly about half way between the 2 major cities. The first thing that I noticed was that all the locals were right behind the event (unlike 2 years ago). All of the shops had rally themes in their windows and the locals all wanted to know if I was there for the rally and wanted to find out more about it as it was all new to them. I explained that they were privileged to have one of 13 events held around the world each year which seemed to make them feel special. The local newspaper was right behind the event with daily write-ups before the event. They even went to the point of providing a free copy of the programme with the Thursday edition of the paper (so basically the programme cost \$1.00 instead of \$4.95 if you bought it on its own. I bought one copy as soon as I got there as I wanted to go out to check out the roads. That was when the first problem became apparent. The maps and directions in the programme were hopeless (as you will see when the parcel arrives). Luckily I found a shop in the centre of a mall that was selling memorabilia and also had large maps in the window which gave better directions (I have actually "procured" these maps and will shrink them down in our copier at work when I go back next week so that you will have more details about the spots). Luckily I had my sat-nav with me so I could program the spots I selected in to it to make getting around easier. They ran a super special stage at the local jetty (close to the centre of town) and offered free shuttle buses for everyone. The stage was run on 3 nights, twice each night. Personally I hate these stages as they are tarmac and run at night but I went along anyway. I have been to this same sort of stage at NZ, Australia, and GB and none of them are any good. This is where the second problem came to light. There was only one major viewing area and only one place where people could cross the track. With 20 second intervals between cars (3 cars on the stage at the same time), the only time people could cross the track was between the different events (WRC, Australian champs, and Classics). The crossing point was very narrow so you ended up with a lot of people wanting to cross from both sides at the same time and basically meeting in the middle of the track with nowhere to go. An easy fix as all they really need is a couple of over bridges which would mean that people could cross at any time. The weather was fine for all of the times I was away except for the Friday of the rally (when I was at the water splash). It wasn't heavy rain just a continuous shower (the problem being that there was no wind so it couldn't blow away (it just came straight down). Luckily it stopped for the second running of the stage but by then I was quite wet (which probably goes to explaining why I arrived back here with a cold). I would definitely go back again. It wasn't as good as when the WRC was in Perth but as I said at the start, a 100 times better than when it was at Tweed Heads 2 years ago. The Fiesta at the water splash was al Quassimi. He actually completely lost the front bumper. It broke in to 2 pieces so 2 people left with some pretty neat souvenirs. It was a shame that tactics played a role again. I can understand Ford needing Mikko to win but I don't like that stuff. It was the same at Citroen. My friend Seb Ogier basically gave the fingers to Citroen and when he was told to slow, he did so by a ridiculous amount. I went to the shakedown service park (I drove the stage earlier and decided it wasn't worth photos) and spent time getting drivers to autograph photos (they will be on their way to you later). I spoke to Ken Block for quite a while and complemented him on his "gymkhanas". I told him I especially liked the latest one as I could recognise all the spots. The atmosphere at Citroen was tense to say the least. I couldn't help but notice one of the senior team members was keeping a real eye on Seb Ogier and what he was saying to who. The Ford team saw my photo of Matthew Wilson from Rally GB last year with the flame out of the exhaust and asked that I send a copy over to them which I will do soon. I have decided that the Russian Evgeny Novikov is crazy. As you will see from the picture of him entering the water splash, he came very close to rolling the car. There are a couple of photo's before the one I sent you which will give you a real idea of how sideways he was. I get the impression he is basically an accident waiting to happen and it is just a question of where and when. As I am sure you have read he had a big accident on the last day (unfortunately not where I was). Haydon Paddon has had an incredible year and it was really great to be at the finish ramp surrounded by Kiwi's all cheering for him. I do hope that his phone starts ringing with offers from the major teams as he really does deserve it. Again the team has asked that I send my photos to them.

Before I forget, I am sure you remember my ride with my mate Ari. *(for those that did not read the 1st episode from Joseph - the Ari he is talking about is Ari Vatenen)* Well guess what arrived in the mail today? I had pretty well given up on it, but I now have a copy of all of the on-board videos from all of the rides he gave. And yes, I will get a copy to you soon. That's about all that I can think of now but I am sure I will think of more later.

**Joseph**



**Evgeny Novikov**







## Italian Grand Prix - Monza



Sebastian Vettel took another giant step closer to a second consecutive world title with a dominant Italian Grand Prix victory that proved once and for all that Red Bull have now conquered all types of circuit. The reigning champion squad had never previously finished on the podium at high-speed Monza, but Vettel – who claimed his maiden GP win here driving for minnows Toro Rosso in the rain-lashed 2008 race banished that statistic with the same ruthless efficiency as he has so many others these past two seasons. The start was thrilling at the front, as pole man Vettel battled side-by-side with Alonso on the inside and Hamilton on the outside, but chaotic behind as Tonio Liuzzi got a wheel onto the grass, lost control and careened along the inside grass at high speed towards the first chicane just as the midfield cars were negotiating the slow right-left jog. As he arrived at the corner Liuzzi slammed into an unsuspecting Vitaly Petrov, knocking the Renault into the Mercedes of Nico Rosberg which was alongside. Rubens Barrichello's Williams and Kamui Kobayashi's Sauber were damaged in the ensuing melee, while Bruno Senna (Renault), Sebastien Buemi (Toro Rosso) and Adrian Sutil (Force India) all lost places taking avoiding action. After a brief safety car period to clear the carnage the race got underway again on lap four. Alonso fended off Vettel into the chicane while Hamilton was uncharacteristically tardy at the restart and fell into Schumacher's clutches – a development that would turn out to have major repercussions for the rest of his race. Having selected a shorter top gear than his rivals that helped him on initial acceleration out of the corners but left him short of straightline speed, Vettel was eager not to get drawn into a long multi-car slipstreaming battle and was all over Alonso like a rash, the Ferrari as usual taking longer to get its tyres up to temperature. Alonso repelled his first serious bid at the Roggia chicane on lap four, but next time around the Ferrari got out of shape on the exit of the first chicane and Vettel grasped his opportunity to pull alongside as they swept round the flat-out Curva Grande. What followed was definitive proof that Vettel is not just a great front-runner but can race wheel-to-wheel as well as anybody when he needs to. Inches apart at 190mph and more, Alonso left him the bare minimum of space – but Vettel kept his foot to the floorboard, ran his left-side wheels over the grass verge and completed the pass under braking for the Roggia. Now he was where he needed to be – in the lead – and used his superior overall performance to build an immediate cushion and break the Ferrari's slipstream. A succession of fastest laps took him more than 10 seconds clear by the time of the first pit stops on laps 16-20. By then it was already game over for the opposition. Meanwhile a frenetic tussle for third place developed between Schumacher and Hamilton. The McLaren driver was plainly capable of going much quicker than the seven-time world champion, but the prodigious straightline speed of the works Mercedes kept Schumacher as length or two ahead for lap after lap. It didn't help Hamilton's cause that his McLaren had too short a top gear, which meant his Mercedes engine was bouncing off the rev limiter as early as the start/finish line on the main straight and negated the advantage of being able to use DRS. Schumacher was also skilfully timing his KERS deployments to best advantage, and the net result was that he was matching Hamilton's terminal speed (330 km/h) despite being the leading car and not having the benefit of either the tow or DRS. Hamilton was making his main assaults on the run to the Ascari chicane, using KERS to boost his acceleration out of Lesmo and then DRS to pull right into Schumacher's slipstream along the tree-lined straight. But each time he got close Schumacher moved left to cover the inside, then darted back right to take his line for the corner. On lap 13 Hamilton appeared to have cracked the problem, getting a strong enough run out of Parabolica that he was able to get alongside on the main straight and ahead under braking for the first chicane. But Schumacher simply tucked into his slipstream and cruised past on the run through Curva Grande to the next chicane! Their protracted dice allowed Button – who had lost a lot of ground at the start but had recovered two places thanks to a lap five collision between Webber and Felipe Massa – to close onto their tail and create a spectacular three-car battle that evoked memories of the epic slipstreaming packs of old at pre-chicane Monza. On lap 16 Hamilton had his best opportunity to dispatch Schumacher when the Mercedes driver locked up and ran wide at the first chicane. He duly aimed the McLaren down the inside of Curva Grande, but had to take to the grass as Schumacher unceremoniously chopped across his bows. A grateful Button took advantage of his teammate's lost momentum to take fourth place, then immediately showed Lewis the way to overtake Schumacher (who was now struggling with worn rear tyres) with an incisive move around the outside into Ascari. Schumacher peeled into the pits at the end of that lap, giving Hamilton the chance to move clear – but Michael made good use of his fresh tyres and when Lewis emerged from his stop two laps later he found to his despair that the Mercedes was still ahead. Over the next few laps Schumacher's defensive moves arguably contravened the regulations – which inveigh against “more than one change of direction” and “deliberate crowding of a car beyond the edge of the track” – and FIA race director Charlie Whiting let it be known to Mercedes that he was keeping a close eye on the battle and wanted Schumacher to give Hamilton more racing room. After two separate radio calls from team principal Ross Brawn, Michael got the message and kept his blocking moves within more acceptable bounds. But Hamilton's bigger problem remained that he was running out of puff on the straights as his engine buzzed the rev limiter. On lap 27, Hamilton finally saw a clear-cut opportunity, made it past Schumacher on the run to Ascari and shook off his tormentor. After the second and final stops Button moved into striking distance behind Alonso, who he knew would struggle for the first few laps on the harder compound tyre. Sure enough, the Ferrari was getting poor traction out of the slow corners, and when Alonso got sideways on the kerb exiting the first chicane on lap 36, Button got up the inside into Curva Grande and seized second place. He then strung together a series of very quick laps, but he posed no threat to the serene Vettel, who had built a 16s lead and allowed it to dwindle at a controlled rate over the remaining laps. The main interest now was whether Alonso could keep Hamilton at bay for the final podium place. Now free of Schumacher, Lewis was charging hard and hunting the Ferrari down, setting the race's fastest lap on the penultimate tour. Halfway round the final lap he was onto Alonso's gearbox, but the Spaniard made a good enough exit from Lesmo to keep the McLaren behind through the one remaining DRS zone. Third place, and Ferrari honour, was safe.

## Formula Ford Evolves

Ford unveiled a bold new 2012-specification Formula Ford car to visitors at the Frankfurt Motor Show Yesterday. It's the formula that has been an essential step in the professional racing driver's career for more than 40 years and this all-new car for next season's MSA Formula Ford Championship will have talented young drivers around the world eager to get behind the wheel to prove their mettle. The new-generation Formula Ford cars will use a production-based 1.6-litre Ford EcoBoost direct injection, turbocharged engine, limited to producing around 165PS and 220Nm, and mated to a 6-speed sequential transmission with mechanical shift mechanism. The 2012 specification car represents another advance in technology and performance for the formula. Freedom of chassis design, engine build and numerous technical items of specification have always been standout features of Formula Ford and this continues with the 2012 specification car. With only Formula 1 and Formula 3 offering this same level of freedom, it helps drive technical standards to exceptionally high levels from car manufacturers, teams and drivers alike. The different implications of car set-up and each individual chassis variation, create a steep learning curve for drivers in particular, helping to accelerate the development of their abilities to take the next step in motorsport. Ford's global kinetic design philosophy is also echoed in the new-generation car, giving fans of the championship a style they can easily recognise. Car manufacturers will still be able to add that crucial individual touch to their cars though, with only the requirement to keep specific parts developed for aerodynamic equivalence mandated in the regulations. We think that this is the first Formula Ford car to boast a Turbocharger. Creating a safe environment is a key concern for Formula Ford, and the new car boasts increased levels of safety including a tubular chassis - the first in a single seat racer to comply with the latest, stringent FIA safety standards - front and rear carbon crash structures, side intrusion panels, FIA specification head restraint system, wheel tethers and an FIA removable seat. FIA compliance will allow the 2012 specification car to be applicable for Formula Ford championships around the globe, especially in emerging markets where alignment to FIA regulations is commonplace. "The 2012 specification car's FIA approved safety attributes, powerful Ford EcoBoost engine and striking kinetic design, make for a really appealing proposition for race teams and drivers," said Mike Norton, motorsport manager, Ford of Europe. "Formula Ford is already well-known as the perfect proving ground for up-and-coming drivers and engineers, and it is Ford's desire to continue nurturing this by supporting teams and manufacturers across the globe with the safest environment, latest technologies and most attractive packages. Formula Ford is in its 44th consecutive year and remains a very popular choice for drivers around the world. Many Formula Ford drivers have gone onto careers in Formula 1. This is a great compliment to Formula Ford and we are at Ford proud of this achievement." For race teams and car manufactures Formula Ford represents a fantastic opportunity to prove their abilities and highlights Ford's dedication to continuing its support of motorsport. From World Rally Championship to single seat racing, Ford's motorsport heritage is one of the longest and strongest of any manufacturer. The 2012 specification Formula Ford car will carry that torch into the future with some style.



## Twingo Trophy Prizes unveiled.

The prize structure for both the Twingo Renaultsport R1 Trophy UK and Twingo Renaultsport R2 Trophy UK have been confirmed at the MSA British Rally Championship's Open Day, the series that both will follow in 2012.

The Twingo Renaultsport R1 Trophy UK\* champion will win a fantastic Renaultsport drive on the 2013 Rallye de Monte Carlo in a Twingo Renaultsport R2. This will provide a real opportunity to experience a classic event and introducing the winner to the next level in the Renaultsport rally range. Providing further progression, the Twingo Renaultsport R2 Trophy UK champion will win a Renaultsport drive on Rallye de Monte Carlo in a Clio Renaultsport R3

Maxi Evo or Mégane Renaultsport N4, again making the step up to a more powerful Renault. These prize drives are supplemented by an attractive on-event prize fund, which will take the form of parts/services vouchers to redeem with the Twingo Renaultsport Trophy UK technical and parts supplier.

### Per event prize fund for both Twingo Renaultsport R1 and R2 Trophies\*:

**1st - £750, 2nd - £500, 3rd - £250**

On event support and a Renaultsport "village" will be present at each round and will not only be for competitors in the one-make series, but crews using the Clio Renaultsport R3 or indeed any Renault rally car in the BRC or BRC Challenge will also benefit from the same service.

\*Prizes subject to Twingo Renaultsport Trophy UK commercial agreements. Twingo Renaultsport R1 Trophy UK winner must also be BRC Junior Champion at the wheel of Twingo R1.



## MSA announces 2012 stage rally seat regulations

Following approval by the Motor Sports Council, the MSA has confirmed a new regulation that means stage rally competitors will not be required to replace FIA homologated seats for the 2012 season.

### The new regulation (to be read in conjunction with R48.10.6) is as follows:

#### R48.10.6.1

For any vehicle issued with an MSA Competition Car Log Book prior to 1st January 2009, the requirements of R48.10.6. are satisfied until 31st December 2012. This is provided that the seat(s) have previously been FIA Homologated and in addition the seats have the appropriate seat mountings in accordance with

#### R48.10.6.

#### Date of Implementation: 1/1/12

"This issue has generated substantial correspondence from competitors and a considerable amount of debate at Regional Association meetings in recent months," said MSA Chief Executive Colin Hilton. "The MSA makes no apology for its commitment to improving safety within motor sport and there is complete agreement that standard production car seats have no place within stage rally cars. This new regulation will achieve that and will allow a further 12 months to consider how best we move forward in the future which, being mindful of the current economic climate and the interests of existing competitors, seems entirely sensible. "I would like to reiterate that the responsibility for the safety of a competitor lies exclusively with that competitor. The MSA reminds everyone that just because items are within their 'life', does not automatically make them safe. The MSA continues to advise competitors to take all possible precautions to keep themselves and others safe in the course of their motor sport activity."



## MSA titles wrapped up

A raft of MSA Champions across various disciplines have been crowned in recent weeks, as the 2011 motor sport season enters its closing stages.

Brazilian Felipe Nasr secured the Cooper Tires British F3 International Series title with a podium finish at Rockingham. "It's a unique feeling for sure", said the 19-year-old. "It really is amazing; I don't think I quite understand what it all means yet! There has been a lot of hard work behind this, taking the title so early shows we worked harder than the others and we deserve it – everyone from the team, my family and everyone that has helped us. I'm really, really happy." Elsewhere, Scott Moran took his third Nicholson McLaren MSA British Hill Climb Championship with a double run-off win at Gurston Down in August. "When I started competing in the British championship it took two years for me to win a run-off; I never thought I'd win a title, so to have three is amazing," he said.

Meanwhile Steven Ferguson was confirmed as the MSA British Autotest Champion (pictured below) and Richard Davies (pictured above) the MSA British Autocross Champion after the final rounds of both championships earlier this month.



## MSA invites nominations for club and marshal awards

Clubs wishing to be considered for the MSA Club of the Year Award should register their interest with their Regional Associations, which must submit nominations by 1 October.

The Award – currently sponsored by MSA insurance broker JLT – has been presented annually since 1993 and carries a prize of £1000, together with a prestigious JLT Trophy. There are second and third place prizes of £500 and £250 respectively, along with commemorative awards.

Clubs are further asked to submit nominations for the MSA Marshal of the Year Award to their Regional Association as soon as possible. MSA Regional Committee Chairman Nicky Moffitt, who sits on the Awards judging panel, said: "These prestigious awards acknowledge both the contribution that many Clubs make to their local communities, as well as the vital support that marshals offer those clubs by giving their time freely so that others can enjoy our sport."

Both Awards will be presented at the MSA's Night of Champions ceremony at the Royal Automobile Club in January 2012.



## Lawn way down

MSA licence holder Darren Whitehead and Tony Dwight of Stoke-on-Trent drove a pair of lawn mowers from John O'Groats to Land's End last month in support of Help for Heroes and Cancer Research UK. The pair drove 12 hours a day for five days, and completed the 1071-mile journey without using maps or GPS.



## MSA launches new Scottish Motorsport Festival

October's Colin McRae Forest Stages Rally and RACMSA Rally of Scotland will mark the start and finish of the new Scottish Motorsport Festival (1-9 October), a week-long celebration of the sport's long-running success north of the border. The new initiative – backed by EventScotland, the national events agency – kicks off with an all-star forum run by Colin McRae Vision on the eve of the McRae Stages on 30 September. Those attending include 1984 World Rally Champion Stig Blomqvist and 2003 World Rally Champion co-driver Phil Mills. Other Festival events include: an introduction to karting for schools; a special autotest pitching the media against leading Intercontinental Rally Challenge competitors; Scottish debuts for part of Colin McRae's car collection; and the launch of a new rally championship for 14- to 17-year-olds at Scone Palace. Paul Di Resta, the latest in a long line of Scottish F1 drivers, said: "When I was starting out in karting there was a lot to inspire me. I was always hearing stories about the great Jim Clark and, of course, Sir Jackie Stewart, who continues to help and support Scottish drivers. But it's not just Formula 1 where Scottish drivers have shown their skill. We have been well represented in most major

championships around the world with drivers like Dario Franchitti, my cousin, winning the Indy 500 twice and Allan McNish having great success in sports cars. "We also have a great tradition in rallying thanks to the legacy of Colin McRae, who is surely remembered as one of the most spectacular drivers of all time. With icons like these there is plenty to inspire the next generation of Scottish motor sport stars."

The full schedule of events and timings are available from the new Scottish Motorsport Festival website: [www.scottishmotorsportfestival.co.uk](http://www.scottishmotorsportfestival.co.uk).



## Rally of Scotland is just around the corner

Some of the world's leading rally drivers and teams are gearing up for the **RACMSA Rally of Scotland, the UK's round of the Intercontinental Rally Challenge, on 7-9 October.**

"The Rally of Scotland's simply a great event for the country, with many of the top international stars putting on a show on what the drivers and public regard as the best competitive stages about," said five-time MSA British

Rally Champion Jimmy McRae, who will drive the 'Zero' course car. "I have a lot of knowledge of the stages around Perth from my own rallying days and the McRae Stages event but I haven't been down in the Carron Valley in Lanarkshire for 20 or more years."

McRae's son Alister has entered the event, as have Guy Wilks, Andreas Mikkelsen, Juho Hanninen, Freddy Loix, Thierry Neuville, Bryan Bouffier and Jan Kopecky. Proton, Skoda, Peugeot, Ford, Mitsubishi, Subaru and Citroen will all be represented on the entry list.

The rally gets under way with a Ceremonial Start at Stirling Castle on 7 October, and takes in classic stages such as Craigvinean, Drummond Hill and Errochty before finishing with two stages through the majestic grounds of Scone Palace near Perth on 9 October. Public admission costs £20 per vehicle at the entry to each stage, with the exception of Sunday morning's Carron Valley stage, priced at £10.

For more information – including latest news, route details and full stage timetable – visit [www.rallyofscotland.com](http://www.rallyofscotland.com).



## Warwick appointed new BRDC president

Derek Warwick has been named as the successor to Damon Hill as president of the British Racing Drivers' Club (BRDC).

Having won the British Formula 3 title in 1978, Warwick graduated to grand prix racing with the Toleman team in '81; the 162-race Formula 1 career that followed included stints with Renault, Brabham, Arrows, Lotus and Footwork. He was also a World Sportscar Champion, Le Mans 24 Hours winner, and MSA British Touring Car Championship race winner.

## Go Motorsport at the National Motorsport Show

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





### Pensioner realises dream at Brands Hatch

A pensioner realised her lifelong dream of lapping Brands Hatch when she took to the Kent circuit in her mobility scooter.

Rita Turner, 79, joined cyclists from Swanley and North Downs Lions Club on their annual Bike around Brands sponsored ride. Together they raised £4000 for EllenorLions Hospices and other causes.

"It's quite a thrill!" said Turner. "The scooter handles well and it's everything I hoped it would be, the weather's fine and I can't believe I'm finally on Brands Hatch. It's given me a wonderful feeling of belonging."



### Team UK on film with Skoda UK

Former MSA Rally Elite member Nicholas Rowland has produced a short film of Team UK's three rally drivers – Elfyn Evans; John MacCrone; Harry Hunt – testing Skoda UK's Fabia S2000 on the Goodwood Forest Rally stage (see MSA News, July 2011 and MSA magazine, autumn 2011).

To view the film, visit here: [http://youtu.be/dFe7K\\_JEHNM](http://youtu.be/dFe7K_JEHNM)



### Performance update

**Lewis Williamson** is sixth in the GP3 standings ahead of the season finale at Monza this weekend (9-11 September). The McLaren AUTO-SPORT BRDC Award winner has won one race so far this season. Following an impressive third-place finish in his Firestone Indy Lights Championship debut at Edmonton, **Oli Webb** (pictured above) was re-signed to drive for Jensen MotorSport for the recent Baltimore Grand Prix, where he retired after qualifying third, and the Las Vegas season finale in October.

**Alex Lynn** continued his dominance in Formula Renault UK with his tenth win of the season at Silverstone. With three meetings to go, Lynn looks set to break James Matthews' record of eleven wins in a season, set in 1994.

**Elfyn Evans** and co-driver **Andrew Edwards** kept their Dulux Trade MSA British Rally Championship title hopes alive by finishing fifth on the International Rally of Northern Ireland, despite losing two and a half minutes to a puncture on the opening stage.

**Will Buller** (pictured below) is third in the Cooper Tires British F3 International Series standings with two meetings to go. The Northern Ireland driver took a podium finish last time out at Rockingham, as did his national squad team-mate **Jack Harvey**.



## Redditch & District to hold open evening

Redditch and District Car Club is holding an opening evening on Monday 12 September, with discounted membership available to attendees.

As part of the event there will be a simulated rally service area and marshal's post, talks on rally navigation and marshalling, and a chance to meet former British Rally Champion Russell Brooks. There will also be a car display featuring a 1965 BRM P261, a Citroen C2 rally car, a Subaru Impreza Time Attack car and much more. Prizes will be awarded to whoever arrives in the most interesting car.

## Gomotorsport.net reports growth in traffic

The Go Motorsport website is enjoying record numbers of visitors. In the first eight months of this year GoMotorsport.net recorded in excess of 100,000 visits, an increase of nearly 100 per cent when compared to the same period in 2010.

More encouragingly visitors are spending more time on the site and have accessed more than double the number of pages this year than last. The number of enquiries to motor clubs has risen significantly too. The numbers were boosted significantly by the F1 factory visits initiative hosted on the site during National Motorsport Week but even without this special promotion the figures have been noticeably higher. On average the site attracts around 250 unique visitors every day, each viewing between three and four pages. The 'GoDrive' navigation on the site proves the busiest, with the circuit racing and karting sections generating most interest. The next most popular areas are rallying, road car sport and hill climb. More than 6500 unique visitors have logged onto 'GoHelp' in 2011 – all eager to find out more about volunteering in motor sport.

"The huge increase in the number of visitors to the site is further evidence of the initiative's on-going success," said Go Motorsport coordinator Jonathan Gill. "GoMotorsport.net is now firmly established as the 'go to' website for anyone wanting to get more involved in the sport whether as a competitor, volunteer or spectator."



### Forged homologation labels

Pictured is an example of a forged FIA seat homologation label, which the purported manufacturer, Corbeau, has confirmed to be non-genuine. At the bottom of the label, next to 'SERIAL NUMBER' is a handwritten expiry date; FIA homologation regulations do not permit the expiry date to be handwritten, and manufacturers generally use a printed dot or a hole punched through the relevant month and year.



### Seat mounts

The image shows a vehicle that rolled at a recent Autocross event. The seat mounts sheared during the incident because rust had compromised the structural integrity of the vehicle structure. In this case, suitable spreader plates would have reduced the possibility of this occurring.



### Window decals and tints

The image shows a vehicle's rear window, which has a decal with micro-holes so that the driver can see out but nobody can see in. This contravenes MSA General Regulation (J)5.2.10, which states that 'Tinted glass in any window which can significantly affect through vision (in or out) or distort the colours of signal flags or lights, is prohibited.'

## JUDICIAL

### David Jacobs

The National Court considered the matter of David Jacobs, which was referred by the Stewards of the Meeting at Brands Hatch on 16th and 17th July 2011 under General Regulation C2.6.3. Mr Jacobs had been convicted of an offence under General Regulations C1.1.5 in that he drove in a manner incompatible with general safety.

The Court viewed video footage and considered Mr Jacobs' account of events. The Court notes that in his evidence Mr Jacobs acknowledged that he disregarded the yellow flags despite being aware of the stranded car and knowing that he himself had grip problems. Nonetheless he had failed to reduce his speed and was attempting to maintain his position of third in the race. In the circumstances Mr Jacobs' licence is suspended for 12 months and thereafter his licence status is reduced to National B. Mr Jacobs is ordered to pay £1500 costs.

## Morgan Sports Car Club 2010 Power Torque Morgan Challenge

A 2010 Race Championship Notice of Intent was lodged with the MSA on 30th June 2009 and a letter was sent by the Race, Speed & Kart Executive to the Morgan Sports Car Club Race Series Co-ordinator providing outline approval.

On 23rd October 2009 a completed 2010 Championship Permit Application Form was received by the MSA and duly acknowledged.

On 1st March 2010 an e-mail was sent to the Morgan Sports Car Club Race Series Co-ordinator expressing concern that no draft regulations had been received by the MSA.

Subsequently, on 16th March 2010 a final e-mail was sent to the Morgan Sports Car Club Race Series Co-ordinator advising that the MSA considered the 2010 application had lapsed. Despite the absence of a Permit or any final approval from the MSA, the Morgan Sports Car Club went ahead and ran the 2010 Power Torque Morgan Challenge. In June 2011 the MSA referred the apparent breach of the General Regulations to a National Court Investigatory Tribunal for an inquiry, providing the Morgan Sports Car Club with the opportunity to be heard.

The Tribunal concluded that admissions had been made but was impressed that the Morgan Challenge Race Series had been run very successfully for 25 years, and upon discovering that no Permits/permissions for the Championship Series had been obtained, immediate and effective steps had been taken by the Morgan Sports Car Club to prevent the possibility of any further lapses.

The National Court therefore considered that a contribution of £500 towards the costs of the hearing should be imposed, the results of the 2010 Championship should stand, and any outstanding fees must be paid forthwith.

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





Honda will compete in the Dunlop MSA British Touring Car Championship in 2012 with a race-prepared version of its all-new Civic hatchback. Two brand new race cars are being built by Honda's long-standing BTCC partner, Team Dynamics, to meet the latest NGTC regulations. The Honda Racing Team will contest the championship as a full 'works' entry, hoping to repeat the success of 2010, when it won both the Teams' and Manufacturers' titles. Honda have made significant improvements to the new road car, and are confident those changes will make for a competitive race car too. The Civic is the perfect model to compete in British Touring Cars, as it has been born and bred in the UK. The new car has been tested on more UK roads than any other Honda, and it will continue to be built exclusively in Swindon. Drivers and sponsors for 2012 will be announced over the coming months.



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## IRDC Driver Performance Award

Positions after Dulux Trade MSA British Rally Championship round five  
The Todds Leap International Rally NI - 19th/20th August  
The IRDC Driver Improvement scheme is an innovative tried and tested method of showing the greatest percentage improvement in stage-times for drivers taking part in the Dulux Trade MSA British Rally championship. The scheme is facilitated and results calculated after each round of the championship by Tim Hobbs; international rally co-driver and an acknowledged authority on international rally driver seeding for many years. Amazingly, the British Rally Championship has enjoyed a long and languid summer sabbatical with a twelve week gap between round 4 - The Jim Clark International Rally based in Kelso and round 5 of the 2011 series - The Todds Leap Rally NI based at Antrim Northern Ireland and, although these two rounds were both on asphalt, we've seen a big change in this year's IRDC Driver Improvement Scheme with six new names appearing in the top ten positions.

### **First place on the IRDC podium is now 21 year old Alex Laffey from Market Harborough driving an independently run Ford Fiesta and co-driven by Chris Williams**

in the popular R2 category, but currently not featuring on the main BRC or R2 category leaderboard. Alex has shown a degree of consistency however, being the only one in the current top three to have featured in the last IRDC Driver Improvement top ten listing, appearing in tenth position.

In second place is the 586 Sport Team entry of Callum Black from Brackley, the talented 20 year old student engineer running in the R3 category, having chosen to turn down a football academy place with Kettering United FC to concentrate on his rallying career - that's dedication!

Proving that the championship is a truly international series, third place in the IRDC initiative is currently held by 22 year old Finnish Driver Jussi Kumpumäki, driving the ubiquitous Ford Fiesta in R2 and for the record, the full-time rally driver from Uusikaupunki lists a wide and varied range of hobbies and pastimes, from jogging & cycling to circus stunts!

Who can guess how the standings will change when the championship circus moves back to the mainland for The International Rally Yorkshire on 23rd/24th September, round six of the 2011 series and based in Scarborough, providing the hard pressed championship crews with 85 stage miles of challenging gravel stages.

I found the following statement on the BRF as a signature. It is so so true and in the end you either give in to them and let them have their way or stop arguing with them, move on, and STILL let them have their way, no matter how stupid or wrong their arguments are.

You just cant win whatever you do

***"Never argue with idiots.***

***They will beat you with the experience of idiots and bring you down to their level everytime! "***

Saturday morning I got up early, quietly dressed, made my lunch, and slipped quietly into the garage. I hooked up the boat up to the van and proceeded to back out into a torrential downpour. The wind was blowing 50mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day.

I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back; now with a different anticipation, and whispered, "The weather out there is terrible."

My loving wife of 5 years replied, "And, can you believe my stupid husband is out fishing in that?"

My sister learns the violin and she becomes my parents' 'little violinist'.

My brother learns the guitar, and they call him their 'little guitarist'.

They wanted me to learn how to play the piano - no way was I going to be called 'little pianist'

Doctors have just identified a food that can cause grief and suffering years after it's been eaten.

It's called a wedding cake.

## Shell Racing Fuel Gives Extra 12bhp Claims Engine Builder

Millington Racing Engines, the Shropshire based and highly respected rally engine builder for over 25 years, most famous for its Ford Escort Mark II engines, has just completed exhaustive dyno tests of Shell Racing Solutions GTS 102 octane fuel and found immediate power gains. "During a dyno test we saw up to 12bhp improvement and significant torque increases. At the same time we reduced the risk of failure due to the engine running much cooler" says Roy Millington, owner of Millington Racing Engines. "We would like to recommend that all of our engines are set up and run on GTS" he added.

## Sebastian Loeb Crashes out of WRC Australia ?



### Sebastien Loeb has accepted the blame for the crash that put him out of the lead of Rally Australia

Loeb was leading the world championship qualifier by 2.0s when he rolled an estimated five times approximately halfway through the 12.78-kilometre Brooklana test after taking a right-hand turn too quickly. "I went too fast into the right-hander because I done the mistake when I saw a split time on the dash," said Loeb. "I was not concentrated, I didn't brake enough for the corner and I was too fast." Loeb denied he had been pushing too hard in the slippery conditions. Ogier thanked his Citroen mechanics for the extensive repairs they carried out on his damaged car during the night. Loeb's recovery under SupeRally brought him back to 19th overall, albeit almost 30 minutes behind leader Jari-Matti Latvala. Then on the final day Citroen ordered Sebastian Ogier to fall behind Loeb so that Loeb could get into 10th place and pick up the one remaining Championship point. (+3 bonus points for winning the power stage) Hirvanen has closed the gap to 15 points.

## RAB Rallyesport Scruffy Dog Media



Looking to ensure sufficient funds to continue to mount a challenge on a number of fronts in the Association of North West Car Club's Stage Rally and Novice Stage Rally Championships Richard (Barney) and Andy Barnard, from Cocker-mouth, organised a novel sponsorship scheme inviting businesses to support them with a relatively small donation but with the chance of plenty of exposure for one lucky company.

All the businesses that put their backing behind the West Cumbrian crew were entered into a draw with the winning businesses getting a high profile place on the RDR Motorsport prepared Subaru Impreza alongside long term supporters Lakeland Scaffolding of Workington and Opie Oils. That winning firm was Scruffy Dog Media, the video production company from Whitehaven.

Businesses from throughout West Cumbria and as far away as Hampshire, Leicestershire and Yorkshire were in the running for pride of place on the car but despite not winning they will still be seen with their logos on the RABrallyesport car and service vehicle on the Adgespeed Stages and the Mull Rally during October.



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**Stage Rally :** Chris Woodcock  
pdschris@aol.com  
01254-681350

**OTR :** David Barratt  
david.pbarratt@tiscali.co.uk  
01254-384127

**Marshals :** Ann McCormack  
annmccormackuk@tiscali.co.uk  
01928-710546

**Registrations :** Margaret Duckworth  
margaret@duckworth4870.freemove.co.uk  
01772-700823

**Website :** [www.sd34msg.org](http://www.sd34msg.org)  
Steve Butler

**Newsletter :** Maurice Ellison  
sd34news@gmail.com  
07788-723721  
01524-735488

## Accrington MSC

**SD34MSG:** David Barratt  
david.pbarratt@tiscali.co.uk  
01254-384127

**Website:** [www.accrington-msc.org](http://www.accrington-msc.org)

## Lightning MSC

**SD34MSG:** Andy Rhodes 01772-632820  
andy.rhodes@btinternet.com

## CSMA (NW)



**SD34MSG :** Steve Johnson  
07919-298799  
steve.johnson@csmclub.org

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

## 2300 Club Ltd

**SD34MSG:** Neil Molyneaux  
2300@fcs-uk.com

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



## Manx Auto Sport Ltd

**SD34MSG:** Chris Woodcock

**Website :** [www.manxautosport.org](http://www.manxautosport.org)



## Bolton-le-Moors MC

**Chairman:** Steve Mather  
**Secretary:** James Swallow  
**SD34MSG** Steve Price  
prstp739@aol.com

**The Club Meets at 9-00pm**  
Every Thursday  
**Horwich RMI Club**  
Chorley New Rd  
Horwich

OS M/R 109 / 639 111

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



## Clitheroe & DMC

**Chairman:** Daniel Harper  
Daniel@minisport.com  
**Secretary:** Heidi Woodcock  
01254-681350 (Home)  
HeidiWoodcock1@aol.com  
**SD34MSG:** Terry Martin  
07816 184539 (mobile)  
terrymartin01@aim.com

**The Club Meets at 8-30pm**  
Every Tuesday

**Waddington Sports & Social Club**  
Waddington, Nr Clitheroe

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



## Garstang & Preston MC

**Chairman:** Steve Kenyon  
**Secretary:** Chris Coombes  
**SD34MSG:** Margaret Duckworth



**The Club Meets at 8-30pm**

Every Tuesday

**Lonsdale Club**

Fulwood Hall Ln

Fulwood, Preston PR2 8BD

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

## Stockport 061 MC



**Chairman:** Rob Yates  
**Secretary:** Andy Chambers

**SD34MSG:** Mark Wikinson  
mark@stockport061.co.uk  
0161-4323490

**The Club Meets at 9-15pm onwards**

Every Thursday

**Five Ways Hotel**, Macclesfield Road,  
Hazel Grove, Stockport, Cheshire, SK7 6BE

**Website :** [www.stockport061.co.uk](http://www.stockport061.co.uk)

## Mull Car Club

**Chairman:** Niel McHaffie  
**Secretary:** Tula Rowley  
**SD34MSG:** Chris Woodcock  
07973-830695  
pdschris@aol.com



**The Club Meets at 8-00pm**  
on the 2nd Wednesday of every month  
**Salen Hotel**, Isle of Mull

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

## Lancashire & Cheshire CC

**Chairman:** Martin Nield  
0161 980 8509  
info@lancashireandcheshirecarclub.co.uk

**SD34MSG :** David Bailey  
david364bailey@btinternet.com  
0161-2919065  
**The Club Meets at 8-30pm**  
on the 2nd Thursday of each Month  
**Roebuck Pub M41 6HD**  
**www.lancashireandcheshirecarclub.co.uk**



## High Moor MC

**SD34MSG :** Gary Heslop  
gary.heslop@btinternet.com  
0161-4323490

**Website :** [website@hmmc.co.uk](http://website@hmmc.co.uk)





**Wednesday 28th September**  
**An evening with Stuart Turner**  
**Ilkley & District Motor Club welcomes Stuart**  
**Turner and Erik Carlsson.....**

Stuart Turner (BMC and Ford) and Erik Carlsson (Saab) have offered to come along to our clubnight and hold a "club talk" which Ilkley & DMC are hosting and are inviting clubs from the ANCC. They propose to chat casually about their careers which will cover international rallying from the 1960s onwards and then take questions from the floor.

**The venue is our club HQ – Otley RUFC, Cross Green, Pool Road, Otley LS21 1HE. MR 104 / 207457 – Starting at 8pm.**

As this is expected to be well attended and numbers are limited by fire restrictions, admission will be by ticket only.

Tickets are available from Karen Spencer for the very reasonable price of £2.00 per person. Ticket proceeds will be split between the President's charity, Yorkshire Cancer Research and Stuart Turner's chosen charity, The Motor Sport Development Fund. Hopefully Stuart and Erik will be able to bring (and sign) a couple of books which will be raffled on the night to further supplement the charity donations.

**This is a recent report written in a recent edition of Rallysport Magazine –**

Stuart Turner entertains in Australia.....  
Former BMC and Ford competition manager, Stuart Turner, enthralled a large crowd of motoring enthusiasts when he spoke at a well-attended function in Melbourne last week. Recognised world-wide as one of the greatest after-dinner speakers, the sprightly 77-year-old kept his audience spellbound with tales of the great days of racing and rallying, interspersing his 90 minute talk with much humour and funny anecdotes. He was in Melbourne as the guest of the Austin Healey Owners Club.

Turner, now retired, has spent most of his life competing in, organising, managing or writing about motorsport from club to international level. He was a former British Champion rally navigator, a motorsport writer, the BMC Competitions Manager and held a similar position at Ford, masterminding such events as Ford's victorious London to Mexico World Cup Rally.

He has overseen the racing and rally development of a wide variety of successful cars including the Austin Healey 3000, Mini Cooper 'S' and MGB, as well as the Ford RS200, Escort RS Cosworth and Sierra RS Cosworth

Contact - Karen Spencer on 07802 833404 or email [karen.spencer@ringways.co.uk](mailto:karen.spencer@ringways.co.uk)

Tickets are on a first come first paid basis!

Many thanks Karen J Spencer

President Ilkley & District Motor Club.

A bloke went to the doctors complaining of being "hard of hearing". The doctor said "can you describe the symptoms?" The bloke says "Homers a fat bloke, and Marge has blue hair".

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

Venue is Melbourne Airfield, Nr York

It will be a round of the following championships:

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

Plus free entry available for Kall Kwik Bradford leg of Roger Albert Clark stage rally for leading RWD entry  
**Regs downloadable** at [http://www.bolton-le-moorscarclub.co.uk/neil\\_howard\\_rally\\_11.htm](http://www.bolton-le-moorscarclub.co.uk/neil_howard_rally_11.htm)

**Entries Sec:** James Swallow [jamesswal-low87@hotmail.co.uk](mailto:jamesswal-low87@hotmail.co.uk)

**Matlock Motor Club**  
**Dansport Road Rally**  
**5th / 6th November 2011.**  
**(Formerly AB Motorsport Rally)**

This year we are raising money for the Derbyshire, Leicestershire and Rutland Air Ambulance – do please try to make a contribution to this worthy cause when you place your entry.

The event is a qualifying round of the EMMAMC, ANEMMC, ANWCC and Peak Trophy Championships. Map number 119 (C4) and 110 (C4) will be required. Total mileage will be approximately 125 miles on mixed surface roads, with approximately 10 miles on unsurfaced roads. As always we will need lots of marshals, if you can make it please send me a pm or respond to the contact details for the chief marshal in the regs  
The Rally will start and finish at Robinsons in Chesterfield  
Supplementary Regulations & Entry forms are available at: [www.matlockmotorclub.co.uk/](http://www.matlockmotorclub.co.uk/)

**The Adrian Barker Memorial Trophy Stages is now called the Jasper Bakeries Swynnerton Stages. It was originally thought to be running on the 25<sup>th</sup> of September – It is now running on the 30<sup>th</sup> of October**

**Whickham & DMC and Hadrian MSC**  
are pleased to announce that Regulations for the  
**UTS Cheviot Keith Knox Stages Rally**

are now available and can be found at: -

[www.cheviotstages.org.uk](http://www.cheviotstages.org.uk)

The event is to be held on **Sunday 23rd October**  
on Otterburn ranges in brilliant sunshine  
(we have organised the weather!!).

**The event will be the final round of the REIS MSA Asphalt Championship, also a round in the AS-Performance NETRC, SGPetch ANECCC, Brick & Steel Ecosse Challenge and the Borders Rally Championships.**

The On Line entries System is now "live"  
awaiting your entry

This years event is due to be televised and is scheduled to be shown on Motors TV @ 10:35pm  
on 26th November.



11 Clematis Close, Chorley,  
Lancashire, PR7 1BZ  
Tel: 01257 241 680 Mob: 07801 716 418  
Email: jon.binns1@googlemail.com



Buccaneer Motor Sports Club is proud to have been asked to run the Clocaenog stage. As with any rally stage, in order to run it safely and successfully we will need the help from many volunteers. If you would like to assist with running this iconic stage we would be very pleased to hear from you. Whether you will be with a group of friends or on your own, are an experienced marshal or novice, you will be welcomed all the same.

The preliminary details for the Clocaenog stage are as follows:

Stage: SS3, Clocaenog  
Date: Thursday 10th November 2011.  
Location: Clocaenog Forest, near Ruthin, N. Wales (OS Map 116).

Signing On: 09:30 hrs to 12:30 hrs.

First Competitor Due: 16:14 hrs

Stage Closed: All being well, around 18:00 hrs.

If you would like to volunteer to assist on the Clocaenog stage as a marshal, please register via [www.rallystageteam.co.uk](http://www.rallystageteam.co.uk) or contact myself via any of the means at the top of this sheet. Please note that the stage is already full from a radio perspective. Many thanks,

## Rally of Scotland will take place on Friday 7 - Sunday 9 October

Running on a Friday - Sunday format again, and one week earlier than in 2010, this year's event will be decided by three days of competitive driving on timed Special Stages on closed Forestry Commission Scotland gravel roads in Stirling, Perth & Kinross and North Lanarkshire.

**The Rally of Scotland** is the penultimate round of the high-profile **Intercontinental Rally Challenge** and could see the crowning of a new IRC Champion as one and a half times the normal points on offer for a win will be up for grabs. That is expected to lead to a first-class overseas entry while also attracting a number of leading domestic crews eager to make a name on the international stage. Among the top British names will be Lanark's Alister McRae and Dumfries' David Bogie. .

The RACMSA Rally of Scotland is supported by Event Scotland, the national events agency, together with Stirling and Perth and Kinross Councils. The route traditionally takes in some of Scotland's most iconic and historic landmarks across two of the country's most picturesque constituencies: Stirling and Perth & Kinross.

**Wales Rally GB**, the final round of this year's World Rally Championship, will this year again play host to a complementary National event.

The rally, which takes place on Friday 11<sup>th</sup> and Saturday 12<sup>th</sup> November, will utilise many of the stages of this year's re-vitalised WRC route.

Covering 76 miles of competitive driving over some of the most famous forest stages in the UK, the event will be based entirely in the Powys market town of Builth Wells – the central service facility for both the National and International events – with the start, overnight halt and finish ceremony all contained within the Royal Welsh Showground.

This year's National rally will feature two stages in Dyfi, of 6.38 and 3.66 miles, followed on Friday by 12.97 miles in Gartheiniog and a 13.22 mile test in Dyfnant. After the overnight halt at Builth Wells, competitors will make the trip to Hafren for a 19.97 miler, followed by a short 2.65 mile Sweet Lamb stage, before finishing with 17.32 miles in Myherin.

Wales Rally GB National is open to both historic and contemporary cars and entries will be limited to 70, with the first 30 received being taken on a first come, first-served basis, and the **remaining 40 places being selected by the organisers**. Successful applicants for the event will be notified by Wednesday 19<sup>th</sup> October as to whether their entry has been successful. The entry fee for the event will be £675, including VAT and entries open Monday 1<sup>st</sup> August.

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

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

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

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

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

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



**Welsh Border Car Club  
T.A.Gittens  
BREIDEN ROAD RALLY  
1st / 2nd October, 2011.**

qualifying round of the WAMC / ANWCC / WBCC & TVMC Championships and will run over approx 125 miles, of Pre Plot format, on maps 125/126 & 136. The Rally will be based in the host town of Welshpool, Mid Wales, with Trailer park, Noise, Scrutineering, Signing On, Start & Finish all located at the new Livestock Market. Supplementary Regulations & "On Line" Entry forms will be available on the Welsh Border Car Club website

**The Adgespeed Stages  
Sunday 9th. October  
The Three Sisters Race  
Circuit**

The Regs. & Entry Form are now online at <http://www.wiganmotorclub.org.uk>  
Twelve stages with a total of 28 stage miles

**Cambrian Rally  
Saturday 8th October**

This year's Cambrian Rally is shaping up to be one of the best. It's looking likely there will be 7 stages including the legendary Great Orme in Llandudno. Forest Stages will again include Penmachno North and South. Because the WRGB is using Clo-caenog the Cambrian is not. Because it would be just a test ground for some - so they will be using Brenig [ West Cloc ] and Alwen, The Great Orme will be used as the last stage and will run in the same direction as the Wales Rally

The amended date for  
**Y RALI GOGLEDD  
CYMRU**

has now been published  
The event will run on

**15/16 OCTOBER  
2011**

**The event sponsors this year  
are OSG Motorsport**

Full event details, as available, will be on the Club website  
<http://www.rhyldmc.co.uk>

**The Association of Northern Car  
Clubs (ANCC) Forest Users Group  
(FUG) is running its second year of the  
Winter Rally Challenge**

covering the Yorkshire area between the months of September and February. The series will start with the Trackrod Rally and will finish on the Riponian Rally in February 2012. The Challenge, sponsored by Yorkshire firm, Just Ferries, is open to all competitors, and has categories for 2 or 4 wheel drive, with a class based points system, meaning any competitive driver stands a chance of winning the overall prize of a free entry\*.

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

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

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

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

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

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

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

Tel: 01904 76 11 73 or Mob: 07775 680 085 or [YorkshireWinterChallenge@gmail.com](mailto:YorkshireWinterChallenge@gmail.com)  
4WD Challenge

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

Trackrod Clubman's Rally September 24th 2011

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

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

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

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

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

Online entries will be available and requests for paper versions of the regulations should be made to the entries secretary, Maxine Leggott, 6 Meadowfields Close, Easingwold, York, YO61 3DP  
Tel 01347 821391

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

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

regs etc are planned to be online on the 10th of September and we are using the online entries system.

We are still running as planned on the 26th & 27th November and will be the final rounds of the AWMMC & WBCC championships.

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

## **Wales Motorsport Fabrication Rali Cilwendeg 29th/30th October**

The last year has flown by and it's time to tell you a few things about this year's event. Start venue Newcastle Emlyn Main town car park, Finish at the Emlyn Arms Hotel. This year I am trying something new for me and for the Cilwendeg Rally, the whole route will be all tarmac ( yes Tarmac ) with no whites. Mileage will be 105 miles which 85 miles will be standard sections and 20 miles of neutral and it will be on a tight time schedule. Total number of entries will be 75. Regs will be out soon on Teifi Valley Motor Club website early September. Finally I would like to thank our sponsor once again Meirion Evans of Wales Motorsport Fabrication for his kind sponsorship.  
Dyfan Clerk of Course

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

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

## **Illuminations Rally : 22nd/23rd October Maps 89, 90, 96 & 97**

All Pre Plot

Regs available from John Pinches

Email : john.pinches@gmail.com

01524-401339 or 07824-991845

The start and finish of the Rally will be from  
The Old Dungeon Ghyll Hotel,  
Langdale, Cumbria  
110 miles for £75

*So we can gather from the maps and the start & finish venue, that Hardknott, Wrynoes, Jackson Ground, the Scissors, Birker Fell, Subberthwaite, Oxen Park, Rusland, Strawberry Bank etc etc should all be on - but in which order and which way round?*

*Should be a good route. Re-run of 2005 Bolton Mid-night route maybe? My sources tell me that Map 89 will not be needed - a hand out (map of the section) will be given which will cover the 3 or 4 Gridsquares to be used at the end/start of Hardknott*

## **Acknowledgements**

*Thanks to all contributors - this is only the second issue, Joe Cruttenden, Bradley Johnson, Aron Newby, Keith Lamb & Joseph and Paul Brereton, HOWEVER - I could do with far more information to make it even more interesting. especially from people involved in circuit racing, hillclimbs and sprints etc.*

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

*Building a new car ?*

*Profiles - whos who !*

*Photographs, Events that Clubs are running, Clubnights, Presentation nights etc etc*

*Even a letters page - complain about too much rallying in the content ! Send it all to*

*Email Moz : SD34news@gmail.com*

## **Morswyn Williams Memorial Novices Rally 8th/9th October 2011.**

As well as some of the fantastic roads found on map 159 this event will feature some special tests designed to test both crew. With the tests complete by early evening the crews will have a little rest.

Regs will be available shortly and as usual you'll find everything on our website: <http://www.gwendraethvalleymotorclub.co.uk/morswyn-williams-2011>

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

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

## **Ludlow Castle Motor Club**

are pleased to announce the launch of our new event!

## **HAYE PARK CHALLENGE STAGES 22<sup>nd</sup> October**

Approx 30 miles of prime forest gravel roads in one of England's best forest stages.

Running over 6 stages, central service area, with minimal road miles all for the bargain price of approx £280.

More information will be available from <http://www.ludlowcastlemotorclub.co.uk>



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