

# ***spotlight***



**Motor Sport Group**

## ***October 2012***

***also available online at [www.sd34msg.org.uk](http://www.sd34msg.org.uk)***

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**SD34MSG**



***Neil & Stephen Bye see page 7***

# Chairmans Chat

I, like many around the world, have been saddened by the announcement last week of the passing away of Professor Sid Watkins OBE FRCS. I doubt that many SD34 MSG members are actively involved in the world of Formula 1 but I'm sure many will have spent a wet Sunday afternoon watching a round of the championship either on the TV or even better live at a circuit and everyone will have heard of 'Prof Sid'. Following on from the pioneering work undertaken by Sir Jackie Stewart, 'the Prof' has spent over 30 years continually improving the circuits both physically and by providing state of the art safety and medical cover so that the sport is now much safer. In the 1960's and 70's the chance of a driver being killed during a race was unacceptably high but now thanks to the improvements it is now 18 years since a driver lost his life during a race. Being a highly skilled doctor and keen motorsport enthusiast he was the ideal man to understand what was wrong and how to turn the situation around and once nominated was very much hands on being on standby during each race and was often the first person a driver would see following an incident. I know his work was focused on Formula 1 but I am sure all of us in our various disciplines will have received the benefit of 'the Prof's' tireless work. On behalf of SD34 Motor Sport Group I wish to express our sincere condolences to Professor Sid Watkins wife and children. On a happier note you will see inside that the '**spotlight**' has reached its first anniversary and I would like to express my thanks to Maurice Ellison for compiling each issue but equally to each and everyone who has submitted an article as without them '**spotlight**' would not exist, please keep it up.

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



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(Details of Member Clubs of Motorsport (NW) on pg 4)



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## Wallasey MC

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## Warrington & DMC

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**Motor Sport Group**

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



## Comprising the following Clubs



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



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



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



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



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



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



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



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



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

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

## ADVERTISING in the 'SPOTLIGHT'

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

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

### Steve Johnson

07718 051 882    steve.johnson@csmclub.org

### Les Fragle

01995-672230    les.fragle@gmail.com

### Maurice Ellison

07788-723721    sd34news@gmail.com

## WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

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





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

**29th Oct Scatter Rally -**  
Organised by Steve Prince  
**3rd Dec Scatter Rally**  
Organised by Ann McCormack

## Bolton-le-Moors MC

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



## “Neil Howard Memorial Stages Rally” Saturday 10th November 2012

at Oulton Park Race Circuit in Cheshire.  
If you want to Marshal you can register at  
[www.bolton-le-moorsclub.co.uk/](http://www.bolton-le-moorsclub.co.uk/)  
Spaces are limited and you need to be registered  
prior to the event or you will have to PAY to get in



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

Date	Event	Organiser	Venue
3/10/12	An Evening with Rally Legends Jimmy McRae Ian Grindrod Mike Broad		Alma Lodge Hotel Buxton Rd Stockport
11/10/12	Quiz		HLCC
25/10/12	On the Road Event		
08/11/12	Guest Speaker		HLCC
22/11/12	On the Road Event		
13/12/12	Game		HLCC

**SD34MSG Inter Club Quiz**  
**Tuesday 30th October**  
at Clitheroe & DMC  
**Waddington Sports & Social Club**  
Waddington, Nr Clitheroe  
**8-30pm**



## Inter-Club Table Top Rally Series

P	Competitor	Club	Rd 1	Rd 2	Rd 3	Rd 4	Tot
1	Terry Martin	CDMC	10	12	12		34
2	Steve Butler	CDMC	9	12	10		31
=3	James Gardner	CDMC	6	7	10		23
=3	Matt Worden	CDMC	6	7	10		23
=5	Mark Shepherd	G&PM	12	9			21
=5	Terry May	G&PM	12	9			21
7	Steve Lewis	CDMC	7		12		19
8	Maurice Ellison	LMC	0	10	6		16
9	Dion Wild	CDMC	5	6			11
=10	Kris Coombes	G&PM	10	0			10
=10	Dave Nolan	G&PM	10	0			10
=10	Jason Bleakley	G&PM	10	0			10
=10	Jem Dale	G&PM		10			10
=10	Myles Dale	G&PM		10			10
=10	Heidi Woodcock	CDMC	10				10
=16	Paul Buckel	CDMC	9				9
=16	Simon Barnes	LMC			9		9
=18	Chris McIvor	G&PM			8		8
=18	Mark Byrne	G&PM		8			8
=18	Tom Byrne	G&PM		8			8
=18	Ian Farnworth	G&PM	8				8
=18	Alan Barnes	G&PM	8				8
=23	James Hothersall	CDMC			7		7
=23	Chris Rydehead	CDMC			7		7
=25	Chris Day	CDMC		6			6
=25	Martin ?	CDMC	6				6
=27	Nigel Worswick	CDMC		5			5
=27	Phil Scholes	CDMC		5			5
=27	James ?	CDMC	5				5

**NEXT ROUND (Round 4)**  
**Tuesday October the 2nd**  
To be held at Lancaster MC  
Scale Hall Hotel, Morecambe Road  
Lancaster LA1 5JB (Next to Aldi)  
8-30 for 8-45 start  
Map Ref 97 / 464 626  
**MAPS 102 & 103 - Will be required**  
**Clerk Of Course - Jerry Hettrick**



## CLITHEROE & DMC

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

### Clubnight Tuesday 18th September SIMON HORTON



Simon started his motorsport career as a member of CDMC doing Road Rallies back in 2000 driving a Red XR4X4 followed by a Peugeot 205gti. He was also doing the odd track day in his Subaru.

He went to Knockhill circuit and stayed over to watch a Rallycross event and was hooked—this was the motorsport for him.

The 205 became his first Rallycross car. This was followed by a Metro GTi (even managed to get MG to sponsor him until MG went bust)

Simon ran stock hatch class for 6 years and following a chat with Steve Hill (who was running an Evo 4) decided to move up in class and compete in the Super Car Class of the British Rallycross Championship.

The Subaru has 535bhp (2litre engine) and manages 100 miles between engine rebuilds. Simon does all his own preparation on the car with the odd 'brought in' expertise - Steve Simpson maps the engine, and an ex Prodrive engineer who lives locally helps with engine builds. Suspension is by Proflex. Since the original build (2yrs ago) the car has been comprehensively developed and improved.

## October

- 2nd. **Interclub Table Top.** (Lancaster motor club).  
See Page 5 for details
- 9th Pub night. Mishnish arms.
- 16th Pub night. Greyhound Accrington.
- 18th. Committee meeting. Waddington.
- 23rd. **Mull Forum.**  
Clitheroe & DMC members will be telling their stories from the rally, weather competing/ marshalling/servicing or just on the beer.
- 30th. **SD34MSG Interclub quiz night.**

## November

- 6th. **AGM.**

## Lancashire & Cheshire Car Club



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

## Garstang & Preston MC

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



## Fylde MSC

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



## Lancaster MC

meet at the **Scale Hall Hotel**,  
Morecambe Rd, Lancaster (Next to Aldi !!)  
on the **1st Thursday of the Month at 8pm**



## WALLASEY MC

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



## WARRINGTON & DMC



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

## THE PAUL COOMBES AWARD Nominations required

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

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

**[roadrally@sd34msg.org.uk](mailto:roadrally@sd34msg.org.uk)**

## ANCC - Next Meeting 22nd October

Delegates Meeting : Whitcliffe Hotel  
Cleckheaton (Map ref. 104/186255)



## Next General Meeting Monday 12th November

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



# SPOTLIGHT ON ' Neil Bye '

**Name :** Neil Bye  
**Motor club.:** Bolton Le Moors Car Club  
**D.O.B. : Where :** 17/03/69 Morecambe  
**Live :** People's Republic of Burnley  
**Status :** Happily married with 2 wonderful kids  
**Earn a Crust :** Optician  
**How did you become involved in Motor sport :**

My dad was heavily involved and I got the bug from a very early age, although my interest was very much F1 over rallying

**1st Car :** Ford Escort 1300 Sport Mk 2  
**1st Competition Car :** Whatever Hertz or Avis had in that day! First one I owned was a old Mk 3 Escort that was written off every time I emptied the fuel tank  
**Favourite car** 306 Maxi or Opel Kadette  
**Other Cars :** Currently have a Volvo T5, boring as anything to look at but goes like stink

**1st Event : and how did you do :**  
First rally was Pendle's Summer Rally, Abigail (who was my girlfriend at the time now wife) navigated for me and we managed to get totally lost, but managed to rejoin at a section I'd PR visited

**Most frightening Moment :** Had a massive off with Ian Winstanley in 2002 in Clipstone, it looked more like a plane crash as we rolled for something like 500 meters at 100mph

**Biggest Accident :** Another monster roll, this time in 2006 on Otterburn, managed to do a full somersault in mid air

**Best Event :** Tour of Mull

**Rally Hero & Why :** Henri Toivonen - was just so fast and flamboyant

**Funniest Moment /s :** My battered old Mk 3 Escort being laughed at by some species before the 1997 Garstang & Preston road rally, they soon shut up when I put the number 1 plate on it as we'd won it the year before in the very same shed

**Biggest Influence :** Most would expect me to say my dad but he didn't really advise me much, he knew me well enough to know that I'd learn a lot better from making my own mistakes

**Biggest regret** The omni shambles that was the 2004 Witch Way Road Rally and all the ensuing friction / hassle it caused

**Most Help from :** Ian Winstanley - he made sure I was serious when needed to be which led to some great results

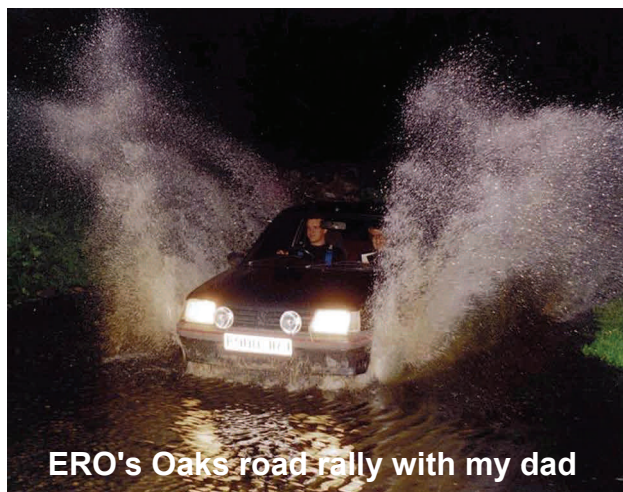
**If you were starting all over again – what would you do different :** Not a lot really as have been very fortunate in terms of having good navigators when driving on road rallies and good drivers when stage rallying

**Ambitions for the future:** To continue to enjoy myself and to ignore the officious jobsworths that spoil the sport

**Championships :** Over the years have done many, the best for me was the 205 Challenge, 60 identical cars all driven flat out all of the time and was my crowning glory when Ian and I finally won it in 2006

**Advice to newcomers to the sport**

Not to get too bogged down aiming to be the next world champion, because for 99.99% of us it just ain't going to happen. Do your best and enjoy it. It is such a friendly sport and you'll make some great friends.



ERO's Oaks road rally with my dad



First ever International, doing the Scottish in a screaming 1400 Nova



With Ian Winstanley 2003 De Lacy Event in Dalby (205 Challenge) - we went off at Mikkola's bend but still managed 3rd overall



Jim Clark Rally with Carl Tuer MG ZR Super 1600 en route to class win this year - Swinton stage



2007 Pendragon with Tim Finch in his Evo (Lowther stage) - DNFed as usual



# 2012 Championship Tables

## Stage Rally Championship

Following Promenade Stages

Last updated 19th September 2012

O/A	Driver	pts	Class	Club
1	Steve Quigley	Q 108	C	CDMC
2	Ian Savage	Q 80	D	HMMC
3	Steve Johnson	Q 52	A	CSMA
4	Keith Dowthwaite	Q 26	C	Wall MC
5	Garry Jakeman	79	B	HMMC
6	Steve Lewis	27	D	CDMC
= 7	Graham Chesters	26	B	GPMC
= 7	John Ric Wood	26	D	GPMC
= 7	Michael Judson	26	C	CDMC
= 7	Ross Miller	26	C	CDMC
= 7	Peter Jackson	26	D	GPMC
12	John Gorton	0	D	CDMC

O/A	Co-Driver	pts	Class	Club
1	Terry Martin	Q 109	C	CDMC
2	Garry Heslop	Q 108	C	HMMC
= 3	Steve Butler	Q 52	D	CDMC
= 3	Niel Bye	Q 52	A	BLMCC
= 3	Matthew Jakeman	52	B	HMMC
= 3	Tony King	52	C	Wall MC
= 7	Heidi Woodcock	27	D	CDMC
= 7	Paul Blanchard	27	C	CDMC
= 9	Ian Raynor	26	B	CDMC
= 9	Bradley Johnson	26	D	CDMC
11	Paul Redford	0	A	CDMC

## Road Rally Championship

Following Clitheronian Rally

Last updated 26th September

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

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

## Individual Championship

Following WMC Promenade Stages Rally

Last updated 11th September 2012

O/A	Competitor	pts	Club
1.	Steve Johnson	75	CSMA
2.	Stephen Mather	68	CDMC
3.	Steve Price	65	CDMC
4.	Garry Heslop	38	HMMC
5.	Steve Butler	26	CDMC
6.	Garry Jakeman	22	HMMC
7.	Maurice Ellison	15	LMC
8.	Paul Buckel	5	CDMC

## Non Race/Rally Championship

Last updated 19th Sept - Following L&CCC Ty-Croes Sprint

O/A	DRIVER	pts	Events	Club
1	Steve Price	76.02	(8)	BLMCC
2	Steve Mather	72.42	(7)	BLMCC
3	Steve Johnson	70.72	(7)	CSMA
4	Steve Lewis	58.01	(6)	CDMC
5	Steve Kennell	49.17	(5)	CDMC
6	Hazel Johnson	39.36	(4)	CDMC
7	David Goodlad	18.50	(2)	BLMCC
8	Mick Thomlinson	19.47	(2)	PDMC
9	Charles Andrews	18.20	(2)	Lanc MC
10	Steven Butler	10.00	(1)	CDMC



Gazzard Accounts Ltd

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email : gazzard.accts@btinternet.com

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RADIO SAFETY CREWS**

**Contact**

**Gemini Communications**

**Bill Wilmer 07973-830705**

**w.wilmer@btinternet.com**



# SD34MSG

## MARSHALS CHAMPIONSHIP

Last updated 19h September 2012

### Accrington MSC

David Barratt 40

### Bolton-le-Moors MC

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

### Bury AC

### Clitheroe & DMC

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

### CSMA (NW)

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

### Fylde MSC

### Garstang & Preston MC

Les Fragle	40	Margaret Duckworth	20
Karen Whittam	20	Peter Shuttleworth	10
Ric Wood	10	Steve Kenyon	10
Terry May	10	Andy Dewhurst	10
Graham Chester	10	Andy Benson	10
Jason Bleakley	10	Tony Young	10
Dave Nolan	10	Kris Coombes	10
Mark Shepherd	10	Pete Jackson	10
Phil Aspinall	10	Steve Coombes	10
Alex Jackson	10	Steve Hudson	10

### High Moor MC

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

### Lancaster MC

Maurice Ellison	10	Simon Barnes	10
John Byram	10		

### Lancs & Cheshire MC

### Lightning MC

### Manx AC

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

Rod Brereton	20	Alan Shaw	10
Mick Tomlinson	10	Les Eltringham	10
Ray Duckworth	10		

### Stockport 061

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

### Wallasey MC

### Warrington & DMC

<b>Billy O'Brian</b>	<b>60</b>	<b>Robert O'Brian</b>	<b>60</b>
Allan Burns	40	Denise Burns	40
Mark Carter	40	Joanne Mackman	40
Anne McCormack	40	Steven Price	30
Dave Read	30	Phil Clayton	30
Paul Cox	30	Sandra Witherspoon	30
Sheila Cox	20	Gordon Pirie	20
Dave Bates	20	Ian Heywood	20
Colin Burgess	10	Colin Cresswell	20

### Wigan MC

2300



**Gazzard Accounts Ltd**

## Gazzard Accounts

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



# SD 34 MSG

## Inter Club League

Following Promenade Stages- Last updated 20th Sept

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	487	1	1
Bolton-le-Moors CC	464	2	2
Stockport061	424	3	3
Warrington & DMC	348	4	4
Accrington MSC	242	5	5
Garstang & Preston MC	142	6	12
Division B		Position	
Club	Points	Div	O/A
Lancs & Cheshire CC	274	1	5
CSMA (NW)	237	2	6
Wallasey MC	177	3	8
Pendle & DMC	166	4	9
High Moor MC	146	5	10
Manx AS	109	6	13
Division C		Position	
Club	Points	Div	O/A
Wigan MC	144	1	11
Lancaster M.C.	102	2	14
Bury AC	50	3	15
Mull CC	31	4	16
Lightning MSC	0	=5	=17
2300	0	=5	=17
Fylde MSC	0	=5	=17
Motorsport NW Ltd	0	=5	=17



# 2012 SD34MSG

## Championship Rounds at a Glance

### SD34MSG None Race/None Rally

Date	Event	Club
<b>October</b>		
14th	Autosolo	BLMCC
<b>December</b>		
2nd	Autosolo	Accrington MSC
2nd	Auto Test	CSMA(NW)

### SD34MSG Road Rally Championship

Date	Event	Club
<b>October</b>		
20/21	Illuminations Rally	Morecambe CC
<b>November</b>		
10/11	John Robson	Hexham MC
17/18	Black Sheep Rally	Lancaster MC

### SD34MSG Stage Rally Championship

Date	Event	Club
<b>October</b>		
12/14	Mull	MullCC
14	Adgespeed Stages	Wigan & DMC
<b>November</b>		
10	Neil Howard	BLMCC
24	Hall Trophy	Clitheroe & DMC

## SD34MSG Meeting

Wednesday 21st November

(3rd Wednesday of every other month)

8-00pm,

Hartwood Hall Hotel, Chorley.

Just off M61 at J8 109 / 583 181



## Gazzard Accounts

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



# 2012 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

Please register me for the SD34 Championships listed below;

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

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

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

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

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

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

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

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

E= Sports cars.

F = Specials.

G = Special Stage rally cars.

This was to be my daughter's first rally, having turned 14 in July. Also a first for me, driving a FWD Honda civic type R from Merrills Motorsport rally car hire. A lot different from my usual Subaru impreza!

At 9:10 we were at the arrival control for stage 1, both a little nervous as the intercom had failed last minute with no time for repair, Aimee had to shout but fortunately the car wasn't too loud. Not being able to hear properly I had to drive on sight but got lost in a sea of cones and stopped. Camera men and spectators pointed us in the right direction! With a spin on the last bend of the stage we crossed the stage finish line in 40<sup>th</sup> place, Aimee enjoying her experience.

Stage 2 was a little better, Aimee knowing she had to shout a little louder and me knowing the stage a little better we were 16 seconds quicker.

Stage 3&4 we managed to borrow an intercom and went into the stage with a little more confidence. Two good clean runs moved us up to 33<sup>rd</sup> overall with Aimee growing in confidence and getting used to reading the stage directions.

Stage 5&6 saw Aimee taking control of the timing aspect of the rally, even advising me when to get in the car to get to the arrival control on time. Another two clean runs and stepping up our game once again, saw us move up to 27<sup>th</sup>. By now the front tyres were bald and a quick change to a slightly harder compound for the reversal on stages 7&8.

A fairly uneventful afternoon, gaining places almost every stage we managed to finish in 24<sup>th</sup> overall and 6<sup>th</sup> in class, both very happy about finishing Aimee's first rally!

Huge thanks must go to Phil Merrills for the car and servicing on the day.

Aimee can't wait for the next one now!

**John & Aimee Cope Clitheroe & DMC**



**John & Aimee Cope**

#### Overall Results

1. David Tinn/Stephen J DeVere (Ford Escort Mk2) 41:51
2. Graeme Bell/Russ Radford (Ford Escort Mk2) 41:55 + 04s
3. Charlie Gabb/Shawn Mortimer (Ford Escort Mk2) 41:56 + 05s
4. John Franklin-Pryce/Carl Placzek (Subaru Impreza) 42:22 + 31s
5. Gary Wayne/Andy Smith (Subaru Impreza) 42:28 +37s

#### Class Winners

- Class 2 Andrew Fawcett/Rachel Fawcett (Vauxhall Nova)  
 Class 3 John Marshall/John McNichol (MG ZR)  
 Class 4 David Tinn/Stephen De Vere (Ford Escort MK2)  
 Class 5 Graeme Bell/Russ Radford (Ford Escort MK2)  
 Class 6 John Franklin-Pryce/Carl Placzek (Subaru Impreza)  
 Junior Jacob Watts/Andrew Johnson (Nissan Micra)

## Lincoln Green Stages Rally

Sponsored by  
**Copcutt Toyota Workshop** **8th September 2012**



**Photos : James Redman [www.pprs.moonfruit.com](http://www.pprs.moonfruit.com)**

Saturday the 8th Sept saw the second running of the highly popular Lindholme Motor Sports Club Lincoln Green Stages Rally sponsored by Copcutt Toyota (Workshop) at Blyton Park Driving centre near Gainsborough in Lincolnshire. The rally was a round of the Rainworth Skoda EMAMC Multi-use Rally Championship, Roadrunner Phoenix Awards ANEMMC Stage Rally Championship and also a round of the round of the

Silverstone Junior Rally Championship. Parts of the old WW2 base have been relaid making most of the stages a super smooth test for man & machine as well as the infamous jump of the infield section.

Of the 77 starters it was the mk2 Ford Escort of Matthew Robinson/Nigel Hutchinson that made the best start taking a four second lead after the first 2 stages ahead of a plethora of similar Ford machinery & the modern Subaru Impreza of Gary Wayne/Andy Smith. All was to change after SS3 as Robinson/Hutchinson dropped time to hand the lead to Charlie Gabb/Shawn Mortimer's Ford escort Mk2 with Graeme Bell/Russ Radford's Ford Escort Mk2 in 2nd & David Tinn/Stephen De Vere's Ford Escort Mk2 3rd. With only three seconds separating the top 3 in was a ding dong battle over the next 6 stages before Tinn/De Vere finally got themselves in front to hold onto a narrow four second win after the 11 stages. Bell/Radford came home a close 2nd & Gabb/Mortimer a further second back rounding out the final podium position. Jacob Watts/Andrew Johnson took the Junior Rally Win in their rapid Nissan Micra.



## Hayhursts - Clitheronian Road Rally 22/23rd September

**If the road rally season stopped right here, with no more events to follow, I would have to be having to have a serious, long and hard think about which has been my favourite event in the 2012 SD34 calendar.**

The reason is there are three classics to ponder over now – the Lonsdale Belt, which is Dan Willan's baby, the VK Derbyshire, which is a Sambo Collis/Sasha Heriot joint production, and thirdly, the Clitheronian, devised by Paul Buckel and Steve Butler.

I have argued in the past that pre-plot rallies are better than plot and bash – and I have cited wrongslots and crews going off route into PR sensitive areas as a big issue.

But maybe I am mellowing in my old age? If Saul, AKA St Paul, was able to find the road to Damascus, there's hope for us old, hard-bitten targa-days navigators, too.

To sum up the Clitheronian Rally in one word is easy – superb. Superb because of the choice of roads. Superb because of the slick organisation.

Superb because it struck the right balance in terms of navigational difficulty. Whether you were an expert or a novice, there was enough to keep you occupied but without leaving your grey matter in total meltdown.

**It was challenging, it was an adventure but, above all else, and this is the big one, it was FUN.**

Darwen and Blackburn Services was the start venue and, when the handout was handed out, it took all of a minute to plot the THREE blackspots, which left plenty of time for a catch-up with mates and a coffee.

I was navigating for Simon Boardman in his 'other' road rally car, his Mitsubishi Colt, and after receiving some route instructions and sealed envelopes containing handouts, we got to the start control for MTC1 in good time, out at Claughton-on-Brock, near Garstang.

The first test was a tulip handout which saw crews tackle Pedders Wood, across to Street and via Abbeysteads before slotting back on to the Trough of Bowland to a finish control just outside Dunsop Bridge. Myles Gleave was an early casualty, no more than three miles into the first test. In his own words, he 'ran out of talent' on the approach to the first culvert in Pedders Wood, clipped a bank and his car spun three times. End of rally.

Fortunately it was merely a bruised ego rather than a badly bruised car that he had to deal with and the word is that his Newton Motorsport-prepared Peugeot 205 will be ready in good time for the Illuminations.

But back to incompetent navigating, which is where I come in, and having misunderstood what was meant by red control boards at the drivers' briefing, we booked in a minute early at an IRTC at Abbeysteads, thus costing us a two-minute penalty but the lesson was learned so on we went.

The next test took in Lythe Fell, slotting left via Ivah and up over White Moss and via Crag Hall before a neutral through Wray and then a blast over Haylots and down to Caton. All classic roads.

Next up was a tricky, slotty test starting at Halton Park and looping round via Nether Kellet before finishing near the B 6254 at Over Kellet. We had a minor wrongslot of 100 yards here but still managed to clean the section so fair play to Simon for some nifty motoring. It was comforting to see that my ineptitude on the maps was still a clear and present danger!

From there, petrol was at the Carnforth truckstop and then it was over to Borwick to start the next section, which took in Gunnerthwaite White and Locka Lane before slotting down to Gressingham and skirting the village to finish just after Loyn Bridge near Hornby.

The next section looped onto map 98 via Thwaite Moss and its tricky three-way junction and along the top of Barley Bank – no, it didn't use the impossible hairpin – and then came up the top end of Lythe where Garstang and Preston mucker Terry May was on the control.

At this point Simon had mentioned something about his spotlights fading, so he got out of the car and carried out a quick inspection under the bonnet. The relay for the spots had burnt itself out, so it meant doing the second half of the event with no spots.

We were not fazed by the development, although we knew it would cost us some time due to impaired vision but that's rallying, as we all know, so we resolved to get on with it, combined age of crew 110 and both with very dodgy eyesight!

The next handout took crews on a slotty exercise via Cold Cotes and down to Clapham Station before what I think was arguably the best test of the night from NTC 18 just east of Keasden Crossroads and via the notorious Black Bank to Wham and over Cocket Moss and Sheep Wash down to Tosside. What an amazing sequence of roads. Tight, nadgery lanes with blind crests, dry stone walls, cow sh\*t and the possibility of an off if you tried that bit too hard.



*John Leckie/Nick Bloxham*

*1st O/A*

*Photos courtesy Neil Johnson  
& the Lancashire Telegraph*

*Continued on Page 14*

## Clitheronian Rally - Continued from page 13

From there it was a case of down the road to Gisburn Forest crossroads, a slot left and, using herringbone diagrams, a test via Black Moss and Pinstripes to Easington.

Easington Fell followed, and via Cowark to a NAM near Waddington before a final hurrah over Longridge Fell via Kemple End. As we thundered up the side of Birdy Brow, Simon started going on about a hard to find NAM on Longridge Fell. He meant the one at Intack, which I know how to find, and we thundered into it at the first time of asking at a ludicrous speed! In fact, on the last test, he drove his boots off for fifth fastest time, so well done.

And that is the story of the rally through this decrepit old navigator's eyes.

John Leckie and Nick Bloxham won from Tony Harrison and Paul Taylor. We finished 11th overall and 9th in the expert class, squeezed out of the top 10 by a mere nine seconds by David and Yvonne Wainwright from Malton.

But in the SD34 championships it was a good night for Simon and myself. If I am correct he earned nine points in the drivers' standings and I got 10 to put a little bit of daylight between myself and Mozza Ellison, who will battle me all the way to the bitter end for the navigators' trophy. It has been a good old tussle thus far and I am sure there will be a few more twists and turns before the fat lady finally sings.

It was a strange night weather-wise. On the eve of the rally we had had a ground frost – the earliest I can recall a frost in the autumn in my 49 years on the planet – and Saturday night was a cold one, too.

So to all the marshals who stood out, including my muckers Steve Hudson and Matt 'Beaver' Kiziuk – thank you very much for your dedication and willingness to man the clocks. Without you we would have no sport.

And to the organisers and their hard band of selfless assistants such as Heidi and Chris Woodcock, Terry Martin and Steve Lewis – thanks once again. It was a great event and deserves more participants in years to come.

**Alan Barnes (G&PMC)**

*(My opinion on the Clitheronian—see page 36 'Grumpy Old Git' - Mo)*



*Steve Entwistle*



*Pete Jagger - BLMCC*

### Hayhursts - Clitheronian Road Rally 22/23rd September

### The Clitheronian 2012, A Flying Flynn and a Game of two half's

It all started the Thursday before the start when Steve Hudson called and asked if I would navigate for this chap he knows in a well sorted proton? Without any real thought I declined as I had decided some time ago that plot and bash was not for me and besides the last time that I tried the left seat I made a complete horlicks of the timing, but at the same time I told Steve that if he couldn't find a navi I would give it a whirl as I don't like to see anyone stuck. Only hours later Paul Flynn called and ask if I was up for it, I explained my reservations and as long as he understood my position I was in.

Saturday evening arrived and we met at Darwen. Noise and scrutineering went without a hitch and we waited for our route, whilst waiting I took the time to get some advice on the timing from good friends Moz Ellison and Alan Barns, still in a case of semi confusion we received our route a quick 30 minuets plotting in the car park and we where off, I was more than happy with the start of the first section as it was over roads that I was very familiar with and this would give me a chance to settle into the format, not a bloody chance envelope opened tulips in hand red mist down and we where off !

Paul instantly showed that he meant business I thought that I new these roads but he wasn't phased by them one bit, as the first half progress everything was dropping into place all the code boards and signatures collected and it felt pretty quick to me.

The second half was a different story just after TTC14 I made a rookie error by not plotting some herring bones onto the map and we wrong slotted only realizing when we arrived at NTC17 with a bag full of code boards missed Bugger! around the same time Paul reported that we where down on power and we where suffering a exhaust leak which I blamed for making me nauseous shortly after this we cut and headed for the finish as the car wasn't getting any better.

At the finish and after looking at the times I realized what I possibly had let go, a bit more time spent plotting the herring bones and the result could have been all so different.

Paul was on the button a night and never gave me a hint of a scare and deserved more talent than me in the left seat and he will get results.

Thanks to the organisers and marshals did a great job over some class roads and deserve all the praise that the can get.

**Ian Farnworth Car 26 (Garstang & Preston MC)**





## Promenade Stages Rally

Friday 7th &  
Saturday 8th September 2012



Well after our first engine failure on the Enville stages at Anglesey (blown head gasket) we got the engine fully rebuilt and set up for the next event. Car was running great in the pre event shakedown and the rollers showed a health 240bhp and 180lbs and looking forward to the killer curbs of the Promenade stages. Arrived at Scrutineering nice and earlier and flew through no problems and then it was the long wait due to reverse seeding at car 17. We had the lamp pod fitted so were all ready to go and set off for the 4 lap super special. All seemed well and we lined up next to Neal Arden in the Subaru, 3,2,1 we are off, well the Subaru was with its 4wd but we made our way to the first roundabout. All was not well the car was down on power, not a miss fire but just not right. Getting increasingly frustrated with the car on the first lap we spun at a tight section and stalled (First spin in the car I can remember)! We got it started and reversed back and off we go, second lap still flat so the calm word of Terry keeping me under check we plod on then all of a sudden it clears!!!! Right were on it for the last two loop, the car is flying and really happy some of the rear suspension mods have worked and car feels mega. We get over the finish and have nearly caught Neal Arden back up after all the issues on the first stage. On the way back to service the car goes into a misfire and sounds as if it's only running on 3. A quick play under the bonnet and the injector wiring and it seems to clear, great stuff lets get to the hotel and have beer. I pack in after a couple and go to bed as the wife and son were stay over with me. Waldorf and Statler or Terry and Dad (chief mechanic) say their going to bed only to find out that they were wedding crashing, apparently Terry called a few wrong split on the way back to their room and then it took them another 15mins to figure out the key card activates the lights!!

Right day 2 starts and we are back at the prom, start the car and it starts to misfire and just doesn't seem right. We start the first stage and were on 3 all the way round (sounds like a Subaru but goes like a mirca). Back in service and look again, compression test, change plugs but no different. Back out we go and the first 5 stages were just torture trundling round on 3 cylinders. In service we check the injector plugs and there the issue!!!! One of the connector pins had pushed back so fix up the connector and plug back on sweet as a nut. At this point we needed a finish for the Championship but good points were needed so we decide to go for it. Stage 6 was a ready good stage very clean and clipped wing mirror from the bus stops shows to pushing and the gearbox was getting a hard time. Terry was getting a bit concerned about getting to close the curbs so don't push anymore. Next stage 4 seconds quicker J. On stage 8 we had an overshoot were they initially gave us a max but cleared it after explaining the only other option was to be reversing on stage. Stage 9 came and disaster the gripping surface was stressing the box and it eventually gave way with a bang. It dumped all the oil on the stage and sounded very noisy. Back in service it was diagnosed with a cracked casing and wouldn't hold any oil. We were desperate for point so we decided to do the last 2 stages and limp round and collect 2 maximums but a very frustrating but hard fought finish and some points.

We finish right near the bottom but it felt good to finish. One point of note was Julian Jones in the Honda powered Mk2 was absolutely flying and setting some amazing times. We usually just have the leg on him but even when we didn't have any issues he was just that bit quicker. Well done on a great drive. We will have to get the new car out sooner than planned to try and compete as everyone seems to get quicker and quicker!!

Next event is / was the Pendragon but that another story without a good ending..... (See Page 23)

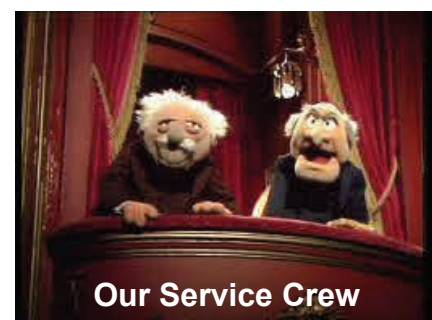
**Steve Quigley & Terry Martin**



Steve Quigley / Terry Martin



1st, 2nd & 3rd O/A



Our Service Crew



The 'NEW Car- Well it will be soon





# The ABR Roofing Services Kames Rally (16-Sept-2012, Final Round)

Georgia Shiels

## New Junior Rally Driver shows strong pace, but Gearbox problems spoil the day.

New junior rally driver Georgia Shiels had a good day throughout Saturday testing at Kames on 15th September and was flying in the dry, with it being noticed by fellow competitors that she was one of the quickest through the fast sweeping sections, so it was looking good for Sundays main event!

However, on Sunday the rain arrived just before the **ABR Roofing Services Kames Rally** started and was then on -and-off all day, making the conditions variable and a little slippery. Georgia therefore decided on a different approach for the final event and started-off a little more carefully, building up over the first stages (SS2 + SS2), then maintaining times towards the middle of the pack, before working up to 4th quickest on SS7. Unfortunately, from SS8 onwards gearbox problems started to arise and Georgia was having difficulty down-shifting with engaging 2nd and especially 1st. This upset the balance on the tight/twisty stuff and on a few occasions resulted in a slight slide into a tyre on a tight left on SS8, then a spin on SS10 whilst braking/trying to change down for a turn. Losing around 5-6 seconds a stage with gear-change issues, plus the few minor incidents, costing Georgia another 10-15 seconds too. Attempts were made to alleviate the problem by playing around with the gear-linkage/bolt-tensions a bit, hoping it was something simple, but to no avail. :-)

By SS12 Georgia had lost about 40-45 seconds. So the car was taken out on the road (between services) to assess the situation, where it was found that the best way to drive it was by changing down a little earlier and having to use the engine braking whilst at the top-end of the rev-range. This gave a little more time to allow the gears to drop in, thereby ensuring that 1st was engaged before turning into the tight hairpin corners during heavy braking. With this, Georgia's times came back up again and she was managing to hold reasonable pace, then being 5th/6th quickest from the 14 Junior runners over SS13 to SS16. Without these problems though, Georgia was probably on for another final position of 4th or 5th from 14 Juniors, which was also within her grasp at the last Solway Coast rally too.

At the end of SS16, Georgia held it together and managed to bring the car home in 10th, ensuring an overall championship finish of 8<sup>th</sup> from the 14 competitors. With this, she was the highest finishing lady driver in the Junior 1000 Ecosse Rally Challenge championship, beating the other lady competitor (who already had 2-years prior grass track driving/competing experience). An amazing achievement, considering Georgia had only sat in her rally car six months ago and began learning how to drive and change gears. With hind-sight, perhaps a few more hours testing/seat-time would have helped reduce the early errors, and a few places higher up the finishing order could have been achievable. But this was not really possible, as Georgia had literally JUMPED IN AT THE DEEP END.... and learned her driving limits and car control skills at each rally event.

Consistency will be the key from now on, plus Georgia believes "further improvements are yet to come as she's only been driving for about 15 hours to date.... WATCH THIS SPACE.... Next year will be even more challenging, with both UK and Scottish Junior Championship rounds to be contested, so anyone wishing to be a part of this action-packed journey and willing to offer valued support/assistance or sponsorship please get in touch, it will be amazing".

**V.Shiels / A.Shiels – Parents & Crew/Mechanic:** "We are all so proud of Georgia (incl. family, friends and supporters) for what she has achieved this year. From the very beginnings of learning to drive/change-gear in February, obtaining her Rally Licence in March, competing in a junior rally championship through to September (and achieving 8th from 14 overall in the very first Junior 1000 Ecosse Rally Challenge championship (when almost everyone else had been driving/competing in motor sport for some years). Plus, obtaining 13 A's/A\*'s GCSE's in June

(sorry Georgia, 14 GCSE's if you include German which she completed 2 years early)...

..... **WHAT AN ACHIEVEMENT - WELL DONE.**



**Photos courtesy Graeme Higginbotham**



**SPADEADAM  
MOTOR CLUB**

## **Countdown Rally 8/9th September**

**thebramptonpharmacy**



**H. JOBSON & SON**

Market Place • Brampton • Cumbria • CA8 1RL  
T: 016977 2501 • E: info@jobsonpharmacy.com

Why are the mornings before road rallies never straight-forward like they used to be in the old days? Now that's a question that seems to be occupying my mind more often than it ever did.

Some Spotlight readers may remember that in May, as I prepared for the 061 Altratech Rally, my faithful pooch Dastardly decided to incapacitate (euphemism for 'kill') a squirrel that had decided it liked the look of our peanut bird feeder.

Fast forward to 9:10am on Saturday September 8 and my mobile rings and it is my pal Steve Hudson on the blower, telling me he cannot do the Countdown that night as he is unable to tax the car because of a logbook oversight.

Poor Steve had, in fact, had a pretty bad week. The engine had started making odd knocking noises earlier in the week due to an over-fuelling problem, and it had already been touch and go whether or not we would be travelling to Brampton by the Thursday of the week.

Lee Jones at Newton Motorsport burnt the midnight oil to get Steve's car right, but as it turned out, it was all to no avail.

Whilst all this midweek drama was playing out, as a precaution, I had decided to see if I could get another driver to be on 'standby', for want of a better description, and pouring over the entry list for the Countdown, I noticed that Simon Boardman was missing from the names of the competitors.

Simon was leading the SD34 drivers' standings and I thought it odd that he was not out on the rally, so I phoned him, after being given his telephone number by Terry Martin, and he agreed to be on standby if Steve's car did not respond to treatment. That was on the Thursday morning.

By Thursday night Steve had phoned to say his car was okay. But by Saturday morning he was out of the picture again over the car tax business, so another called was made to Mr Boardman.

He agreed to get the car ready at short notice and, after a day at the coalface at the Daily Star Sunday, I was outside the office by 6.30pm, chucking my mapboard and navigator's bag into his car.

We made it to Brampton by 8.15pm, Simon's Proton Satria went through noise with no issues, sailed through scrutineering and we were ready for signing on in Brampton town centre - a bonny place.

I had never rallied with Simon before. I have known him for three years but never really got to know him, so it was going to be an interesting sort of evening as he has a lot of experience as both a navigator and a driver. I knew the least I would do was learn a lot.

On the way up the motorway we discussed road rallying and road rally navigation in general. I am still very much a plot and bash 'newbie' and did not know quite what to expect on the Countdown. I had been told by one of the organizers it would be purely grid references and tulips for the novices but in fact we had to tackle gridlines, spot heights, tulips, herringbones and map references, plus the of place name, locating roads were characters in words straddled the road. All a challenge but one I was up for.

Simon was explaining that in plot and bash it is best to keep moving, rather than pulling over to plot the handouts, as you can never make the time up. I acknowledged what he was saying while quietly wondering if I would be able to handle plotting on the move. It is a totally foreign concept to someone from the targa road rallying era. When I look back, boy, did we have it easy...but you have to try to learn and improve, otherwise you stagnate.

While waiting to leave Brampton Town Centre at our scheduled start time of 10:44pm, we were accosted by a group of young lads aged 11 to 15, who asked if we were famous and if we wouldn't mind awfully signing



**Simon Boardman / Alan Barnes**



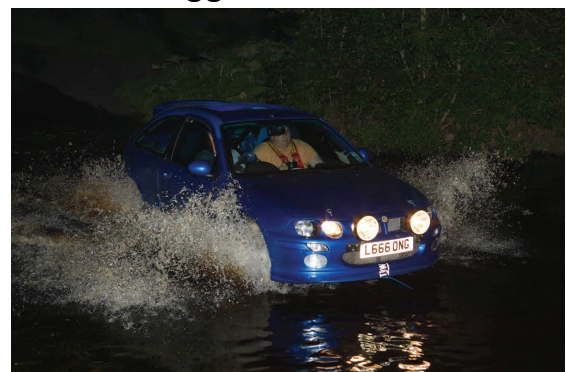
**Pete Tyson / Niel Harrison**



**Robert & Susan McClean**



**Pete Jagger / Chris Williams**



**Derek & Andrew Long**

**Photos Courtesy of Helen Gibbon  
hrgibbon@live.co.uk**



***Continued from page 17***

I felt quite foolish as I scribbled an indecipherable signature on the crisp packet! Those boys certainly had a sense of fun and it was refreshing to see youngsters who actually had a real interest in rallying.

The first test saw us slot into Carlisle airfield where we had to find three codeboards. But the fog had descended and it was hard work seeing where we were going. An eventful start but we emerged with all three codeboards and made it to the next control, ready for another handout, this time tulips.

I managed to plot these on the move and we carried on. But the fog persisted and my side of the car was a bit of an organizational disaster as for some reason I had decided to use two clipboards, one each for timecards and for codeboards.

We had to cut and run shortly before MTC 12 as we were perilously close to going OTL because of the fog my slowing Simon down as I plotted and the fog.

I was aware that Simon wasn't too happy – I was getting bollocked left, right and centre!

But shortly after MTC12 there was a time recovery section where we clawed back a good amount of time and we then progressed to the petrol halt after another couple of navigational cock-ups on my part. It wasn't plain sailing but we got to petrol to find that five cars at least had already gone OTL or retired by this point.

We were still in the rally and still on course to earn SD34 points, which was the aim for both of us. In the second half things started to click into place and Simon was driving well and starting to stop dropping time on tests.

The bollockings became less frequent, which was a relief, but still we had no clue as to how we were doing. Nonetheless, we had an enjoyable night and after a hearty breakfast back at the pub in Brampton, the organizers declared they had finalized the results.

We thought we had finished second in the novice class behind Peter Taylor (of stage rallying fame) and Andrew Roughead, but in fact we had won the novice class as the aforementioned duo had retired due to mechanical problems.

Not only did we collect trophies for first in class but also a lovely shield for best non-expert crew. The icing on the cake for me was a top-10 finish but let me explain that the decision to run in the novices had been decided by the organizers. They explained it was based on the navigator's level of experience and as mentioned earlier, I still very much have the L plates on when it comes to plot and bash.

We were more than pleased with the result, with Simon landing eight points for the SD34 drivers' championship and myself grabbing a maximum 10 for the navigators' standings.

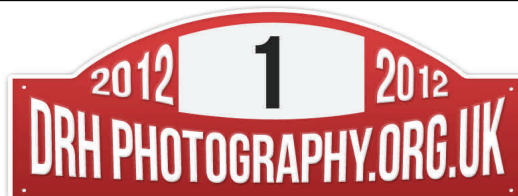
The event was won by Peter Tyson in his Mini, with Neil Harrison on the maps, and runners-up were Steve Retchless and Iain Tullie, who was generous with his advice on navigating basics when I quizzed him after the event. Tony Harrison and Paul Taylor took third place.

Before signing off can I just say a big 'thanks' to all at Spadeadam Motor Club for the effort they put into the event. Let's hope that next year there is a healthier entry for a rally and an organising club that certainly deserves it. The route was terrific, the roads were fast and there were plenty of slots to keep both navigator and driver occupied.

Arriving home after being awake for 25 hours was not a problem, as I was buzzing, and all I can say is a big thank you to Simon for stepping in at very short notice, commiserations to Steve Hudson for not being able to do the event and again, a well done to all the marshals and helpers who put on a top-notch event.

Next up is the Clitheronian and I will keep you posted on progress or otherwise after the event.

***Alan Barnes***



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*"Very easy plot n bash navigation designed to encourage everyone to reach the finish, complements a cracking route taking in some of this regions best roads. All designed to make an enjoyable nights rallying without too much brainteasing."* or so the pre event publicity said !

All credit for those that can manage this 'Simpler' Navigation because I failed. When I say failed I should say failed in the time permitted. We were OTL and there for excluded at MTC 12. Not making any excuses but the fog did not help.

(20 starters - 8 of them doing the SD34 championship, proves the popularity of P & B - It might struggle even more for entries next year) Can not tell you where we went because where we went probably had little to do with

where everyone else went, although at least 3 crews had the assistance from SatNav in their cars - must have helped with the location of junctions in the fog (*but not legal!*).

It might help dumbos like me if - when organisers decide to stretch a section and move the control the Clues / Route instructions matched the new Control Location. I am not a mind reader. I don't know which is the correct location for the control is. It took me a week to work out why the herringbone would not get me to the next control - the reason was that the instructions were from where the control should have been, not where it actually was !

Following our exclusion/ retirement at MTC 12, I made my way to the Petrol halt at Southwaite Services to see how many other crews had suffered the same fate. Alex Willan had retired with Drive Shaft Problems (I think), Robert & Sue McLean had a miss firing engine, Paul Brereton had got lost even before us and rang me from home to say he was out, Dave Whittaker had got to MTC 12 OTL like us. Alan Barnes (with Simon Boardman instead of his usual ride with Steve Hudson) was still going and finished up taking best Novice (Simon a Novice ?!) and 10 SD34MSG Road Rally Navigator Championship points (*Grrrrr!*) .



**Andie Ritchie / Maurice Ellison**

**Photos Courtesy of Helen Gibbon**  
**hrgibbon@live.co.uk**

## RESULTS

1. Pete Tyson / Neil Harrison	Mini Cooper S	LMC	1 Penalty	1st Overall
2. Steve Retchless / Iain Tullie	Ford Escort		1 Penalty	1st Expert
3. Tony Harrison / Paul Taylor	Proton Compact		4 Penalty	
4. Jon Lawson / Richard Todd	Proton compact		14 Penalty	
5. Allan Blake /Robert Blake	Toyota Avensis Estate		15 Penalty	
6. Pete Jagger / Chris Williams	Peugeot 205 Rallye	BLMCC	23 Penalty	
7. Dave Head / David Bell	Suzuki Swift		73 Penalty	
8. Simon Boardman / Alan Barnes	Proton Satria	CDMC/GPMC	94 Penalty	1st Novice
9. Derek Long / Andrew Long	MG ZR	BAC	101 Penalty	
10. SallyAnn Hewitt / Mark Lewis	Ford Focus Coupe		268 Penalty	1st Launchpad
11. David Ross / Sheila Ross	Peugeot 205 Rallye		320 Penalty	
12. James Hothersall / Christopher Rydeheard	Peugeot 205 GTi		327 Penalty	
Retired				
Alex Willan / Ali Proctor	Proton Satria		Retired	MTC12
Steve Mitchell / Ian Mitchell	Renault Clio 172		Retired	MTC23
Andy Ritchie / Maurice Ellison	BMW 318 Compact	LMC	Retired	MTC12
Robert McLean / Susan McLean	Ford Anglia	G&PMC	Retired	MTC12
Paul Brereton / Jeff Almond Proton	Proton Satria	LMC	Retired	MTC12
Dave Whitaker / Peter Whitaker	Honda Civic	CDMC	Retired	MTC12
George Eland / Ian Eland	Alfa Romeo GTV		Retired	MTC36
Andy Whittaker / Charlie Tynan	Proton Satria	Non Starter		

The only trouble  
with retirement...  
you never get a damn day off!



At my age, the only thing  
that gets hard is my arteries.



At my age...  
"Gettin' Any?"  
means sleep!



I believe in having sex  
on the first date.  
At my age, there  
may not be a second.



## Lancaster Motor Club

### Auto test and Production Car Autotest

On a rare sunny Sunday in September the recently formed Lancaster Motor Club hosted their first open auto test and production car test (their first competitive event, following a successful showcase at Myerscough College open day). The event was held at their newly acquired venue beside the Warton Stock Car track and was well attended by competitors and spectators alike. 13 competitors slid, twisted and hand-brake turned through 4 different courses devised by LMC member (and Clerk of Course) Matthew Gibson.

The day saw its first retirements from David Slater, Bryn Morgan and Simon Calvert in their shared Peugeot 205 due to an unfortunate engine failure, crest fallen only briefly, the boys were allowed to continue competing at the discretion of clerk of the course and club president Christopher Paskin in an alternative vehicle which only lasted 3 runs due to a clutch failure, (Calvert's granny driving being blamed by sources to remain anonymous- Gibson, Slater, Morgan and pretty much anyone else there who smelt it).

Not to be out done in the race for greatest epic fail of the day, Bryan Gibson in the David Slater Landscaping MKII escort nearly retired due to engine failure when he began having problems halfway through a run, after plenty of shouting and gesticulating from son Matthew to pull over the problem was soon discovered, a senior moment from poppa Gibson saw him forget to switch on the fuel line!

The rest of the runs and test ran relatively seamlessly punctuated by plenty of tea breaks, jokes and laughter between all involved up until the last test of the day. The final test which involved precision stops astride cones saw a number of people caught out, namely Matthew Gibson which led to a spot of sibling squabbling as it was sister Rachel who had failed him here!

A notably great string of runs all day was had by 17 year old LMC member Ayrton Harrison who was a little late for signing on as it was his birthday and had his first ever driving lesson that morning, definitely a name to watch.

All in all it was a great day was had by everyone and a few new faces to motorsport ended the day asking when the next event would be, which is fantastic for motorsport in general and more specifically this fledgling club.

The results were as follows:

#### Overall

1<sup>st</sup> – Gavin Hutchinson of Warton in the Vauxhall Nova

2<sup>nd</sup> - Bryan Gibson of Silverdale in the David Slater Landscaping MkII Escort

3<sup>rd</sup> - Tony Harrison of A. I. Harrisons of Bentham in the Metro



Gavin Hutchinson



Bryan Gibson

#### Production Autotest

1<sup>st</sup> - Chris McIvor of Morecambe - MKIV escort

2<sup>nd</sup> – John Byram of Lancaster - Peugeot 106 GTI

**Matthew Gibson—Lancaster MC**



### Durham Dales Classic Rally



Sunday 2<sup>nd</sup> of September was to be my first rally in the mini since finishing the 'restoration' of it in March, since then it has competed in a couple of autotest and some Autosolos, following a little bit of persuasion I took the plunge and put an entry in for the Durham Dales Classic. The Durham Dales Classic is a classic car rally made up solely of tests all carried out on the car parks and the test track at Nissans facility in Sunderland. As with all motorsport Friday and Saturday was filled doing last minute preparations like finding one of the rear cones had collapsed and replacing it, and modifying a trailer so that the mini would go on without falling down the gap in the middle. We eventually got to our overnight accommodation at 11pm, and then had our tea at about midnight from MacDonald's as it was the only place left open, perfect preparation for an early start on the Sunday. Scruitineering passed, phew, sign on complete, check, test diagrams received... Now how do we go about this? Up to this point I'd never done an event that required any ballast weight in the seat next to me and my Navigator, Andy Dewhurst (GPMC), had only sat in the car once to make sure he could fit in the seat and for 20mins while we'd had a play around on what was effectively a farm yard. Neither of us knew how we should tackle the tests, in the end we settled on me memorising the tests as well as I could, impossible on some of the larger tests, and Andy shouting instructions that varied between passenger/driver and left/right during the day as we tried to work out which was best (the jury is still out). All in all we had a brilliant day between us having a laugh with each other and the other competitors so that in itself made it a good day and worth the entry. Our final result was 16<sup>th</sup> o/a out of a 44 car entry and 2<sup>nd</sup> in class which we were made up about. Also on the plus side little damage sustained, more damage to Andy in fact than too the car, apparently I elbowed him a good few times in the same place on his arm while changing gear or reaching for the handbrake. Some jobs to do on the car but I can't wait for the next one!!

**Simon Barnes Lancaster MC**



# Swift Sport Rallycross Championship

## Round Six, Lydden Hill 26th August 2012

### TEAM GERIATRIC

We arrived at the circuit in good spirits, I usually go well here and the weather was good as well. because the event was split over the two days we had a lot of time to make sure that everything was ready for practice, the boys went over the car with a fine tooth comb, just to be doubly sure, as I needed a good result this weekend.

Practice went really well, the organisers watering the track to keep the dust down, I have to say that the car felt really good, so we are all set for the first heat.

#### Heat One.

Starting from the middle of the back row, I made a tremendous start and decided to do the joker lap straight away, unfortunately as I was trying to move to the left Johnny Bean was trying to come up the outside, but I had the line, Johnny ended up on two wheels as he made contact with Fruro, I was having a great race challenging Tristan Ovenden for the lead, However, David Binks was making his presence known and on the last lap dummied to the inside as we came down Hairy Hill. I was slightly late on the brakes and ran a little wide on the loose, the back of the car started to come round, but I managed to hold it. As I straightened up David took his chance but as he tried to come back in he misjudged the position of my car and he ended up sideways across my nose, as I tried to avoid putting him on his roof, I ended up on the grass as we crossed the line. As a result I was initially excluded from the results as I was deemed to have caused an avoidable accident. At my appeal I presented my in-car video as evidence and the stewards accepted that I had done all I could to prevent an incident from tuning into a major accident. Even Dave Binks a regular long term competitor stated that there was nothing more that I could have done, so I was relieved when the stewards re-instated my race position to the results.

#### Heat Two.

This heat took place whilst I was sat in the hearing for my appeal to the incident in heat one, the stewards kindly allowed me to leave the hearing to take part, but as you would imagine, my head was all over the place. Still I was starting from the inside of the second row behind young Mr Thomas and Mr Muldoon.

I made a fantastic start and was going around the outside as we entered Chessons, about half way round I was able to move onto the racing line, in the lead, the next thing I knew all hell broke loose, the car was spinning out of control and I was hit by Thomas. The car was still moving so I elected to keep going, but the rear of the car had a mind of its own, I knew something was seriously wrong, as I approached the exit of the circuit I was about to pull off when I realized that I may need to record the time for this heat if the appeal were to go against me, so I trudged around, not quick but I still got a time. As I pulled off the circuit the boys met me so that I could return to the hearing and they could get on with the repairs to the rear beam. The annoying thing was I have a spare rear beam at home but we hadn't brought it with us.

As you read above the appeal was successful and I was reinstated for the first heat, so providing nothing else went wrong in heat three I would be able to drop heat two.

*Continued on Page 22*



Tony Lynch (Suzuki Swift)



# **Swift Sport Rallycross Championship**

## **Round Six, Lydden Hill 26th August 2012**

*Continued from Page 21*

### **Heat Three.**

This was my chance to get a really quick time as I was starting from pole, as the lights flashed green I got a great start, and lead to the finish, that sounds easier than it was because Tristan Ovenden and Graham Rodemark kept the pressure on all the way round. Whilst I won my race, the time was 3rd fastest, bear in mind that the top five times are now usually covered by 0.5 seconds.

### **A Final.**

Starting from fifth on the grid I made a decent start and followed Graham into the joker loop straight from the get go, Darren Scott had made a terrific start having started eighth, having won the B Final, he must have just had two wheels on the track because I had to back off slightly to give him space, I could not afford to be in front of the stewards again, in doing so I left room for Johnny Bean to get the line and I had lost two places in the joker loop! More importantly Johnny was in front of me. I held station for the next lap, and as we came past the joker loop exit, James Knight-Coney came on in front of me, I now had to get past him before I could have a go at Johnny again. As we came round North Bend James ran wide and I managed to draw level as we came down Hairy Hill, the next bend was mine. For the next two laps nothing really changed, I was catching Johnny very slowly, but it would be a miracle to get past him, unless he made a mistake. Then as we came past the joker exit Dave Binks re-joined right next to Johnny and he had the line for Devils Elbow, Johnny held his nerve up the hill and took the inside line at the top. As we exited North Bend David held a tight line trying to get up the inside, but Johnny tried to block him and contact was made, Johnny spun out and as David slowed I was able to get up the inside of him, so I had made up two places as I crossed the line.

As the flag fell I was fifth, but more importantly Johnny was two places back on me, this means I have cut Johnny's lead in the championship, but, Chris Mullen, who won the final, has brought himself right into the mix for the last two rounds. This year it is going to go to the wire. After all the hassles of this round and my initial disappointment, I am really looking forward to the next round at Pembrey on the 7th October.

***Tony Lynch (Wigan & DMC)***

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

***Team Geriatric***

### **Why "Team Geriatric" ?**

The name came about in 2005 when I decided to buy Dave Baines car, it was after a strange period of about 4 years when each member of the team, with the exception of young Chris, had a period of time in hospital. I was in and out of hospital, Tony Rice had to have a couple of spells in hospital and Walter Jenkins was in and out at the time. When my wife Susan suggested we would look like a bunch of Geriatrics if we started racing again. As a joke we put a sticker on the back of the car and "Team Geriatric" was born. Tony Rice and I have fully recovered but Walter lost his battle against cancer, he will be missed by all who knew him.

We had a successful 2011, but it was hard work and the car took a pounding on several occasions, that's behind us now and we are having a great 2012 season. However prior to that we used to campaign a 205 GTi and as you can see below we had a great deal of success.

**2011 Suzuki Swift Rally Cross Championship Runner Up & 2011 Best Promoted Team**

**2010 Suzuki Swift Rally Cross Championship Runner Up,**

**2009 Khumo Tyres MSA Stockhatch Champion**

**2009 BRDA Overall British Champion,**

**2008 MSA Stockhatch Runner-up BRITISH CHAMPIONSHIP**

**2008 BRDA "BEST PRESENTED TEAM",**

**2007 MSA Stockhatch BRITISH CHAMPION**

**2006 National MDA CHAMPION,**

**2005 National MDA CHAMPION**

We are pleased to announce our support for **Brian House Childrens Hospice in Blackpool**, for the coming year. They do fantastic work for children with terminal illness's and as a number of our team have been afflicted with bad health over the years, as you can see below, we felt it appropriate to help the youngsters, if anyone wants to help us then get in touch. We are also hoping to raise funds for the local hospitals that helped me so much during my times of severe illness.

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

**Lancaster Motor Club** members Matthew Gibson and Christopher Paskin had their second outing together in the distinctive, yellow, David Slater Landscaping MkII Escort and brought home some silverware. The boys ended the 8 stages in and around Warcop Army Range, 3rd in class after the quickest scrutineering ever and the escort's first full clean scrutineering ever, no changes to be made. That's not to say the day went without its trials and tribulations'. Most notable being the time penalty awarded to the boys on stage 3 of over 5 mins ( the 17 minute bogie time) for a minor detour from a misheard pacenote due to an intercom failure, which saw them fall to last place. The intrepid service crew of Chris Mclvor and Jack Hargreaves (George & Lenny), devised an intricate and innovate solution to the intercom situation; gaffer tape the earpiece to Matt's head and stick his helmet on and hope it stays in place. The fix being very much in tune with the weekends motto, 'It be reet' and the Gibson boys personal mantra of 'wing it til you win it'. It has to be said that Mat and Chris were pretty down hearted at this point but a pep talk from the service crew, poppa Gibson and Mat's dearly beloved saw the boys go back out with a nothing to lose attitude.

The boys with the exception of stage 3 were neck and neck with the nova of first place crew Gavin Spencer and Colin Tombs all day long and thoroughly enjoyed their fight with the nova and also the 2nd place imp of Alan Kitson and Ronald Aspinwall. The stages were well layed out with plenty of variation, with the time they lost on straights being easily made up in the corners. There were some really nice, interesting, tricky bits. Mat particularly enjoyed stages 7 and 8 'Pinsent Way 1&2', which was noticeable from the tiny spectator square, the boys were lightning fast through here.

I think it was much to their surprise that they managed to claw back from last place into 3rd in class, a mere 42 seconds behind the 2nd place imp. (note that the rally did not end once the cars were trailored, the boys manged to get up alongside the imp on the way home and without mentioning names (mat) a message was written on the window to the imp drivers, "2nd next time"). ' It was a day of 'if only's' as it appeared that without the detour a 1st place would have been theirs but that is the nature of rallying and to finish is often prize enough, the 27 DNF's would probably agree especially Gary Tomlinson & Steve Thompson in their poorly Subaru and Paul Allsop & Chris Allsop in their mangled sunbeam.

Matthew and Chris would like say thanks to all who supported, serviced, photographed and organised they had a cracking day and as a fellow club member I'm sure I speak for us all in saying were really quite proud of our clubs first stage rally trophy, the first of many!!!

# Stobart Rail

**Pendragon Stages Rally  
September 16th 2012**



**Matt Gibson / Chris Paskin**



**Dad & Dan Hurst**



# Stobart Rail

**Pendragon Stages Rally  
September 16th 2012**



**Steve Quigley/Terry Martin  
Stage 1 Broken Drive shaft**

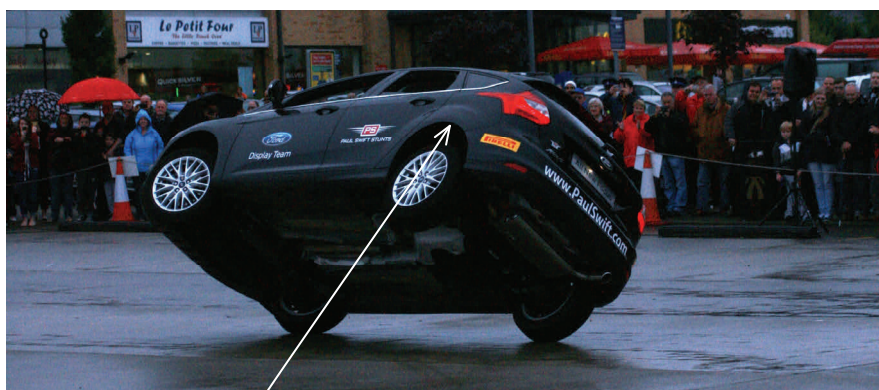
Not the happiest of crews out on the Pendragon Steve Quigley and Terry Martin suffered a broken drive shaft on SS1 and retired from the event in their bright Pink Renault Clio. However, Terry was full of Cheer on the Saturday night - in fact he was so full of Cheer that he kept slurring his words and found it difficult to stop falling over.

I am sure the word they used was CHEER





## PAUL SWIFT PRECISION DRIVING



Bob Milloy emerges from the boot after a ride in the boot !

## Swift stunts adds precision to East Lancashire Hospice fundraising drive

Gaskell Motorbodies of Great Harwood organised a Paul Swift Precision driving night to raise funds for East Lancashire Hospice on Friday 31st August 2012 at The Lorry Park at Blackburn with Darwen Services off Junction 4 of the M65. Nick Gaskell, owner of Gaskell Motorbodies, said that "this is the second Paul Swift Event he has organised to raise money for Charity, last year we raised money for the Help for Heroes Charity. The event was so well attended we needed to find a bigger venue for more people and so Paul can have more fun in a bigger space. With help of lots of other people, Cicely Commercial and Extra Services we have the perfect venue. Our chosen charity this year is The East Lancashire Hospice. The event is also being supported by Lancashire Fire & Rescue road safety awareness team". Thanks to everybody concerned. See [www.gaskellmotorbodies.com/index.html](http://www.gaskellmotorbodies.com/index.html) for more details Paul Swift is a seven-time British Motorsport Champion (3 times MSA & 4 times BTRDA Autotest Champion) and a multiple Guinness World Record holder and follows in the footsteps of his legendary stunt driving father Russ Swift. Today, with over twenty-five years experience, Paul Swift Precision Driving is now the global leader in precision driving, providing the professionalism and experience of some of the best drivers available in the world. Also supporting the event were the Under 17s Motor Club Northwest, which has evolved over many years of motor sport activity with several partners working together for a common goal - to help educate young riders & drivers. Helping young drivers to be safe on the road and want to acquire safe driving skills. See <http://www.u17mc-northwest.org.uk/home.htm> for more information Paul Swift is a 'stunt driver' says it all really doesn't it? Well not really. As the son of Russ Swift car handling is in his blood and he has put it to good use. Firstly as the national Autotest champion and more recently appearing in programs such as Top Gear and many car adverts. To put it simply he really is good! And very entertaining to watch as he really puts his car through its paces on two wheels as well as four. Last year, one of the Lancashire Automobile Club's principle sponsors, Nick Gaskell of Gaskell Motor Bodies in Great Harwood, (plug plug) rang and asked if we would provide support for a charity event at his premises we really couldn't say no. It was quite an event but Paul couldn't give full reign to his talents being constrained by the size of the venue.

*Continued on page 26*



This year Nick rang again only this time the event was to be somewhat bigger using a large car park adjacent to Blackburn services. He asked if we could help out again, a no brainer really, and perhaps get few classics there to add to the ambience.

This call was followed shortly after by a call from Steve Johnson who has used the venue previously and was going to be there (in spirit if not in body) with the Under 17 Motor Club. They would be providing demonstration runs between Paul's shows and he asked if we could work together on this one. No problem, Steve is an old friend and as they say that's what friends are for. Several regular entrants on LAC events were contacted and several volunteered to come along and put their cars in a display area so that was soon sorted. Not to many just enough was the plan.

Arriving on the night with a pile of equipment in the Mini I found Steve's people had already set things out and the event looked like being far bigger than I expected with the emergency services putting on displays and several food tents (including and excellent hog roast). We set out an area for the classics and awaited developments. The Under 17 lads put on a great display. This really is a terrific way for youngsters to get into motosport and learn car control. With about a dozen cars doing a sort of mini autotest (without the reversing) things got off to a great start. Soon the classics arrived and were parked, many thanks to all who turned up on what was an unexpectedly damp evening. We seemed to attract a great deal of interest from the considerable crowd which had gathered. Much of the evening was spent in pleasant conversation with both spectators and Under 17 club members.

The main act was of course Paul Swift who spun, flicked and generally showed fantastic car control. Some of his 'parking manoeuvres had to be seen to be believed. Then he simply hurtled at a set of ramps and drove round the display area on two wheels with a delighted, paying, passenger whooping with delight. Every time he went out more money went into the charities coffers.

Then back to the Under 17s before Paul came out for the last time finishing as the light faded. Quite an evening.

Many thanks to Nick Gaskell for the invite lets hope a lot of money was made for the East Lancashire Hospice. **Chris Lee (Lancashire Automobile**





## The Woodpecker Stages Rally Sixty & Worcestershire Motor



Having led the event from start to finish, Roger Chilman and Bryan Thomas won the Woodpecker Stages in their Subaru Impreza WRC. After 42 miles of competition contained in six special stages, the Herefordshire pair arrived back at the Ludlow Racecourse finish twelve seconds ahead of the Ford Focus WRC of runners-up Hugh Hunter/Andy Marchbank. These were vital results for both crews in the pursuit of the REIS - Get Connected BTRDA Rally Series crown. The Woodpecker was the seventh of the eight-round series and, having already dropped the obligatory two scores, neither pair has any further margin for error. The contest now moves to North Wales for the final encounter in mid October.

Long-time series leader, and Ludlow resident, Shaun Gardener and Bridgnorth's Ben Innes were 3rd on the day, maintaining not only their hard-earned positions at the top of the points table, but also their Mitsubishi Lancer EVO5.9's 100% finishing record this season. One second behind them were Matt Edwards/Sam Collis (Mitsubishi Lancer EVO9) in 4th while the Top Six was rounded off by the Subaru Impreza WRC of Bob Ceen/Andy Bull and the Group N version of Alex Allingham/Mark Glennerster.

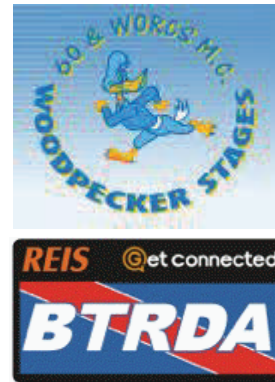
Nick Elliott/Dave Price won the two-wheel drive battle, their Ford Escort MkII taking 13th overall and a class win in the Historic category. Osian Pryce/Iestyn Williams' Citroen DS3 also finished in the Top Twenty, a handful of seconds in front of Matthew Robinson/Nigel Hutchinson's Escort. Belgian driver Stefaan Stouf, partnered by 2011 British Historic Rally Champion Co-driver Guy Weaver, took 2nd in class behind Elliott and gained valuable experience of the stages in the process.

To round off a phenomenally successful season, Julian Wilkes and Will Rutherford-Child took yet another victory in the 1400 category in their Vauxhall Nova VXR 190. The West Country crew had already tied up the Millers Oils BTRDA 1400 Championship, of which the Woodpecker was also the penultimate round, but another 'win' enabled them to add the 2012 Swisher MSA English Rally Championship crown to their already impressive CV.

Kieran Darrington/Pam Hilton finished 2nd in the 1400s in their Vauxhall Corsa, a minute ahead of the Peugeot 106 of Harry Gardener/Eliot Graham. For the first half of the event the Nova of Justin Lawson/Paul Hargreaves was Wilkes' closest challenger, but the car caught fire on the fourth stage and was an immediate retirement.

Following recent rains, the rally took place in glorious sunshine and, in between visits by the competing cars, service crews stationed at the Racecourse were able to take advantage of the unexpected - but, nevertheless, welcome! - upturn in the weather

## The Woodpecker Stages Rally Sixty & Worcestershire Motor



**Matt Griffin** (from Wilpshire nr. Blackburn) claimed his fourth class victory of the year as he closes in on the BTRDA N3 title. Griffin was already in a strong position ahead of the Woodpecker Rally in Ludlow and took first place in the N3 class together with co-driver **Chris Spilstead**.

The 22-year-old, who also won his class in the BTRDA Championship last season, finished 65th overall out of 134 starters in his Rallyschool prepared Ford Fiesta ST. He will now hope to seal the title at the Cambrian Rally in north Wales on October 20.

"We had a poor start to the rally as the brake pads had been changed at the last minute and we hadn't had time to bed them in prior to the start of the rally," Griffin said about the Woodpecker Rally.

"After the first stage the car performed without a hitch and we began to really enjoy the rally by posting some very good times. "I now feel that I have a lot more confidence in the car and my co-driver Chris, which in turn is allowing me to drive the car fast. "It was my fourth win of the year and we now only need to finish the BTRDA Cambrian Rally in October to win the BTRDA N3 class."

Griffin's performance at the Woodpecker Rally also earned him points in the MSA English Rally Championship, where he sits second in the E4 class.

He will return to action in the Trackrod Rally Yorkshire in Scarborough on September 28.

The event is part of the English Rally Championship but is not included in the BTRDA series.

Griffin won the 1400L class in the BTRDA championship 2011 in a VW Lupo, also prepared by Rallyschool, before switching to the Ford Fiesta this year.

He teamed up with Joe Cruttenden last year but Spilstead will again be the man alongside him at the Trackrod Rally Yorkshire.

*Lancashire Telegraph*



My girlfriend bought me the Kama Sutra for my birthday.  
Put me in a very awkward position..

# The Lindisfarne Rally

Sunday, 16th September 2012

Organised by Tynemouth & District Motor Sport Club Limited

Another first for Chris Anderson. After his excellent 2nd overall on the recent Tyneside Stages, he managed to go one better and top the podium for the first time ever to win the Lindisfarne Rally outright. But it wasn't an easy victory as Peter Taylor would push him hard all day long and only lose out by the narrowest of margins.

With confidence sky high after their last outing, Anderson with Chris Thirling sitting alongside him in the Ford Fiesta started stage 1 with a plan of maximum attack. It worked, as they were 9 seconds faster in 7.7 miles over of Peter Taylor's Renault Clio. A couple of fastest times in the next 3 tests meant they would enter first service 32 seconds to the good. The Durham crew took a chance to try a particular tyre option for the repeat of these 4 stages, which would see both drivers, just a second or two apart on 3 stages until a heavy shower on the 11.75 miles of Wainfordrigg when Anderson admitted to backing off a little in his Fiesta. Taylor with Jack Morton in the hot seat this time, would take back 13 seconds on that loop to trail by 19. After lunch the stage directions were changed to anticlockwise, and the Clio crew managed to claw back another 7 seconds in just less than 24 miles. Coming into the final service, the youngster from Spadeadam felt he couldn't go any faster as Anderson / Thirling were still 12 seconds ahead with 14 miles of competition left.

Neither crew thought they could go any faster but they both started the final test even quicker than before. It was drier now after another quick shower of rain and Anderson was the first to hit trouble a mere 2 and a half miles in. He arrived at a tightening left-hander a tad quicker than before and he suddenly found himself off on the grass and amongst some rocks. Telemetry downloaded after the rally shows the engine stopped for 38 seconds before he regained the road and luckily for him the only damage seemed to be a bent sill. It took a few miles to get the confidence back to push hard again as the Ford crew felt they'd lost their lead. However, unknown to them and just a couple of miles further on, Taylor had a similar moment. He tried his luck taking a R3 after Yardhope Farm flat out but the kick on the road pitched the rear wheels onto the grass. In no time the Clio was doing doughnuts and taking the offside front wing off against a fence. It seemed like an age before the car restarted and they managed to drive back onto the stage to resume the attack. Both crews were very lucky to survive unscathed and by the time they reached the stage finish at Featherwood Farm, the clocks would show that Taylor was 8 seconds faster. So after 93 miles of fast and furious action, Anderson took the laurels by 4 seconds !

Anderson's name will now go on the same trophy that shows some of the sports legendary names like Clark, Vatanen, McRae, Wilson, Mawson and Price – not bad for a 21 year old with a very short career.

Barry and Michael Lindsay finished over 3 minutes adrift in 5th overall, they too felt their little Peugeot 106 couldn't go any faster over these roads. Barry was certainly trying as he admitted to a moment through the fast section just before the finish of the first run over Riverside stage. His cut onto the grass threw them onto 2 wheels and in true 'Paul Swift style' he didn't lift. Trouble was though he needed to get it straightened up before the cattle grid. He managed and although his Dad felt the whole stage was a bit wild, Barry was pleased to record the second fastest time on the stage. The Carlisle lads were a bit concerned about the lack of brakes after the morning tests, so a precautionary change of brake pads in second service ensured the problem wouldn't occur again the final 40 miles. 19 seconds behind the Lindsays were Paul Swift and Giles Dykes. The Ford Escort pilot is still quite a novice on the Otterburn Ranges and so he enlisted the services of the experienced Giles Dykes to guide him. And it seemed to be paying dividends as Paul had a relatively quiet event on his way to an eventual 7th overall. His only problems were a sticking handbrake on the second loop of stages and locking brakes on the wet roads of the penultimate test to slow his progress. Paul was pleased to finish the rally just 19 seconds adrift of Barry Lindsay and even managing to take a few seconds off him over 2 stages.

And finally making it into the top 10 of a rally were Kev Monaghan and Steve Dargan. Their Vauxhall Corsa is now showing reliability and he's happy that his times are getting closer to the class benchmark of Barry Lindsay. So close he managed to beat him on stage 4. Kev admitted to going faster than before with several trips across the grass when he'd run out of tarmac.



*Chris Anderson and Chris Thirling*



*Paul Swift with Giles Dykes*

*Continued on page 28*



# The Lindisfarne Rally

Sunday, 16th September 2012

Organised by Tynemouth & District Motor Sport Club Limited

Continued from page 27 : The flat right at Dudlees Farm on stage 4 almost caught him out with a little trip into the farmyard just as he was entering the chicane. He survived that and a similar moment on the banks of the short Rooking Law test. However, his biggest loss was on the first wet run though the long Featherwood stage as he accepts he bottled out a bit to conserve a good result.

Ed Todd and Andy Brown were next up in their little GTM Coupe. Just getting to the start was a major achievement as the car had a clutch problem in the week leading up to the rally. It was only discovered on the Friday that the thrust bearing and fork were welded together and the clutch master cylinder piston rod was bent ! So they were glad to set off into stage 1 and had already passed the car in front before they lost power. It took about 6 minutes to trace the problem to a failed fuel pump and once switched over to the spare pump, they were on their way again. Only problem after that was the lack of rear brakes after the penultimate stage. With only 10 minutes allowed in final service they couldn't cobble a repair so they struggled around the final stage, but recorded a time 4 seconds quicker than before !

Next up was Alan Cowan in his Vauxhall Astra having a reasonably clear run. His only problem being a visit to a ditch on the second run of Bellshiel but he mustn't have been in there long as he was 25 seconds faster than his earlier run through the test. He was happy to win the 'Astra Challenge' on the rally too.

Another driver to confess to visiting a ditch was Andrew Plunkett. With Paul Firth alongside in the Honda Civic, the crew lost it just before the bridge in Riverside and ended up beached on a rock with 2 wheels waving at passing cars. A stage maximum was the result and a drop down the order to 38th so they were happy to recover to finish 26th overall.

A quick mention for those who never made it to the finish. Running first on the road was probably the downfall of Don Whyatt. The Dublin based co-driver was once again out with the non-registered George Mackey and they were leading the rally until they hit a slow sheep that was suddenly started crossing the road on stage 4.

A steady start for Pete Gibson / Josh Davison would see them just inside the top ten at first service. They edged up to 7th place by the Toft House test only to end it on the penultimate stage. Coming back up the hill out of Watty Bells, they left the road on a left 7 by cattle grid and ended up through a fence. Damage doesn't appear to be too bad so we look forward to them making the next round at Warcop. Stuart Walker was out in his Mitsubishi Evo9 with a new co-driver who hadn't even been across the Ranges before the recce. She coped well on the first lap before the crew were left with no gears on the 6th test.

Jon Olds was a very frustrated man after losing his VW Golf on the short Riverside stage. He lost it just before the bridge and slipped slowly off the road to end up 6 feet below the road. Once the car had been recovered it drove perfectly well but he was OTL.

Phil Morton and Jo Emma Hind started well enough before they started slipping down the order with a mis-fire. They eventually called it a day on stage 9 and pulled over at the entrance to Watty Bells as the engine was getting hotter and they decided to save the motor for another day. Our final championship contender was Colin Tombs who started the rally with the non-registered Gavin Spencer. They only managed to complete 2 stages before a ball joint snapped on the first run through Holystone.

A special thank you goes to Tynemouth Motor Club for actually taking the risk of running the event with only 45 entries and producing a really slick event



*Peter Taylor and Jack Morton*

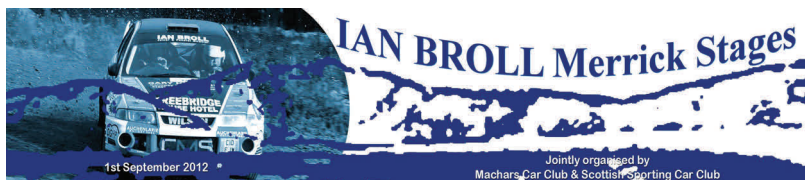


*Kev Monaghan and Steve Dargan*



*Alan Cowan*





Bentham's David Wright had a disappointing Merrick Stages rally when damage caused by a puncture caused him to retire from the event.

Wright made a good start in his Kumho Tyres, Proflex, Drenth, York Brewery, Millers Oils and Grove Hill Garage-backed GPM Mitsubishi Evo 9, setting fourth fastest time despite having to get used to a slightly different pacenote system to that used on the events he normally contests. Stage 2 was a 19 miles-long test in Glen Trool and Wright was hoping to progress up the leaderboard.

The stage was going well but sadly a puncture five miles into the stage meant he had to stop and change the wheel, dropping him three minutes and losing him any chance of a top result.

Wright was third quickest on stage three but damage on the car caused by the puncture was exasperated by some rough regraded sections on the track so it was decided to retire rather than risk doing more serious damage.

"I was pleased with our stage one performance," said Wright. "It took a while to get used to the different notes and I found it difficult to commit on the fast parts of the stage so fourth fastest was a good time."

"Glen Trool was our chance to push really hard and gain some time on the leaders and we were on target to do that but the puncture ended our hopes. We planned to do the last two stages as a test but it wasn't worth chancing further damage to the car after completing the third stage."

Wright's next event will either be the Cambrian rally or the Grizedale Stages. *(Report & Photo Songasport)*



I have such a stupid wife. I was in the pub last night when she kept texting me to see where I was. Eventually I text back, "Sorry babe, can't find my phone. Speak to you later." And she replied, "Ok, hun, phone me when you find it."

I was out for dinner at a restaurant last night, and I ordered the butterfly steak. I won't be having that again, there's hardly any meat on those things

People on motorway roundabouts are so friendly. I've gone past 3 in the last hour and they all gave me the thumbs up

## Thursday 30th August Kirkby Lonsdale MC & Morecambe CC An evening with MSports Malcolm Wilson

**KLMC & MCC** hosted an evening with **Malcolm Wilson**. Malcolm answered questions from the floor and was very frank with his answers about his career, cars, other drivers, the WRC with the proviso that they did not appear in Motorsport News the next week.. A very interesting and entertaining night that was well worth attending - oh, and I won a bottle of wine in the raffle which raised £110 for the Air Ambulance *(Photos courtesy of*



*Malcolm Wilson / Fred Bent / Pete Tyson*



*Ronnie Sandham - Malcolm Wilson*



*Some of the attendees*





## **Jari-Matti Latvala has done something he hadn't managed for 217 days when he claimed victory on Wales Rally GB his first in the FIA World Rally Championship since Rally Sweden seven months and four days ago.**

Jari-Matti Latvala reached the overnight halt of an FIA World Rally Championship round in the lead for the first time since Portugal in late March following an impressive charge on Wales Rally GB on day 1 (Friday).

Latvala was slightly hesitant through the opening brace of tests while he found the "feeling" on board his Ford Fiesta RS WRC. But a quartet of stage wins put him out front by 12.1s heading into Saturday's seven runs.

It was a day dominated by the works Ford squad with Petter Solberg moving into an early lead after going quickest on the first two stages. The Norwegian, a four-time winner in Wales, held second with Citroen's multiple world champion Sebastien Loeb 9.2s further back after conceding that he couldn't live with the pace of the Fords on the slippery gravel stages.

Loeb, who is on course for his ninth world title and can help Citroen secure its eighth world crown in Wales, carried two spare tyres for each loop in the event of his soft compound tyres losing performance in the drying conditions. Latvala and Solberg both relied on one spare.

Mads Ostberg was fourth overnight in his Adapta Fiesta having lost precious seconds in the morning when he slowed in the mistaken belief he'd picked up a puncture on stage two. His decision to use an old set of pace notes on stage three also led to a loss of confidence. Mikko Hirvonen was fifth in the second factory Citroen with Ott Tanak sixth despite reporting a powersteering glitch in his M-Sport Fiesta.

Russian Evgeny Novikov was seventh on his first rally with stand-in co-driver Ilka Minor. Thierry Neuville, who had run at the head of the field throughout the day, was eighth with Matthew Wilson - back in the WRC for the first time since Rallye Monte-Carlo in January - holding a solid ninth overall. Martin Prokop is 10th despite spending much of the day without sixth gear on his privateer Fiesta.

Chris Atkinson was 11th for WRC Team MINI Portugal with Sebastien Ogier 12th in his Volkswagen Motorsport-run Skoda Fabia S2000. Nasser Al-Attiyah is 13th for the Qatar World Rally Team with Super 2000 World Rally Championship leader Craig Breen 14th.

Ostberg, whose stage best was his first on gravel since the Acropolis Rally in 2009, remained in the podium fight in fourth with Mikko Hirvonen a frustrated fifth in his Citroen after reporting a lack of grip. Ott Tanak in sixth with M-Sport team-mate Evgeny Novikov seventh after reporting a lack of confidence. Thierry Neuville was eighth despite a build up of mud in his Citroen DS3 WRC. Matthew Wilson and Martin Prokop completed the top 10 in their Fiestas.

Chris Atkinson was in 11th position for WRC Team MINI Portugal with Sebastien Ogier 12th in his Volkswagen Motorsport Skoda Fabia S2000. Team-mate Kevin Abbring was in 14th when he reportedly hit a rock and retired on stage nine.

Jari-Matti Latvala claimed his first victory on an asphalt superspecial stage in the FIA World Rally Championship after he beat Sebastien Loeb to go fastest on the Celtic Manor test by 1.9s and grow his overall lead to 24.5s.

Latvala put his impressive time at the former Ryder Cup golf venue down to his decision to run worn tyres on the front of his Ford Fiesta RS WRC.

Russian Evgeny Novikov closed to within 16.5s of sixth-placed M-Sport team-mate Ott Tanak after he beat the Estonian by 2.8s through the test to go third fastest.

Petter Solberg was fourth quickest after reporting that he braked too early for one corner. Thierry Neuville was fifth fastest after dropping one second when he made a small mistake at the final hairpin. Mads Ostberg was sixth quickest after he admitted the stage surface had been more slippery than expected.

Matthew Wilson said his decision to bolt on his badly worn tyres on the front of his car triggered a bout of oversteer that made it difficult to control his Fiesta through the asphalt superspecial. He was 13th fastest behind Volkswagen Motorsport's Sebastien Ogier.

Co-driven by Miikka Anttila, Latvala took the lead on Friday's third stage and gradually pulled clear at the wheel of his Ford Fiesta RS WRC, reaching the finish in Cardiff with an advantage of 27.8s.

Sebastien Loeb beat Latvala's factory Ford team-mate Petter Solberg in a thrilling fight for second place, although the Citroen driver's sequence of wins - which dates





# Wales Rally GB 2012

Continued from page 30



Behind fourth-placed Mads Ostberg, who was hampered throughout the final day by an engine misfire, Mikko Hirvonen fought back from a frustrating rally to win the event-closing Power Stage. The result means only Loeb and Citroen team-mate Hirvonen can fight for the WRC drivers' title on the final three rounds.

Russia's Evgeny Novikov moved into sixth when M-Sport team-mate Ott Tanak tore the front-right wheel off his Fiesta on the repeat of the Port Talbot stage. Thierry Neuville marked his Rally GB debut by finishing seventh following an error-free performance by the Belgian youngster.

Matthew Wilson was eighth on his first start in the WRC since Rallye Monte-Carlo in January. Martin Prokop finished ninth with Nasser Al-Attiyah claiming the final drivers' championship point when Chris Atkinson was delayed completing the last stage after damaging the left-rear suspension on his MINI John Cooper Works WRC. Sebastien Ogier topped the Super 2000 class in his Volkswagen Motorsport Skoda as Craig Breen claimed an emotional victory in the Super 2000 World Rally Championship, three months on from the death of his close friend and former co-driver Gareth Roberts.

Brazil's Paulo Nobre retired his MINI on the road section heading to stage 17 with a battery issue. Jan Habig, from South Africa, restarted under Rally 2 rules following his off on Saturday morning to finish 28th



## Wales Rally GB Success For Perez And Lancia

Following on from his superb result back in 2009 when he last contested Wales Rally GB and brought his Kick Energy Ford Focus WRC home in a superb 11th place overall, Steve Perez was back in action on Britain's round of the World Rally Championship, this time in his popular Lancia Stratos. And the success continued when the former triple British Champion, along with Welsh co driver Paul Spooner, brought the car home in a fantastic eighth position overall on the supporting Wales Rally GB National event and in doing so, took two-wheel drive honours by two minutes over his nearest rival and won the historic class too.

Cheered on by massive crowds, Perez, from Chesterfield, started the three-day event well by setting sixth fastest time through the opening stage on Friday in Dyfnant before ending day one in eighth overall. Saturday saw Steve consolidate his position on the tricky stages of the Epynt military ranges with 11th fastest time on each of the three stages to hold seventh overall going into the final day.

With even bigger crowds roaring the iconic 1974 Italian machine on, complete with the new Amigos Tequila-flavoured beer branding, Perez posted a pair of top ten times in Port Talbot and Rheola before easing off on the Walters Arena test to bring the car home to a rapturous reception in Cardiff this afternoon.

Steve said: *"I'm absolutely delighted to bring the car home to eighth overall and to win our class; this event is starting to become very special after our success three years ago.*

*We were being egged on by the huge crowds and marshals and I was told we were trending on Twitter only just behind Ford and Citroen! We have spent the last year improving the car what with the new shell and sorting the handling so a massive thanks to Tim Ashton and the team at BTR for doing a fantastic job. It's taken us ten years but we now have the car where we want it to be and it's competitive and reliable. The new branding went down well also so if people have enjoyed seeing us on the stages.*



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### NEWBY SHINES ON MANX RALLY



Photo courtesy of Mark Corlett

Continuing his excellent run of results which has seen him win the last three events he has contested in the Pirelli-sponsored TEG Sport Group N Subaru Impreza outright, 17-year-old Arron Newby was back in action in the car where he once again impressed as he recorded a superb fifth place finish on the three-day Duke Stages Rally.

Running to the same format as the traditional Manx International Rally, which comprised of three days of action and over 180 stage miles around the tricky tarmac lanes, and with a very strong entry list, Newby, who had recruited the experienced Manx co driver Rob Fagg for the event, got off to a great start by posting a top ten time on SS1 on Douglas promenade.

Despite the very wet conditions and his lack of experience in the car in the dark, Arron, who had additional sponsorship from Sunoco fuels for the 26-stage event, made the most of his visit earlier in the year which had seen him finish in 11th place and win his class in his Skoda Fabia, to hold 13th at the overnight halt on Thursday after four stages.

With damp roads still in evidence for Friday's 12 stages, Newby continued to attack and as things dried up in the afternoon, the Lancastrian from Carnforth upped the pace to set a string of top four times, including a third fastest on SS11 to move himself up to sixth on Friday night.

Saturday dawned dry and Arron upped his pace over the remaining ten stages, which included setting second fastest time on SS24 to hoist himself up to an amazing fifth place at the Douglas finish on Saturday afternoon, just 15 seconds off fourth and also as the first non-Manxman home.

Arron Newby: *"This is by far my best rally and result to date, I just love the Subaru and I'm getting faster by the mile in it. The atmosphere of the event and response from the other competitors and marshals on the island was second to none; it's proper rallying and how it should be. I intend to come back next year for the 50th anniversary Manx and see what I can do with another 12 months' experience in a four wheel drive car. I would like to say a big thanks to Pirelli and Sunoco fuels, not forgetting my co driver Rob who did a great job, but also to the TEG Sport team once again as they gave me a well turned out car which ran faultlessly throughout the event."*

Stuart Newby, Team Owner: *"It's been a fantastic weekend and to come here and finish fifth overall in a Group N car, at only 17 years old, is outstanding in my eyes. The organisers of the rally did a fantastic job getting all that mileage in and closing all the roads, as well as keeping the entries and ferries at a low cost. Pound for pound, it's the best rally we have done so far, and got Arron's best result by far! We can't wait to come back next year and hopefully he can put the car on the podium."*

### Results

1	S Quine/R Skinner	(Mitsubishi Lancer E6)	2:25:14.7
2	N Cannell/M Cannell	(Mitsubishi Lancer E9)	2:26:00.0
3	G Collister/J Craine	(Mitsubishi Lancer E3)	2:28:02.2
4	S Kelly/E Kennaugh	(Mitsubishi Lancer E7)	2:28:38.4
5	<b>A Newby/R Fagg</b>	<b>(Subaru Impreza N11)</b>	<b>2:28:53.9</b>
6	A Leece/G Fargher	(Mitsubishi Lancer E6)	2:29:15.8



An RAF Group Captain was about to start the morning briefing to his staff. While waiting for the coffee machine to finish its brewing, the Group Captain decided to pose a question to all assembled.

He explained that his wife had been a bit frisky the night before and he failed to get his usual amount of sound sleep. He posed the question of just how much of sex was "work" and how much of it was "pleasure?"

A Wing Commander chimed in with 75-25% in favour of work.

A Squadron Leader said it was 50-50%.

A Flight Lieutenant responded with 25-75% in favour of pleasure, depending upon his state of inebriation at the time.

There being no consensus, the Group Captain turned to the Corporal who was in charge of making the coffee. What was his opinion?

Without any hesitation, the young Corporal responded, "Sir, it has to be 100% pleasure."

The Group Captain was surprised and, as you might guess, asked why?

"Well, sir, if there was any work involved, the officers would have me doing it for them."



I almost talked my way out of a speeding ticket by telling the police woman she looked bloody gorgeous. Although things went sour when I said, "And that's not just the drink talking either!"

A few designs that don't seem to have caught on.



## 2012 Roger Albert Clark Rally support events unveiled

Four individual rallies will support the **2012 Roger Albert Clark Rally, (23-25 November)** and will offer some of the most cost effective forest rallying in Britain this season. Regulations for the four events have now been published.

The support rallies all offer competitors a chance to be part of what many people regard as the best rally of the season, as well as the opportunity to tackle classic stages in Yorkshire and the Scottish borders.

"I would love to see clubmen who regularly compete on local events come and join us and sample the flavour and atmosphere of the Roger Albert Clark Rally," said Rally Manager Colin Heppenstall. "I have tried to make the support rallies as user friendly as I can with as compact a route as possible at a very affordable cost. To make it even more attractive, for those who can put together a three-car team I am offering a special team rate on certain rallies. I look forward to seeing them at the start in November."

**The four support events for the 2012 Roger Albert Clark Rally are:**

### The Peregrine Print Rally

42 stage miles; entry free £400 (cost per mile £9.60)

Based at the Pickering event headquarters, the Peregrine Print Rally will take in classic Yorkshire forest tests, including Friday night stages in Dalby. The event will finish on Saturday afternoon at Croft.

### The De Lacy Night Rally

27 stage miles; entry fee £250 (Cost per mile £9.26)

For a club team of three cars the total entry fee is £625 (£7.72 per mile)

The De Lacy Night Rally runs completely in the dark of Friday evening, starting at 7.30pm in Dalby Forest and finishing at 10.25pm after 27 stage miles and minimal road mileage.

### The Clubman's Rally

43 stage miles; entry fee £400 (cost per mile £9.30)

For a club team of three cars the total entry fee is £1,100 (£8.53 per mile)

Based near Newcastleton, the Clubman's Rally runs through Sunday over stages in Glen Dhu, Newcastleton, Riccarton and Craik as well as the new Florida stage before finishing in Hawick. The rally starts at 10am on Sunday and finishes at 2pm.

### The Return Challenge

44 stage miles; entry fee £400 (Cost per mile £9.09)

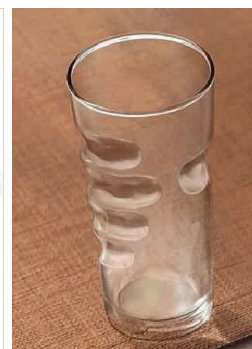
For a club team of three cars the total entry fee is £800 (£8.33 per mile)

The Return Challenge runs on Sunday, starting from Hawick and taking in stages in Craik and Wauchope as well as the new Florida stage before concluding in Kershope. The first car will start at 2.30pm on Sunday and finish at 5.30pm. As an added incentive, the organisers are offering a 50% reduction in the entry fee for the Return Challenge if competitors also enter the Clubmans Rally. A full refund will be issued if competitors cannot run on the Return Challenge.

**The combination of entering the Clubman's Rally and the Return Challenge offers a total event of 87 all-forest stage miles for a special entry fee of just £600, giving a price per mile of £6.89.**

"We believe that is the deal of the season and I don't know of any other UK forest event offering a price per mile of under £7," said Heppenstall.

For more details about the Roger Albert Clark Rally, and its support rallies, please visit : [www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)





## DISMAL AUGUST

After a dismal August with nothing to do on the road rally scene things are looking up.

Thursday the 30th of August saw a lot of us trundling down to Morecambe CCs meeting at the Vale of Lune for an evening with Malcolm Wilson. This was a joint Venture between Morecambe CC and Kirkby Lonsdale MC. The Rugby Club car park was full and there was a great turnout. It was good to see a lot of old friends there. The evening was to be a question and answer affair. Ronnie Sandham had prepared well for the evening and sat at the top table holding Malcolms hand in case he decided to do a runner! She had also prepared some 'set' questions in case things were slow starting. These 'set' questions were written on pink slips and placed on various tables around the room. As expected things started slowly, so eventually 'yours truly' decided to liven things up by grabbing a handful of pink slips and beginning to question Malcolm 'in depth'. I must say he was getting sick of the sight of me bobbing up and down 'grilling' him as people from other tables passed me their slips to read out.

Malcolm was very forthright with his answers and after the initial breaking of the ice members questions began to flow. He gave us one exclusive which he asked not to be repeated and answered searching questions about his business and his personal life in a very candid way. The two big disappointments of the evening were firstly for Pete Tyson. Pete was very complimentary about Malcolm's professional attitude to the business. Malcolm replied by telling Pete that he had no parts for Minis !!!! The second disappointment was for Alex Willan who was keenly volunteering to take Jar Mattie's place in the Ford Team. Malcolm was being very slow in accepting his kind offer so I went over to give Alex a Character reference. Alex, however, seemed to think that I had queered his pitch for him and after muttering some expletives to me about keeping my nose out (or some such comment peppered with offs and four letter words) Alex is now blaming me for losing him a place in the Ford Team. Don't be downhearted Alex - I am writing to Protens Competition Department later today with your details and a personal reference from me.

As I write this missive, we are gearing up for the Countdown Rally. All the usual suspects will be out. Jeff is a little apprehensive because this will be his first P&B event. I am more than apprehensive because if he gets it wrong I wont get to the finish and my breakfast! Its all a question of priorities - right

I have had absolutely no joy on plot and bash events since Ronnie Turner said "That's it ! I don't enjoy doing these events so I wont be doing any more" I became navigatorless (if that's not in the dictionary, it should be) I have been out with some novice navigators who have all had the same reaction as Ronnie and as I promised to give updates on Jeffs progress I have to make some comment. So now it is my turn to say "That's it ! I don't enjoy doing these events so I wont be doing any more" I will never enter another plot and bash event. This is not a reflection on the organisers of such events. Organisers are the backbone of our sport and all their efforts are greatly appreciated. I just feel that rallying should be fun and not a cryptic crossword. So I held off the entry for the Clitheronian until we had done the Countdown and as you may have gathered no entry was sent in. Our next outing will be the 'Lumies and at least we could have a chance of finding our way round !

KLMC club night on the 19<sup>th</sup> Sept. was a talk and pictorial presentation by Bob and Susan McClean ( Bob did the talking and Susan, the brains of the outfit, kept prompting him as his memory wandered a little ! ) This was an interesting and amusing talk with some nice pictures to illustrate some of the historic events they have competed on over the years. Bob gave us the background of how they started in rallying and gave us some amusing anecdotes from their many adventures. Several of the old Vickers Motor Club people turned up so it appeared as though the Barrow contingent had taken a coach up to the Heaves. Seriously though, although Bob was expecting some heckling from Peter Leary and myself. the talk was a great success and went quite smoothly. Bob and Susan are a really lovely couple and are well respected in the sport so an enjoyable evening was had by all. Good company, a nice drink and sandwiches too.

So next on the agenda was the Clitheronian we ambled off down to the start at its usual venue. Paul Buckel and the crew had things very well organised and running smoothly at signing on. We were given a passage control on Haylots and a control at Bashall Eaves. After a good natter at the start with some of the regular crews we decided to bod off and get set up with the brew gear etc. I said to Jeff that just in case there were problems later we could wander up to our second control and then time the run up to Haylots so that we would know how much time we had available to get back there. This gave us a pleasant run up through the trough and we arrived at the ford in Haylots. All gates were to be manned to control any movement of livestock and each was a passage control. We were blessed with a beautiful clear night and although a little chilly it was a pleasure to be there. We had time for two cups of tea a piece before the course car arrived. We were in my pickup and we always carry far too much gear with us (just in case ) Just in case of what, you may ask.

## The Barrow Taxi Column

*aka Mr Paul Brereton*



*Continued on Page 35*

Continued from Page 34

## 'The Barrow Taxi'

Hell I don't know but we never suffer any shortages of food and drink and if we had visitors we could accommodate them too. On top of all the gear we had in the truck we were also given some amazing goody bags at the start which contained far more than we needed on the night. We even got a breakfast as well. I must say this is a very civilised way of roughing it. We had ascertained that the distance between our two controls was just over an hours drive so we had ample time after closing our control on Haylots. When the course car arrived they asked us if we could go up to gate four after we closed our control as the marshals were stuck in the ditch and pull them out, no problem with the 4wd. We were somewhat surprised not to see Steve Retchless/Sam Collis or Myles Gleave/ Jason Crook

We later found that Steve had developed engine problems and Myles had visited the scenery with some detrimental effects on the car. All the crews seemed to be enjoying themselves but it was just quick initials on the time card and away so no time for talking. When we were ready to leave we went back up to retrieve the marshals on gate 4 who were stuck in a pretty awkward position with the tail end of the car in the road so the rally had gone around them, chewing up the soft earth quite considerably there was mud all over the place. I imagine the crews were pleasantly surprised to find an extra chicane built into the route !! I found out that there is no towing eye on the front of the Mitsubishi so I had to go past and up to the top farm to turn round then come back, pull them out and then go back up to the bottom farm to turn round again. When Jeff and I got back up to the top gate we found that the two lads had waited for us and they opened and closed the gate for us which was a nice gesture.

We had also stopped for a chat with Steve Hudson who had been doing gate three. We then started to amble off down the road picking up code boards as we went until Jeff said we had better get a move on as time was ticking away. So from having ample time to get to our next control things were now looking a bit tight but we got there and even got the kettle on again before the course car arrived. Several navigators were rather unwell so I guess the route must have been a bit stomach churning. However even the ones who were suffering mal de nav were seemingly enjoying themselves (I always said navigators are masochists) As we were not too far from the finish we decided to go down for breakfast. This was to be at the Premier Inn because the usual venue was not available. We were most impressed because in spite of the early hour all the staff were extremely friendly and cheerful and the breakfast was spot on. Compliments to Paul Buckel and all his crew who put on a fantastic route. Altogether a great night and (dare I say it) unfortunately not pre-plot because I would have loved to have done it.

## Congratulations

Or should that read Commiserations  
To **Sasha Herriot** who has been appointed to the  
**MSA Rallies Committee**

Sasha takes up her post in 2013

We will have someone on the committee who really does know all about the grass roots of the sport both as a competitor and an organiser of events. I am confident she will give moiré than a good account of herself and look also after our interests and the sport



### MSA British Rally Championship British Rally Championship announces new BRC Live radio deal for 2013

The MSA British Rally Championship (BRC) has appointed Stagetime Rally Group (SRG) to develop and deliver live online radio for the 2013 and 2014 seasons. Within the partnership, SRG will launch 'BRC Live' a new radio service that is hosted on the existing BRC website and smart phone app, with a new presenting team soon to be announced. SRG promises to deliver interesting, exciting and engaging content, a quality and innovative online radio service drawing on experience gained in the world and regional championships. Part of a longer term strategy, both the BRC and SRG aim to find solutions which will enhance the spectators trackside experience providing them with live access to stage times, results, crew interviews and ultimately moving images.



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



It might have passed you by BUT this issue of spotlight is the first anniversary issue. You have now had to put up with my drivel for a whole twelve issues (or if you were really unfortunate you have had 13 - because I ran a demo issue for SD34MSG Delegates first.)

If you are one of those who "if they did not have bad luck would have no luck at all" then this is the third year of my editing a 'club' magazine - I did Morecambe CCs Newsletter for two years before this. You must have broken a mirror, run over a black cat and walked under a ladder or two - All at once! Please don't ask me to navigate for you - I can do badly enough on my own (see below).

When I did last years **Countdown Rally**, it was the 1<sup>st</sup> 'Navigational' event I had done since the early 70's. I thought that it would all come flooding back to me and I would cope. I did not. I then went and did the Clitheronian, and to a point there was a slight improvement, however I threw up before petrol and we retired. I vowed that I would not do any more 'Navigational' events again.

In the belief that practice makes perfect I have been contesting the SD34MSG Table Top series and whilst not covering myself with glory, I have soldiered on. I still think they are fun for a clubnight.

I am contesting this years SD34 Road Rally championship and unfortunately several of the rounds are 'Navigational'. Following the reasonable (tho' not impressive) result on the 061Atratech (18<sup>th</sup> O/A) plus an assurance from Phil Jobson that this years Countdown would be simpler - we put our entry in for the Countdown.

Simpler it might have been - but not simple enough for this Numpty.

Our entry is already in for the Clitheronian but at the moment (This is being written on the morning following our 'retirement' from the Countdown) I am not looking forward to it at all.

I am navigating for fun and something to enjoy in my retirement (Old Age Pension stuff - not retire as in give up). I am not out there attempting to prove that my mental and physical capacity has not diminished because I know it has. If I am not having fun then why should I bother, and I have to admit that these days I do not find this type of event 'much fun'

We have more drivers to navigators these days and it is proving difficult to recruit 'new blood' into the sport. If you are not going to finish events - why enter in the first place. I remember Nigel Worswick saying at one of the Table Top Rallies we ran "If it was this hard on a proper Rally - No one would do them" - Well Nigel - It is that hard on Proper Rallies and to make it worse you are doing it on the move, in the dark and with limited room to organise everything and you don't have the advantage of the 'driver' to read out the clues - he is busy driving.

I will do the Clitheronian but that is probably the last 'Navigational' event I will bother with, however, we will see what transpires. (see below)

I have always believed in doing Championships rather than just tackling events that just take your fancy. You can plan and budget for a championship relatively easily. However, if a championship is going to be made up mostly of 'Navigational' events - I don't think I will be doing THAT championship next year - I will look to doing one that I will enjoy rather than suffer.

Let the MENSA candidates do their thing and I will do mine.

**Now - as for the Clitheronian** - You might, having read the above think I am about to go off on another of my rants - If you are - You are wrong. Slick, well run, good route, sufficient places to make up lost time, Challenging clues - in fact a bloody good event. If it was not for three silly mistakes from yours truly (2 in the 1st half & 1 in the second) then we were in with a shout. As it was, I cocked up and said left when I should have said right just after NAM2 and dropped a load of time until I realised the error, and I can not remember where the other error was in the 1st half. The error in the second half was certainly in the super stupid class - coming off map 97 onto 98, I was changing my map over and knew we wanted the 'T turn left' onto the Gisburn forest road and into control. So the car in front slotted left AND we followed instead of going on another 100yds and then turn left. Bugger Bugger Bugger !!!!!!! . We went a very long way before I realised the road was not reading as it should and turned back. We had a big moment just after Black Bank and almost took out the double cautioned railway bridge. Well done Andy for getting off the brakes in time - that's a very solid bridge and it loomed large.

### **Did I enjoy it? - Yes! - Will I do it again? Too right I will**

I still prefer pre-plot over P&B but The Clitheronian Organising Team (Paul Buckle CofC etc) certainly showed other Organisers **HOW IT SHOULD BE DONE.**

The organisers of other P&B events would do well to pick up the phone and ask for a set of Route Instructions, Time Cards and then ask Paul and his team what made this event so very special and despite my dislike of P&B events

### **I have to admit that the Clitheronian Rally was something Very Special**

NB since writing the above I have received Alan Barns' report and I am pleased to note that it was not just me that thought this event was up there with the VK and the Lonsdale Belt

### **SEE PAGE 6 - Get your vote in for the Best Championship Round of the Year**

So after ALL the huff and puff about Emarked tyres and outlawing tyres marked for Racing or Competition use, Straight cut gear boxes, Limiting engine capacity to that that was fitted to that model of vehicle by the manufacturer, Consideration of forced induction engines, and Reducing noise levels - these proposed regulations were not presented to Council and will be further considered by the relevant committees or working groups.

## OUT & ABOUT With Gemini

For some time now I have been considering where, as a team, we should be going next, following some communication with Dave V Thomas [ Cambrian 12 ] who amongst many other jobs he has been sorting out marshalling points for us in the ANWCC area, [ and yes they do pay out a cash prize for a monthly marshals draw ] as the Gemini Team, being a group that is recognised by the MSA, we thought it wouldn't do any harm in the team joining this association. I have also noticed that for some time in the ANCC association they have included Rescue Units in their list of registered Clubs so this too could be an option for us.

To be perfectly honest I'm still not sure if this will lead to anything or not but it should keep everyone better informed of what is happening around us and as several of our comms team regularly compete on MSA events they may appreciate the extra information as well. Not forgetting our own Mark Wilkinson Gemini 11 who just happens to be the Association Secretary, he has now taken on the role of a Probationary Controller.

The minutes of the last committee meeting are attached along with a flyer for the 'Go Motorsport Tradeshaw' (See page 45) which some of you may wish to attend.

Your comments / opinions on this would be appreciated.  
Best Wishes

**Bill**

### To Everyone Involved with the 2012 WRGB Communications,

Well that's another one over with, I hope you all got home safely and have washed the mud off your cars. It really is just now for me to say thanks to you all again for all your hard work you did helping with the Communications over the last week, you all did a really good job, even when we had big interference difficulties on Day 1. If anyone has any constructive comments or suggestions how we can improve are system we would be very pleased to know them.

The excellent news is that you may have probably heard that a three year deal to remain in Wales has been negotiated with a one year break clause on either side. Subject to the ratification of the World Council in a fortnight's time, the dates for the 2013 event will be 13<sup>th</sup> – 17<sup>th</sup> November. So put the dates in your diary now.  
Best wishes

**Bill**

### Championship Positions to date:

1st,	Gemini 56 - Tony Jones	- 23 points
2nd,	Gemini 13 - Stuart Dickenson	- 18 points
3rd,	Gemini 6 - Dave Crosby	- 15 points
4th,	Gemini 39 Alan Shaw/Les Eltringham	
	Gemini 48 - Peter Langtree	- 14 points
6th	Gemini 9 - Keith Lamb	- 13 points
= 7th	Gemini 12 - Chris Jarvis,	
	Gemini 18 - Eve and Graham,	
	Gemini 31 - Duncan Stock,	
	Gemini 59 - Maurice Ellison	- 12 points.
= 11th,	Gemini 11 - Mark Wilkinson,	
	Gemini 23 - Ian Davies	- 10 points

## Gemini

### Communications Team

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**Bill Wilmer 07973-830705**

**w.wilmer@btinternet.com**

## Event Up-Dates

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

### Cambrian National Rally

Cloceanog / Penmachno Forests

North Wales, National Stage Rally **Sat 20 Oct**

### Glyn Stage Rally

**Sunday 03 and 04th November**

at Ty Groes

### Neil Howard Memorial Stages Rally

**Saturday 10th November 2012**

at **Oulton Park Race Circuit** in Cheshire

### Hall Trophy Stages Rally

Blyton – Lincolnshire, Clitheroe & DMC

Multi Use Venue, **Sat 24 Nov**

### Stobart Rail Pendragon Rally

Thank You. Not only from me but from all the organising committee a VERY grateful thanks to everyone who helped in the running of this event. Also what about the weather, in the middle of the wettest times we have had for months we had two days the Saturday for the setting up and the Sunday for the event were two of the nicest days someone must have



Found on Twitter





## Classic Clubmans at Brands Hatch 23rd Sept

**It rained. Boy did it rain!** The RSM Motorsport team driver, Paul Marshall, who loves racing in the wet and has been seen doing a rain dance with a bag of bones in his hand in the past, thought it was too slippery after being out in practice. However, my feeling at the end of the day was that what a great formula and people we have in Classic Clubmans, nobody threw their teddy out of the pram and all made the best of the day.

The rain in practice made a nasty emulsion of the oil that lay on the track and rather sorted the men from the boys. In "B" Sports Barry Webb and Dave Facer, both out for the first time in the class this year, wiped the floor with the rest (and some "A" Sports) ending up 4th and 5th on the grid respectively. 3rd in class, though a second down, was Rod Player, two seconds ahead of John Muirhead who headed Paul Marshall by a tenth. Steve Littler was 6th, an excellent position for a man at his third Classic Clubmans meeting but behind him were Alan Davenport, Rob Beazer and Ian Mitchell, all four covered by less than half a second. The rest of the thirteen "B" Sports on the grid were made up by Martin Goddard, Morris Hart, Mike Sales, Trish Hunter and Tim Norris-Jones. The "A" Sports were well spread through the grid but headed once again by Mark Charteris, who had half a second on Spencer McCarthy. More than a second back from him was championship leader John Harrison. Richard Mallock, having a guest drive in Bob Crozier's car, who is unwell, was next, but three seconds back, and just a smidgeon ahead of Mike Hickson. The rest were David Childs, Steve Chaplin, Andy Powell, Philip Barak and Jim Clarke. It was a baptism of (wet) fire for Jim as he was out for the first race in his car and Phil Barak, vastly experienced (nine championships and three hundred podiums so far,) decided that the pressure loss from his untried front wheels was excessive and put the car on the trailer. I

should have gone out and asked our drivers if anyone had a spare pair of front wheels that Phil could borrow. All 25 cars out there behaved themselves though Trish only completed four laps before beaching her Mallock on a kerb. This was arguably in a position to merit a red flag but the HSCC, probably mindful of the weather forecast and the consequent red flags this would cause chose not to do so. I had hopes that the HSCC would be far more efficient than the BARC but they seem to perform in a similar fashion. Getting Tim Norris-Jones name incorrectly on the sheet as well as John Harrison's "A" and Alan Cook's "E" down as "B" Sports strengthened this opinion. Alan Cook's Cup car had a decent practice, just pipping Martin Goddard for 18th on the grid.

The wait between practice and the race seemed interminable and three drivers, Alan Davenport, Rob Beazer and Martin Goddard, decided that the conditions were too dodgy or the race was unlikely to take place and went home. There were lots of jokes about headlights being used but a shortened (15 minute) race took place in just enough time for us to pack up in the dark. My race report is on dodgy ground as the commentator wanted me to talk during the race so I could make no notes. It would have helped if the headset I used had allowed for my mouth to be in the standard position rather than being fitted in place of my adams apple. Thus if I get it wrong (as I did in my last report by getting the slick/wet tyres on Rod and Paul's cars the wrong way round) then my apologies already. It was a good race and all starters finished. Mark Charteris led as far as Druids where he spun and was clipped by John Harrison. They both recovered but while Mark was 2nd at the end of lap one John languished back in 12th. This excitement left Spencer McCarthy in the "A" Sport lead but on lap two he lost it at Clearways and was passed by everyone and their dog. He was also passed by their cat shortly afterwards when his engine died. He pulled off and discovered that in all the arm twirling excitement of his spin he had knocked off the fuel pump switch. If he hadn't already undone his seat belts he may have returned to action quicker but he was two laps down when he got back on the job. I think that Peter Garton should consider changing the dashboard layout on his car to avoid any more dramas from switches being knocked off. However this will not cure Spencer's habit of forgetting to switch them on! All this left Mark in the lead from Mike Hickson (who was shortly passed by Barry Webb in a "B" Sport!) John Harrison was on a mission and was up to 2nd by lap five but over seventeen seconds behind Mark. They would finish in this order though the gap at the end was eleven seconds, part of this due to Mark falling foul of a bunch of battling "B" cars. By then Richard Mallock had pushed Mike Hickson down to 4th in class ahead of Steve Chaplin driving on wet tyres that seem as hard as bricks. The rest of the "A"s finished in the order of David Childs, Andy Powell, Spencer McCarthy and Jim Clarke. The "B" Sports were well behaved and Barry Webb won his class by finishing on the race podium. Dave Facer was 2nd and Rod Player took 3rd, both well among the "A" cars. Paul Marshall, whose fastest lap was only a tenth slower than Barry's, was next up by passing John Muirhead on lap six who was twenty seconds clear of Alan Cook in the Cup car in 11th overall. Mike Sales and Ian Mitchell were next in the order separated by a quarter of a second and the remaining finishers were Steve Littler, Trish Hunter, Morris Hart and Tim Norris-Jones in that order.



# Brands Hatch



*(Continued on Page 39)*



## Competitive Motor Sport within Reach for Schools

Schools across the UK can give their students the chance to race in the coveted British Schools Karting Championship (BSKC) 2013 by registering to participate from today.

Now in its seventh year, the BSKC offers students aged 13 to 18 the opportunity to take part in an exciting, nationwide knockout karting competition that does not require previous experience, equipment or substantial expense.

Any school, academy or college can enter the BSKC in teams of three by registering at

**[www.bskc.co.uk/register](http://www.bskc.co.uk/register)**.

**Teams that pay their entry before 31**

**October receive a discount that keeps the entry cost at the 2011 level of only £45 per student.**

Mark Turner, BSKC Manager, said: "The competition was created to make competitive karting more accessible to schools. The BSKC appeals to students from different backgrounds and allows all abilities to take part. Since its launch in 2006, the BSKC has enabled students who are not interested in traditional sports to experience a highly engaging team sport and unleash a new talent. It has also allowed those who are already involved in karting to share their love of the sport with others at their school."

Ten new kart circuits have already been added to the 2013 competition and the hope is that this will rise to over 15 before long. This should mean that schools have better access than ever before to race in the BSKC.

As well as the overall BSKC champions, ten regional champions will also be crowned for teams competing in London & South East, South West, East of England, Midlands, North East, North West, Yorkshire & Humber, South, Scotland and Northern Ireland. The total cost of entry for the BSKC is £150 for a team of three students (£50 per driver). This includes the use of all equipment, a practice session and entry into the local heats and regional finals if the teams make it that far. However, if teams sign up before 31 October they can race for the same price as 2011 as the championship is offering early birds a £15 discount. The competition last year was the most successful yet, with 617 teams from 235 schools competing for the title of BSKC Champions 2012. The best teams from the regional finals made up the 34 teams that qualified for the National Final. It was won by a team of young drivers from Caterham School for Boys, who were rewarded with a VIP tour of McLaren Technology Centre as their prize. Ben Dillon, from the winning team, said: "I think this is one of the most engaging sports in the world. I would encourage other schools to get involved in an event like this as it is a great opportunity to do something different for your school."

Mark Turner said: "Schools support the BSKC because it enables them to offer an alternative PE activity or include it as part of the curriculum to support a science, maths, engineering or physics course. Teachers have told us that getting involved has had benefits for students that reach far beyond the track and many schools use the competition as a way of engaging with disaffected students."

**For more information** : Press contact for the BSKC: Natasha North, Catherine Lane PR, 2nd Floor, 145-157 St John Street, London, EC1V 4PY. Tel: 07843 052629

E-mail: [Natasha@catherinelane.com](mailto:Natasha@catherinelane.com)

**About BSKC** : The British Schools Karting Championship (BSKC) is an arrive & drive karting championship that aims to bring competitive, cost effective karting into UK schools. It was started in 2006 and was originally contested by 22 teams. It is now a nationwide Championship supported by the Motor Sports Association and in 2012 has seen 617 teams (over 1850 students) compete.

**For further information on the BARC** visit: [www.bskc.co.uk](http://www.bskc.co.uk) or contact [info@bskc.co.uk](mailto:info@bskc.co.uk).

### Classic Clubmans at Brands Hatch Continued from Page 38

These results confirm Paul Marshall's win in the "B" Sport Championship from Rod Player unless Ian Mitchell pulls level by a bit of divine intervention. John Harrison needs luck to pass Mark in the "A"s. Mark is three points ahead while his next dropped score to be counted is a 1 and John's is an 8. For 3rd in "A"s Steve Chaplin is six ahead of Spencer McCarthy with a 1 to drop while Spencer has nothing to drop.

Classic Clubmans stood out at this meeting. Twenty five cars on the grid including the only three cars that lapped under a minute at the meeting. At the end of the day Trish Hunter produced a paper cup that had been standing out in the rain which showed at least an inch of water in it from over part of the afternoon. When I changed my trainers for dry shoes to drive home they were as wet as they had been on our trip to Tuscany where we walked up a gorge which entailed wading in two feet of water at some narrow bits. This excessive dampness caused a great deal of hanging around for everybody in the "hospitality" area but I even enjoyed that if only for the tales that were being told of races past and Paul Marshall dishing the dirt on his friend Jeremy Banks. The one thing that I did learn over the day was that the donation that John Bailey made at the start of the year to fund the hospitality was one of the best things that has happened to the Clubmans Register camaraderie since I became involved with them.



## New Go Motorsport website

The Motor Sports Association (MSA) has boosted its Go Motorsport participation drive with a new GoMotorsport.net website, packed with information and contacts to help people get involved as competitors, volunteers and spectators.

The original Go Motorsport website was launched in 2008 as an information hub for people interested in getting involved in all areas of motor sport.

The new website, developed by MSO.net, expands on the original with fresh and updated content, all wrapped up in a slick new design and easy-to-navigate format.

The website features new pages about the cost of competing, how to get a competition licence, how motor sport can engage with schools and communities and the ways in which Go Motorsport can help local motor clubs. This adds to information on all of the major motor sport disciplines and volunteer roles, as well as FAQs, contacts, and the unique club and events search function.

Ben Taylor, MSA Director of Development and Communications, said: "Go Motorsport is about encouraging new people into our sport. This new site will help us to do that, by providing a much clearer message to people looking to get started for the first time.

"We have tried to answer the typical questions that are frequently asked of us: how much does it cost, can I use my road car, how old do I have to be, where do I start... We also need to open a dialogue with those people who are interested in our sport, so that we can tell them when there is something suitable going on in their area."

"The site will support the valuable work of the Regional Development Officers who are spreading the word on the ground and helping our clubs to attract new members."



## NMW 2013 dates confirmed

National Motorsport Week will run from **29 June to 7 July**, once again celebrating the sport with a range of high-profile and grass roots events.

This year's NMW, organised by the MSA and Motorsport Industry Association (MIA), shone a spotlight on British motor sport this summer. David Coulthard acted as an ambassador during numerous media appearances, while F1 teams offered signed components and the chance for members of the public to experience being part of the team. Meanwhile WRC squad M-Sport opened its doors for an exclusive tour, and motor clubs across the country ran novice taster days and other such events.

"When we re-launched National Motorsport Week last year we were delighted to receive widespread support from across the motor sport community, from all UK-based F1 teams right down to the grass roots through our registered clubs," said MSA Chief Executive Colin Hilton.

"This year's initiative built on that success with even greater media coverage, thanks to the likes of David Coulthard and Nick Fry lending their support as ambassadors. The challenge now is to keep the momentum going and make next year's celebration better still, so I would urge all motor clubs to pencil the date into their diaries and get behind us by organising an event

## MSA taking action on EC roadworthiness proposal

There has been much discussion recently among the motor sport community regarding an EC proposal that could potentially lead to MOT-style tests for trailers and make non-standard vehicle modifications illegal if realised.

The proposals are detailed in an EC document on 'periodic roadworthiness tests for motor vehicles and their trailers'. The full document can be viewed by clicking here: <http://ec.europa.eu/transport/doc/roadworthiness-package/com%282012%29380.pdf>

The MSA has been in contact with the Department for Transport (DfT) regarding this issue. A number of other governing bodies have raised similar concerns and the DfT as a result asked all interested parties to complete a survey on the proposals. It is anticipated that this will assist the department in formulating a UK response to these proposals, which the MSA has objected to in the strongest possible terms. Given the potentially catastrophic impact of these proposals on the sport, it would be helpful for members to write to their local MP specifically on this subject and lodge their objections to the document.

In addition an online petition has been launched independently of the MSA

## MSA launched online marshal renewals

The new online renewal function for MSA marshal registration has received strong take-up since launching.

"Around half of marshals applying for renewal of their MSA registration have opted to use the new online service so far, which is strong but still leaves plenty of room for improvement," said Allan Dean-Lewis MBE, MSA Director of Training and Education. "The online system is more convenient and means that we are bringing the same benefits to our volunteers as we do to competitors."

To renew your MSA marshal's registration online, please go to : <http://www.msauk.org/custom/asp/splash/officials.asp?chapter=194>

**Motor Sports Council** : The recent meeting of the Motor Sports Council approved a number of new regulations, all of which will be detailed in full in the next edition of the *MSA* magazine and in the 2013 Year Book. In order to assist competitors further, a summary of some of the key issues is provided below, but it should be noted that the words published here are not the regulations themselves, carry no regulatory value and are intended for information purposes only.

## Karting

For immediate implementation:

**U17.29.6** – When drivers are weighed, they will now be weighed together with their Personal Protective Equipment to address the issue of additional weight being concealed within protective equipment.

**U12.7-U12.7.3** – It is no longer permissible to run any kart engine in the pits or paddock area. Kart engines must only be run in specific areas designated by the organisers and then only for a maximum of 10 seconds.

**C2.3.1** – When a licensed time keeper is not present, a time penalty cannot be applied but competitors can be moved back 5 places; where a licensed time keeper is present, a time penalty or place penalty may be applied. The proposed changes to the karting championship structure which had previously been approved by Motor Sports Council have been postponed for a period of 12 months for implementation from 2014.

## Race

With effect from January 2013, all junior race formulae will run on treaded tyres, not slicks.

Also from January 2013, the MSA will no longer grant waivers to allow 15 year old drivers in any single-seater championship. In line with FIA regulations, no driver under the age of 16 will be permitted to compete in single-seater racing.

## Road Rallying

**R4.1.3** – It is advised that the 2m noise test should be used where it is practical to do so as it picks up more whole vehicle noise the 0.5m test should continue to be used where the 2m test is impractical.

**R18.3.5** – Only 'H' shift pattern gearboxes are permitted in manual cars.

## Road Rallying (Continued)

**R18.3.6** – The number and location of the driven wheels must remain as original to the model of car.

**R18.6.6** – For Road Rallies, Navigation Rallies and Targa Rallies held between 7am and 10pm, the regulations governing numbers and advertising are being slightly relaxed.

**Following the consultation process and the extensive feedback received, a number of proposed regulations were not presented to Council and will be further considered by the relevant committees or working groups:**

1. **Straight-cut gears**
2. **Limiting engine capacity to that that was fitted to that model of vehicle by the manufacturer**
3. **Consideration of forced induction engines**
4. **Reducing noise levels**
5. **Regulations concerning E-marking of tyres and outlawing tyres marked for Racing or Competition use.**

**NB: The MSA reminds competitors of the legal requirement to ensure that tyres are fit for purpose under existing government legislation.**

## Special Tests

**R10.6.6** – With immediate effect, passengers may not be carried in the rear seats of open cars.

## Targa Rally

Approval was given to a new type of rallying – Targa Rally – a schedule timed rally where the principal competition comprises the competitor's performance on Special Tests. Targa Rallies must not include any Standard Sections, but Regularity Sections may be included.

## Historics

**R19.5.4** – In exceptional circumstance, the MSA may grant written dispensation to use non-original parts, provided that their use does not confer an advantage in

## Historics (Continued)

**R49.4** – Council gave approval to all event organisers to permit cars running to FIA Appendix K regulations.

## Cross-country

**P11.3.2** – Competitive Safaris with an average speed in excess of 30mph shall be referred to as 'Safari Plus' in order to allow increased performance for some competitors without having to create onerous safety requirements for those competitors in events with a lower average speed.

## Pump Fuel

The MSA has withdrawn 'Super Unleaded' from the definition of 'Pump Fuel', however there is no impact on competitors as, in the realignment of MSA specifications, it is only the maximum MON and RON values that are relevant and under British Standards these figures are the same for both Unleaded and Super Unleaded.

## Lifing

Motor Sports Council considered the issue of lifing of seats in Stage Rallying and has agreed to extend for a further 12 months (to the end of 2013) Regulation 48.10.6.1 in the current 2012 Blue Book. This means that, for any vehicle issued with an MSA Competition Car Log Book prior to 1st January 2009, all seats must have previously been FIA Homologated (even if that homologation has subsequently been withdrawn for whatever reason), and must have the appropriate seat mountings in accordance with R48.10.6. This extension has been allowed to allow for further testing and research which Council feels is required to make an informed decision, and in recognition of competitors' requirements to make plans for 2013.

## Track limits

The Motor Sports Council received a proposal from Race Committee regarding the subject of track limits and their enforcement in circuit racing. While agreeing in principle with Race Committee's desire to keep drivers within the white lines of the circuit, it was the view of Council that the proposals before them needed further





## Another win for Evans as MacCrone takes podium

Elfyn Evans took a step towards the WRC Academy title with his third straight victory of the season on the ADAC Rallye Deutschland.

"I'm very happy," said the 24-year-old Evans, who is also the joint leader of the MSA British Rally Championship with one round remaining. "We had a difficult to find a rhythm and the set-up of the car so it took a while to get that going. We were lucky with a couple of moments but we got our heads together, did a solid job and built on our advantage from then on."

Meanwhile Evans' national squad team-mate John MacCrone took his maiden WRC Academy podium in Germany with third place. "I won the first two stages so was leading after SS4 but unfortunately hit the Armco on SS4 and picked up some damage," said MacCrone. "I then had a puncture on the second day, which cost even more time, so it's a case of what might have been. But it's still a podium and the positive is that I showed leading pace, which I'll aim to carry to the next round in France."



## Academy drivers sweep FRenault

NEC Drivers from three different tiers of the MSA Academy locked out the podium after the opening Formula Renault North European race at Most in the Czech Republic last weekend. Team UK's Josh Hill took the centre step after a lights-to-flag performance, with the Development Squad's Josh King second and MSA Apprentice Jake Dennis – backed by the Racing Steps Foundation – third. They also hold the top three places in the championship standings, with Dennis currently leading the way from King and Hill.

"This is the first time that three drivers from across the MSA Academy have stood together on an international championship podium and monopolised the title race," said MSA Academy Coordinator Greg Symes. "This is testament to the success of the Academy in identifying the UK's most promising young drivers and giving them the support they need to make the most of their potential."

## Technical/Regulations

### Environmental spill kits

The MSA wishes to remind competitors of the definition of an Environmental Spill Kit, as stated in section (B) of the Competitors' and Officials Yearbook: *"For use in managing spills of automotive fluids, lubricating oils, fluids, gasoline, coolant additives, hydraulic oil etc..."*. Some competitors are reported to have produced bags of sawdust, nappies and other similar products, claiming them to be Spill Kits. Such items do not meet the regulatory requirement. Purpose-made kits that meet the regulations are available from most motor sport equipment retailers and many specialist

### Frontal Head Restraints

There have been reports of competitors placing the yoke of their HANS device on top of their harness straps. The device will not work unless it is sandwiched between the shoulder straps and the upper-torso, with the shoulder straps tight. The HANS should also fit the wearer well.



### Steering column couplings

Competitors are urged to take note of the image, which shows a steering column universal joint (UJ) coupling that failed as a result of the front wheel receiving a significant impact during an incident. The UJ is not forged (as is commonplace) but is formed from steel plate. It is significant that the spline in the UJ is only 50 per cent of the depth of the spline on the rack-pinion shaft. It seems likely that the factors resulting in the failure include: inadequate depth of spline in the UJ; a possible material issue in the UJ; and the possibility that clamp was not correctly tightened.

### Gymkhanas

The Competitions and Clubs Department is concerned that there are some misunderstandings of what a Gymkhana is. A Gymkhana is not an Autotest or a Rally Special Test. It is a type of event involving a series of fun activities or games, such as balancing items on a car, or throwing and catching footballs etc. A Gymkhana permit will not cover an event where the tests are solely determined by the speed and skill, such as with



Sebastien Loeb marked the 10th anniversary of ADAC Rallye Deutschland's elevation to the FIA World Rally Championship by winning the asphalt event for a ninth time in the Citroen DS3 WRC he shares with co-driver Daniel Elena.

Loeb won the opening stage on Friday morning to take a lead he would never relinquish following a dominant display in changeable weather conditions. The result was his seventh victory of 2012 - his fifth in succession - and hands him a 54-point title lead heading to Wales Rally GB.

Loeb's only cause for concern occurred on the repeat of Dhrontal when he reported a slight lack of turbo response, which led to him mistakenly fearing that he would be unable to fight for the three bonus points awarded to the Power Stage winner.

Jari-Matti Latvala was the leading Ford finisher in second - his best result on asphalt in the WRC - with Mikko Hirvonen making it two Citroen runners on the podium in third despite not showing the kind of speed that has carried him to 14 WRC victories in the past. Latvala's only cause for concern on day three occurred when the bonnet of his Fiesta RS WRC began to lift on stage 13, while Hirvonen spent the day conducting set-up work.

Mads Ostberg finished fourth for the Adapta World Rally Team with Chris Atkinson a strong fifth in his debut for WRC Team MINI Portugal. Sebastien Ogier shone for Volkswagen Motorsport, guiding the German firm's Super 2000-specification Skoda Fabia to sixth overall with team-mate Andreas Mikkelsen next up. The undoubted highlight for Norwegian Mikkelsen was his capture of the third fastest time on the Power Stage.

Ott Tanak restarted under Rally 2 rules following his exit on Saturday's closing test and finished ninth on the road behind London 2012 Olympics bronze medallist Nasser Al-Attiyah, who was fourth fastest on the Power Stage on his WRC comeback with the Qatar World Rally Team. However, the Estonian was withdrawn from the event to enable the fitting of key linked components for the next asphalt event in France.

That decision by the M-Sport Ford squad meant Dani Sordo took ninth on his return under Rally 2 rules in Prodrive's MINI John Cooper Works WRC, the Spaniard moving ahead of French Peugeot 207 driver Mathieu Arzeno in the closing stages.

Petter Solberg followed Arzeno home in 11th, the ex-world champion restarting following repairs to his factory Fiesta when he crashed on day two. Solberg left first service in Trier this morning having set up his car with the aim of challenging for Power Stage glory only for a few mistakes on the slippery surface to hold him back.

Thierry Neuville lost a few seconds with a brief loss of traction exiting a hairpin on stage 13 before he stopped to change a puncture two kilometres into the following test. Russian Evgeny Novikov retired with a broken rear differential after stage 13.

# ADAC RALLYE DEUTSCHLAND



## Hyundai will announce its return to the FIA World Rally

**Championship** ending a nine year absence. The Korean car giant's arrival in the sport means three of the world's five biggest manufacturers will be present as full WRC competitors by 2014, with Hyundai joining Volkswagen and Ford. That number could be set to rise from three to four as Toyota is considering a Yaris-based WRC entry and has already developed a 1.6-litre turbocharged engine. Hyundai will reveal its first 1.6-litre-engined World Rally Car in Paris. The machine, which is being developed in Korea and at Hyundai's European base in Offenbach, Germany, will be based on a three-door





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# Belgian GP : Jenson Button wins at Spa for McLaren

McLaren's Jenson Button was dominant as he won the Belgian Grand Prix, with team-mate Lewis Hamilton and Ferrari's Fernando Alonso crashing out.

Button, who started on pole, was never under threat as Red Bull's Sebastian Vettel fought from 10th to second, ahead of Lotus's Kimi Raikkonen. Hamilton and Alonso were taken out in a multi-car pile-up at the start, triggered by Lotus's Romain Grosjean (Grosjean was handed a one-race ban for causing the accident). Vettel moves to second in the championship, 24 points behind Alonso. The German's team-mate Mark Webber is third, 12 points behind Vettel. Raikkonen is one point behind the Australian, 14 points ahead of Hamilton.

Button's victory leaves him sixth, but at 63 points behind Alonso with 200 available in the remaining eight races, his title hopes are still a long shot.

In Belgium, though, Button was in a league of his own. He qualified on pole by 0.3 seconds - doing three laps out of the reach of his rivals - and never looked back after converting that position into a lead at the first corner.

Behind him there was drama at the start, triggered when Grosjean moved over on Hamilton. The Lotus's right rear wheel hit Hamilton's left front, knocking the McLaren into a spin and triggering chaos. As the other drivers braked for the first corner, Hamilton and Grosjean, out of control, continued at unabated speed, taking out Alonso and Sauber's Sergio Perez.

Alonso was especially lucky as Grosjean's car flew over the front of his car, missing his head by about a metre. The incident triggered a shake-up of the field and a safety car. From there, the race developed into a thrilling battle as Button continued serenely at the front.

Vettel, on a one-stop strategy like Button, impressed as he made up ground once the race had been restarted on lap five.

The world champion made a series of impressive overtaking manoeuvres around the outside of the Bus Stop chicane at the end of the lap, including on Webber. Vettel's pace ensured he took second as Raikkonen and the other drivers on two-stop strategies made their final stops. Raikkonen was caught up behind the Mercedes of Schumacher, who was slow around the lap but very fast in a straight line. Once Raikkonen had passed Schumacher - in a brave move into the 180mph swerves of Eau Rouge - he briefly closed on Vettel but, realising he did not have enough laps to make up a 13-second deficit, was forced to settle for third. He was also hampered by not being able to use all his Kers power-boost system. Schumacher's hopes of a strong finish to a poor weekend for Mercedes were dashed when high tyre wear forced him to abandon his attempt to do only one stop. That dropped him to seventh at the finish, behind the impressive Nico Hulkenberg's Force India and Webber.

Toro Rosso's Jean-Eric Vergne, who had a strong weekend after struggling in the first half of his debut season, was eighth, ahead of team-mate Daniel Ricciardo and the second Force India of Paul Di Resta.

Williams driver Bruno Senna was eighth heading into the last six laps but had to make a late stop because his tyres were worn out. He dropped to 12th behind the second Mercedes of Nico Rosberg.

It was a terribly unlucky day for Sauber after the strongest qualifying performance in their history. Along with Perez, who was fourth on the grid, Kamui Kobayashi, who started second, was also caught up in the first corner melee and trailed home 13th.

Williams Pastor Maldonado, who failed to finish, has been given a five-place grid penalty for jumping start and another for colliding with Marussia of Timo Glock. Both will be applied at the Italian Grand Prix.



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## Lewis Hamilton took a dominant victory in the Italian Grand Prix to beat Sauber's Sergio Perez and Ferrari's Fernando Alonso.



From pole position, Hamilton lost the lead only briefly during the pit-stop period and was never seriously under threat. Perez, who qualified 12th, took advantage of a different strategy and free choice of tyres at the start to climb through the field and pass Alonso with seven laps to go. McLaren's Jenson Button and Red Bull's Sebastian Vettel both retired. Alonso, who drove an excellent race to climb up from 10th on the grid, has consolidated his championship lead and is now 37 points ahead of Hamilton, who moved up from fifth to second. Vettel's retirement, with his second alternator failure of the weekend, dropped him to fourth, two points behind Hamilton and one behind Lotus's Kimi Raikkonen. Red Bull's Mark Webber, who retired after a troubled race, is fifth, 47 points behind Alonso, with Button sixth, 78 points adrift and realistically out of contention.

The race contained plenty of action and overtaking, and a moment of major controversy between title contenders Alonso and Vettel. The German was given a drive-through penalty for forcing the Spaniard off the track in an incident reminiscent of a similar one involving the same drivers in last year's race. Last year, the German passed the Ferrari driver around the outside of the 180mph Curva Grande with two wheels on the grass and felt Alonso had pushed a bit too far. Alonso was not penalised for that incident. In this year's incident, on lap 26 of the race, the roles were reversed and Alonso tried to pass Vettel on the outside. Vettel moved across and did not leave enough room for Alonso, who ended up with his entire car on the grass.

The move damaged the rear of Alonso's Ferrari both aerodynamically and mechanically, but the Spaniard still managed to catch and eventually pass Vettel. Alonso complained over the team radio: "He pushed me," and the stewards agreed that Vettel had gone too far and gave him a drive-through penalty. Vettel rejoined seventh and passed team-mate Mark Webber to run sixth but pulled off with six laps to go. Button's retirement was caused by a fuel pick-up problem.

Ferrari's Felipe Massa took fourth as Raikkonen just held off Michael Schumacher's Mercedes on the final lap to finish fifth. Schumacher's team-mate Nico Rosberg was just behind in seventh, both Mercedes choosing to do a rare two-stop strategy because of high tyre wear. Force India's Paul di Resta was eighth, ahead of Sauber's Kamui Kobayashi and Williams driver Bruno Senna. Hamilton was in impressive form, holding off Massa's challenge into the first corner and then building a lead which he was able to protect for the rest of the race. But Perez and Alonso also drove strong races to take the final two podium finishes. Perez chose to start on the hard tyres and made his tyre stop six laps after Hamilton. That meant he was on the faster 'medium' tyre for the last part of the race, taking advantage of their greater pace and extra freshness to rapidly haul in the Ferraris of Alonso and Massa. He closed in on Hamilton, too, but not fast enough to be a serious threat. Hamilton's victory means he joins Alonso as the only two drivers to win three races this season.

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*BLESSED ARE THOSE WHO ARE  
CRACKED,  
FOR THEY ARE THE ONES WHO LET  
IN THE LIGHT!*

Nick Clegg walked into a branch of HSBC to cash a cheque. As he approached the cashier he said "Good morning , could you please cash this cheque for me"?  
**Cashier:** "It would be my pleasure Sir. Could you please show me your ID?"  
**Clegg:** "Well I didnt bring my ID with me as I didn't think there was any need to. I am Nick Clegg, the Deputy Prime Minister!!!"

**Cashier:** "I'm sorry, but with all the regulations, monitoring, of the banks because of impostors and forgers, etc. I must insist on proof of identity."

**Clegg:** "Just ask anyone here at the bank who I am and they will tell you. Everybody knows who I am."

**Cashier:** "I am sorry Deputy Prime Minister but these are the bank rules and I must follow them."

**Clegg:** "I need this cheque cashed."

**Cashier:** "Perhaps theres another way: One day Colin Montgomery came into the bank without ID. To prove he was Colin Montgomery he pulled out his putting iron and made a beautiful shot across the bank into a cup. With that shot we knew him to be Colin Montgomery and cashed his cheque. Another time, Andy Murray came in without ID. He pulled out his tennis racquet and made a fabulous shot where the tennis ball landed in my cup. With that spectacular shot we cashed his cheque.. So sir, what can you do to prove that it is you, and only you, as the Deputy Prime Minister?"

**Clegg** stood there thinking and finally says: "Honestly, I can't think of a single thing I'm good at."

**Cashier:** "Will that be large or small notes, deputy Prime Minister?"



## A different kind of two wheels.... By jude freckelton

It's 8am on a Sunday morning... I'm picking myself, and my push bike, up from the tarmac of a Manchester motorway roundabout wearing Lycra! The only way I think this scene could get any more embarrassing is if my headphone socket had popped out to reveal One Direction playing on my iPod! This, readers, is my Manchester 100k bike ride and I haven't even got to the startline yet.

I'd been looking for something to keep me race fit for a while. The rigours of the Isle of Man TT and even my short circuit race career mean that the fitter you are the better you will perform. I'd been running in the mornings before work to train previously but found it gives me a right pounding (straining a calf muscle prior to last year's TT), feels like I'm getting nowhere and I'm also crap at it! A gym membership would have been a waste with scarce free time available (married, young son, being a TT mega star and working full time etc, etc). So I took to cycling and have been doing it, on a regular basis, since the early spring (I didn't just jump on the Bradley Wiggins band wagon!). I bought the cheapest bike possible and a few gentle rides later started cycling the 14 miles to work 3 days a week (unless it was raining hard!). I started getting more involved and eventually bought a better bike (trek 1.5). The plan to ride in the Manchester 100k was hatched a month or so ago and I started to build the mileage up taking the 30 mile scenic route to work on various occasions.

After some numbness in the, shall we say, 'meat and two veg' area whilst riding, I decided I'd best start looking into this issue. Over the next few weeks 'meat and two veg' became a big (no pun intended) topic of conversation. For example I'd text Jo (wife) after arriving safe at work something like "all ok blah blah blah, my knob was numb by the Dunham arms!" Several thousand seat positions/angles and a pair of decent padded shorts later I can confirm that the problem is resolved! Which is a result as fumbling down the front of my shorts riding past the local high school was eventually going to end up with a police charge!

Anyway back to the subject. The usual racing team, Jo, Ann (mother in law), Ted (2yr old son) and I, set off from home early on Sunday morning with my push bike wedged into the Renault Scenic between Ted and me in the back. On arrival the queue to get off the motorway wasn't moving fast and we were close enough to hear the PA system in Wythenshawe Park where the ride was starting from. With time marching on I jumped out, loaded up my pockets with energy gels, and rode the last half a mile to the park. Jo then set off to swap water bottles with me further into the route. Soon after taking up cycling I read about the benefits of using SPD (feet clipped in) pedals. A cheap set of shoes and pedals bought through Ebay later I've been happy, and had no accidents, with them ever since. Although riding through heavy traffic, with these pedals, hasn't been a big part of my cycling training I now find myself having to do so outside a bike event in which 4000 people are taking part. Just as this thought entered my head the traffic stopped a bit quicker than I was expecting and although I stopped easily in the panic didn't twist my foot enough to free it from the pedal. I pulled some stupid faces during the next 2 seconds and then slowly but surely fell like tree (with a push bike for roots) flat onto the roundabout. Quickly jumping to my feet, whilst smiling as if I thought it was funny, I gathered my stuff up, jumped back on and rode, with one foot kept unclipped, to the park. A short assessment once into the park revealed that I'd cut my knee but I reckoned I'd probably live for, at least, the rest of the day.

The park was packed with every type of cyclist going. I needn't have worried about being the odd one out. There was every type of person from the cycling spectrum from Tour De France wannabes to a random guy in full Union Jack apparel on a mountain bike with a Tesco carrier bag hanging from his handlebars. I elected not to queue for the overloaded portaloos using the park trees in the way nature intended. I then handed my entry card in at the start tent to be given the route map, stuffing this in my back pocket along with my emergency contact details, just in case my cut knee got worse!

I sat at the start line whilst they waited for a gang of starters to assemble leaving a suitable gap from the previous group, the marshal dropped the rope and we were off. Not quite the engine revving and adrenaline fuelled Isle of Man TT start I'm more used to. I settled in to a gentle pace. I'd never ridden more than 35 miles in one stint before so I figured that metering out my energy so that I would last the distance was the best plan. I didn't want to have to go into work on Monday to announce that I'd had a cardiac arrest at the 40 mile marker. I settled into a group, there were bikes pretty much as far as the eye could see, 2 abreast for the first 20 miles of the ride. I'd never ridden in a group before but found it saved loads of energy as I found myself being dragged along in the airstream as opposed to battling against the wind and swearing like I normally do. 9 miles in, at Tatton Park, I spotted Jo, Ann and Ted waving at the side of the road I reckoned I was still looking fresh faced at this point so it was nice to get some support. I set a plan to run at around 20mph where possible and not to try and hold the pace with the blokes whose calves looked like the top of a lego brick. At the first short climb out of Great Budworth I was pleased that I seemed to be holding my own. I was passing plenty of people who were up out of the seat pushing hard, whilst I was still seated and spinning it up at a lesser pace, than I normally would, to conserve my energy. I also spotted my first casualty of the ride, Union Jack man was off and pushing but such was the spirit of the event I'm positive that he made the finish line. The drizzle, which was coming down, turned to rain and for a few miles,



## A different kind of two wheels....

*Continued from page 46*

I was amused by the guy in front riding no-handed and wrestling with a waterproof top. I just toughed it out and got wet, to be honest the spray coming up onto my backside was more annoying than the rain and it cleared up quicker than it had started. I pressed on with a group and learned a few hand signals to warn others that a car was coming or of a pot hole in the road. Arriving, 20 miles in, at the Anderton boat lift Jo shouted me across and after a 2 minute stop for a water bottle swap I was on my way again. After this stop the groups seemed to spread right out and the only other riders that I saw, until the end of the ride, were ones which I was overtaking. It was a shame that I never came across a group to drag me around for the rest of the ride. I mistakenly nearly took to the 100 mile route at the turn off point, spotting the sign for the 100k route to turn left I assumed this would be a way from the actual junction and promptly flew past and had to turn around 300 yards up the road. The course was good, well sign posted/marshaled and was relatively flat and for my first big event this was welcome. The route went down as far as Church Minshull, up through Winsford to Knutsford and back to Wythenshawe. I kept a steady pace, setting my personal target of under 3 hrs 30 minutes to finish. I was just about on course, having another two minute stop with 10 miles to go. Once at this point I was happy to try a bit harder, knowing that I'd got enough left in the tank. I'd also got an iphone app on giving me 5 mile updates on time/distance/speed so I knew that I was just about on my target time. With 2 miles to go I had about 7 minutes to go so pressed on, solo, into what was now a bit of a headwind. A short kick up hill near to home was the only point in the ride at which I was feeling it through my legs. I had a quick glance over my shoulder a mile from home to see that the first rider that I'd come across for ages had tagged onto my back wheel! Riding back into the Park was a good feeling, the family were there giving me a cheer, I pushed hard onto the home straight to show off obviously. Stopping in the finishing tent I whipped my phone out and pressed the stop button. 3hrs 29 mins 38 seconds, 22 seconds underneath my goal, I'd love to say that this was all planned to perfection, being the professional that I am, but other than the last 5 miles I'd not taken much notice of any schedule.

The finish line guy on the PA asked me my name - don't you know who I am? - and got me to announce that I'd raised £100 for The Christie (the cancer charity, whom the ride was in aid of). I got my certificate for finishing the ride had some ham sandwiches and stunk the car out for the drive home! A quick rest at home then Jo and I took young Ted out to the park on his bike. He learned to ride without stabilisers this week and going for a ride was the only thing he wanted to do that afternoon, looks like I've started him on the cycle/motorcycling path, oops!

All in all I was impressed with the way in which the event had been run, it can't be easy to organize something of this size. I really enjoyed the ride and aside from my backside aching a bit towards the end (meat and two veg were fine for those interested) I reckon I could've done the full 100 mile. Maybe next time....

.#Mackers



## Stop Press! Go Motorsport Roadshow FREE EVENT

**Does your club need help and news blood?**

**Do you need new ideas and new members?**

**The event on the 25th September (at Stockport) gave all those attending just that and MORE**

**I have been the Go Motorsport NW Regional Development Officer for just over 3 years. This Roadshow supports all that any club may need to help it grow or even just survive in today's climate**

**In attendance at the event was Ben Taylor, MSA Director of Development & Communications Nicky Moffitt, MSA Regional Committee Chairman, Richard Egger talked (With questions) for two, very interesting, hours, and you would pay over £150 to attend this type of presentation in industry**

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

**All clubs gained a great deal of knowledge and ideas to take back and hopefully act on**

**The events are open to ANY club members see [www.anwcc.org](http://www.anwcc.org) to book your place at the**

**Chester event. Wednesday 7th November 2012 The Airbus Sports & Social Club, Chester Road, Broughton, Chester, CH4 0DR**

**Steve Johnson**

**'All the Marshals for this event  
(Manchester 100k)  
were supplied by**

**Gemini Communications**

**if you are interested in marshalling on  
cycle rides such as this one, then the  
average payment for bike events is**

**£75 per person,**

**contact Bill Wilmer at**

**Gemini Communications**

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

**Bill Wilmer 07973-830705**

**[w.wilmer@btinternet.com](mailto:w.wilmer@btinternet.com)**



# FOR SALE

## Subaru Impreza Clubman Spec Rally Car

Ex Scottish Tarmac Championship shell, purchased and fully rebuilt early 2011. Good solid straight car which would make an excellent affordable step into 4wd rallying. Comes complete with spare shell and large spares package including wheels and tyres.

- MSA logbooked
- 2.0lt Turbo RA engine, running custom independent fuelling with fuel pressure regulator.
- Close Ratio 5 speed RA Gearbox and diff.
- Comprehensive multi point weld in roll cage
- 50mm Prodrive Coilovers
- 330mm brakes, RA front 4 pots and rear 2 pot callipers with Mintex competition pads.
- Uprated polyurethane bushes and competition engine mounts.
- Stainless competition exhaust system.
- Plumbed in and handheld lifeline extinguishers.
- Sparco Circuit Seats & 5 point harnesses
- Quick Release OMP steering wheel
- Wired up for bonnet lamp pods
- Alloy sump guard and tank guards
- Upright Hydraulic Handbrake
- Lightweight Alloy RA bonnet

### Spares

- 8 x 15" kuhmo gravel tyres and alloy wheels
- 5 x 16" kuhmo wets and alloy wheels
- 11 x 16" kuhmo slicks/intermediates and alloy wheels
- Twin bonnet mounted fiberglass lamp pods.
- Various body panels including: doors, bonnets, boot, bumpers, front wings.
- 5 speed WRX gearbox, prop shaft and diff
- Stainless competition exhaust system, manifold and turbo up pipe
- Tdo4 turbo
- Front and rear hubs
- Alloy bottom arms
- Radiator, Alternator, power steering pump and various other engine ancillaries.
- Front and rear lights and indicators.
- Various other spares including wiper motors, steering columns, callipers and discs, front and rear struts, diff cradle, drive shafts and much more.

**£5000**

**(inc. all spares and spare shell)  
Please call Matt on 07624 437274**

I was cleaning out my elderly neighbours back garden yesterday when I came across a lamp. I rubbed the side, to give it a clean and a genie appeared in a puff of smoke. "I'll grant you any wish for releasing me from the lamp!" he boomed. I looked up and noticed a passenger jet in the sky. In need of a holiday, I said "I wish I was on that plane." With a whoosh, my wish was granted. Ten minutes later, I landed at Birmingham airport.

# FOR SALE



## Subaru Impreza sti ra

N reg 1995, Low miles for year 69000 kms

No mot currently sorned

Usual sti extras including alloy bonnet, adjustable centre diff, roof vent, close ratio box, etc, 22b front bumper

17" alloy wheels with nearly new tyres

Jap spec roll cage [front and rear]

Very clean sti interior, Very clean exterior, Immobiliser

Unfortunately has a cracked front screen

Bought the car to convert to a rally car

but have now changed plans

Would make ideal rally car project

or hill climb car or nice road car

**£3200 ono**

Contact Andy Gardner 07837204242 [mobile]

01995 - 603991 [home]

Email [stiandyg@hotmail.co.uk](mailto:stiandyg@hotmail.co.uk)



The Nissan Micra F1000 & Stage Rally Prepared Subaru have both been sold.

The Subaru is on its way to its new owners on Mull and should be out on next years event (2013)

The Micra has been bought by John Gorten of CDMC



**Fox Motorsport Events** will be taking the Rally Village to **Croft** for the **Rallycross Grandprix** on the **27/28th Oct**, prices start from £50 for trade space for more information please email : [foxmotorsportevents@yahoo.co.uk](mailto:foxmotorsportevents@yahoo.co.uk)

# John Easson Award

## The 2300 Club is proud to announce the details of the 2012 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 2012, 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 cash prize 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 £4,000 prize fund will be used to pay entry fees for a selection of rallies the winning applicant takes part in during the 2013 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 31st. 2012, Resident in the British Isles, including Northern Ireland

Entry must be received by 2300 Club by 31st October 2012

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 3rd 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

### Previous JEA winners:

2011: Osian Pryce, Wales

2010: Sara Williams, Wales

2009: Mark McCulloch, Scotland

2008: Philip Scholes, England

2007: Alick Kerr, Scotland

2006: Ryan Borthwick, Scotland

Teifi Valley Motor Club will this year run the Cilwendeg Rally as a Memorial Rally to remember one of Clubs true Legends. Sadly this year as we all know Gareth lost his life while living his dream, as a mark of respect Teifi Valley Motor Club and Gareth's close family would like to host the 2012 Rali Cilwendeg Rally in his honour.

On Friday 26th October at the Rugby club in Newcastle Emlyn there will be a Rally forum and auction with a star studded panel which will be compared by the one and only Howard Davies. All proceeds from the evening will go to the Gareth Roberts Memorial Fund. Tickets will go on sale mid September.

On Saturday 27th of October the Cilwendeg Rally will start at Newcastle Emlyn cattle market and will finish on the 28th of October at the Rugby club. The format of the rally will be exactly as last year, the event will run at approximately 100 miles of classic west wales tarmac roads, with a tight time schedule which will provide a competitive and enjoyable challenge for all classes of competitors. This year we are pleased to be a round of the ANWCC Road Rally Championships. Regs will be online on the Teifi Valley Motor Club website mid September.

The event will be once again sponsored by Meirion Evans of Wales Motorsport Fabrication. And we would like to thank

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

Manx Autosport are bringing back forest rallying to the Isle of Man on the 10th November

Sponsored by Dave Corris Autos

35 stage miles for £199

great travel packages available for off shore crews, just £410 for entry and return travel for 2 people, van and trailer details available at <http://www.manxautosport.org>

## Bolton-le-Moors CC Nat B & Clubmans

### Autosolo

and all forwards

### Production Car

### Autotest

to take place at

## Camelot Theme Park,

Charnock Richard on

**Sunday 14<sup>th</sup> October 2012.**

**Regs available from**

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



## HEXHAM & DISTRICT MOTOR CLUB

# THE JOHN ROBSON NAVIGATION RALLY

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

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

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

A feature of the John Robson has always been the social side of the event and this is set to continue this year. The market place start in Allendale town centre always draws a crowd of both enthusiasts and interested locals while the evening format means that the event finishes with the traditional Hexham "Apres Rallye" buffet at a reasonable hour allowing time for a pint and a chat about the night's "Happenings" before heading for home.

Ever conscious of the rising costs to club competitors, the organisers have maintained the rally entry fee at *below* £50, this includes the supper at the event finish.

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

website [www.hexhammotorclub.co.uk](http://www.hexhammotorclub.co.uk) or, in case of difficulty, please contact the rally secretary,

Ed Graham e-mail [edgraham@btinternet.com](mailto:edgraham@btinternet.com)



## Sheffield & Hallamshire Motor Club

6/7th October

### Jackson Trophy Rally

120 miles all on map 110, 4 miles of whites only

[www.sheffieldandhallamshiremc.co](http://www.sheffieldandhallamshiremc.co)

Or [www.rallies.info/webentry/2012/...bentry.php](http://www.rallies.info/webentry/2012/...bentry.php)

### UTS CHEVIOT KEITH KNOX STAGES RALLY OTTERBURN 4TH NOV 2012

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

We look forward to seeing you all on the 4th November.

### BEVERLEY & DISTRICT MOTOR CLUB LTD MAPLE GARAGE BEAVER RALLY 20th / 21st OCTOBER 2012

Beverley & District Motor Club Ltd is once again running the Maple Garage Beaver Rally.

It will be a round of the

ANCC, EMAMC and ANEMMC Road Rally Championships.  
on OS Maps 94, 100 and 101,  
covering approximately 150 miles.

The Event will start and finish at The Dalby Forest Visitor Centre, nr Pickering, North Yorkshire.

There will hopefully be approximately 20 miles of 'white' roads of mixed surfaces.

As usual, these have all been traversed in a standard car, but we would still strongly recommend sump guards, as some parts may be less than smooth.

Further information will be published as appropriate.

Regulations and entry forms will become available on-line on our club web-site [www.bdmc.org.uk](http://www.bdmc.org.uk)

### Illumination Road Rally 2012 20th/21st October 2012

Start and Finish of the event will be at the  
Vale of Lune Rugby Club,

Scrutineering and Noise Test will be at  
David & Ian Skoda, White Lund. Morecambe LA3 3BN  
The event will cover in total (transport & Competitive)  
approximately 150 miles using OS maps **97 & 98**.

**There are no whites.**

**For Regs : please contact John  
07824991845 or**

**Email [morecambecar1950@gmail.com](mailto:morecambecar1950@gmail.com)**

# MEM MALTON FOREST RALLY

## Sunday 4th November 2012

**Malton Motor Club** are pleased to announce the continued support for their annual forest rally from MEM World Rally Team. This will be the 15th year that proprietor Chris Mellors has supported the club with various events. MEM prepare the works PROTON S2000 rally cars for the IRC and Asia Pacific Championships.

The event will take place on the traditional date of Sunday, 4th November and will be based at a new start location at Dalby Forest Visitor Centre near Pickering, North Yorkshire. Six long forest stages will be held in Langdale, Gale Rigg and Cropton forests with central servicing at Adderstone Fields which is close to the start location in Dalby Forest. This new start location will enable a more compact event with reduced public road mileage whilst maintaining the usual 40 miles of stages.

Regulations will be available in late August on the rally website [www.maltonforestrally.co.uk](http://www.maltonforestrally.co.uk) Online entries will be available and requests for paper versions of the regulations should be made to the entries secretary, Maxine Leggott, 6 Meadowfields Close, Easingwold, York, YO61 3DP Tel 01347 821391

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

Additional information is available from the Press Officer, Dave Holliday on 01904 763080 or

### Broughton Bretton Motor Club

are pleased to welcome you to this years event.

## Rali Bryniau Clwyd

### 10/11th November

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

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

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

ANWCC, WBCC and TVMC championships...

Regs available as below:

[http://www.bbmc.org.uk/main\\_menu.htm](http://www.bbmc.org.uk/main_menu.htm)

### Chelmsford & DMC Preston Rally

1st/2nd December 2012

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

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

# RALLY OF THE TESTS

8th-11th November

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

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

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

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

Contact info - [guy@guywoodcock.com](mailto:guy@guywoodcock.com)

## North Wales Car Club (NWCC)

### 57th Cambrian Rally,

the final round of the BTRDA Championships

**20th October.**

45 stage miles with 7 stages including:

**SS1 Clocaenog Main** (Sponsored by North Wales Honda)

**SS2 Clocaenog East**

Service - *Ruthin Cattle Market*

**SS3 Penmachno North**

**SS4 Penmachno South**

**SS5 Clocaenog East**

**SS6 Clocaenog Main** (Sponsored by North Wales Honda)

**SS7 Great Orme** (Sponsored by Conwy Council)

Finish - Llandudno promenade

Improvements have been made to the Penmachno Forest route following complaints last year that the stages were too rough and this year will see the event running good quality classical routes over two stages in Penmachno of lesser mileage than in previous years, each having single use only and having been regraded over the winter.

Check out the website or follow us on twitter to get the latest news and announcements.

[www.cambrianrally.co.uk](http://www.cambrianrally.co.uk) @cambrianRally

### Earlier in the year

## Kirkby Lonsdale Motor Club

unfortunately had to cancel the

## Devils Own Rally

due to issues regarding the event permit.

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

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



# Acknowledgements

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

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

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

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

Terry Martin,	John Gorton,
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Russell Hayes,	Stu MacMaster
Antony & Georgia Shiels	Mike Taylor
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Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
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Jon Suter	JMS Photographic
Rachel Bourne	Bourne Photographic
Arron + Stuart + Lynn Newby of TEGSport,	

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

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

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

**Deadline for copy Thursday 25th Oct for the  
November edition which is due out on  
Tuesday 30th October 2012**

**PLEASE Email Reports etc. to**

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

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

## The Adgespeed Stages 14th October

The Regulations and online entry form are  
now available on the motor club web site  
[www.wiganmotorclub.org.uk](http://www.wiganmotorclub.org.uk)

The Adgespeed Stages is the final round of  
The 6R4.com **Three Sisters Rally Challenge 2012.**

£1000.00 of cash prizes are on offer in The 6R4.com

Three Sisters Rally Challenge 2012,  
see the Regulations on the web site.

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

## An Evening with Rally Legends

**Jimmy McRae • Ian Grindrod • Mike Broad**

**Wednesday 3rd October 2012**

Alma Lodge Hotel, 149 Buxton Road  
Stockport, SK2 6EL

**Doors 7:30 pm for 8:00 pm start**

All profits will go to Francis House Children's Hospice

Tickets are £10 each

Please book online at: [www.stockport061.co.uk](http://www.stockport061.co.uk)



## Lancaster Motor Club the Black Sheep Road Rally 17th/18th November 2012

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

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

**A.I Harrison's of Bentham.**

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

**REGS WILL BE OUT SOON**

for further info please contact

**Clerk of Course Chris Paskin**

**[lancastermotorclub@gmail.com](mailto:lancastermotorclub@gmail.com)**