

February 2012 spotlight

also available online at

www.sd34msg.org.uk



LIGHTNING MSC



Chairmans Chat

The 2012 Annual General Meeting was held on Wednesday 18th January and in my report I spoke about the mix of good and not so good achievements in 2011. On a very positive note we increased our number of member clubs again when Fylde Motor Sport Club joined and there were two more clubs wishing to join, see below. However this was tempered with the disappointing number of club members, only 41, who registered for any of our championships and as a result the number of award winners is less than the maximum possible but more importantly the revenue from the fees was only a fraction of the cost of the trophies to be awarded. I fail to see, in the main, why competitors are reluctant to spend just £5 to register for all the discipline championships, not £5 each, and it's free to score in the Marshals Championship. Many of our championship rounds are also in other championships such as ANWCC's and many of our clubs members do enough rounds to qualify for an award and yet they don't register. Without some very generous donations, for which we are all very grateful, the Group would not be able to award the high standard of trophies we have in the past. Therefore the priority aim for early this year is to encourage competitors to register for one or more of the discipline championships i.e. Stage Rally, Road Rally or Non Race/Rally, the latter includes autotests, autosolos, sprints and hillclimbs. A copy of the 2012 **Registration Form** is included.

Following the AGM a brief presentation was given by a representative of the two clubs wishing to join the Group and based on those both clubs were invited to join the Group. To I would like to welcome **Lancaster Motor Club** and **Wigan & District Motor Club** to the Group with immediate effect.

Lancaster Motor Club is a newly formed club with currently ~35 members but hopefully this number will grow in time. They are considering co-promoting a road rally and a stage rally this year with other recognised SD(34) MSG member clubs. Members will compete in the SD(34) MSG run events and hence they will mimic our championships. **Wigan & District Motor Club** is a long standing club who have been members of SD(34) MSG before. They have ~100 members and are members of ANWCC, ANCC and AWMCC. They will be running two out of the three rounds of The Three Sisters Rally Challenge in May and October. Like Fylde Motor Sport Club I hope any clubs joining the Group have some younger members as they are the future of our sport

Just a reminder that the **Presentation Evening for the 2011 Championship Awards** will be held on Friday 10th February. Tickets at the door are only £5 and there will be a raffle. Please support this event as I would at least like to see all the award winners being present and please could clubs donate some raffle prizes as usual.

The 2012 calendar has firmed up and the first event, an auto-solo, will have happened when you read this so the season is underway, best of luck to all crews for a safe year's sport.

The formal **calendar** is included.

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

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Gazzard Accounts

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



Gazzard Accounts Ltd

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david.pbarratt@tiscali.co.uk
01254-384127

Website: www.accrington-msc.org

CSMA (NW)

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

Website: www.csmaclub.co.uk



2300 Club Ltd

SD34MSG: Neil Molyneaux
2300@fcs-uk.com

Website: www.2300club.org



Manx Auto Sport Ltd

SD34MSG: Chris Woodcock
Website: www.manxautosport.org



Bolton-le-Moors MC

Chairman: Steve Mather
Speed.freaks@sky.com
Secretary: James Swallow
jameswallow87@hotmail.com

SD34MSG Peter Sharples
The Club Meets at 9-00pm very Thursday @ Horwich
RMI Club, Chorley New Rd, Horwich. M/R109/639 111
Website: www.bolton-le-moorscarclub.co.uk



Clitheroe & DMC

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

The Club Meets at 8-30pm Every Tuesday
Waddington Sports & Social Club
Waddington, Nr Clitheroe
Website: www.cdmconline.com



Garstang & Preston MC

Chairman: Steve Kenyon
Secretary: Chris Coombes
SD34MSG: Margaret Duckworth
margaret.duckworth42@btinternet.com
01772-700823

The Club Meets at 8-30pm Every Tuesday
Lonsdale Club, Fulwood Hall Ln
Fulwood, Preston PR2 8BD
Website: www.gpmc.org.uk



Stockport 061 MC

Chairman: Rob Yates
Secretary: Andy Chambers
SD34MSG: Mark Wikinson
mark@stockport061.co.uk
0161-4376425

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
Website: www.stockport061.co.uk



Mull Car Club

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

Website: www.mullcarclub.co.uk



Lancashire & Cheshire CC

Chairman: Martin Nield
0161 980 8509
info@lancashireandcheshirecarclub.co.uk
SD34MSG: David Bailey
david364bailey@btinternet.com
0161-2919065

The Club Meets at 8-30pm on the 2nd Thursday
of each Month at the Roebuck Pub M41 6HD
www.lancashireandcheshirecarclub.co.uk



High Moor MC

SD34MSG: Gary Heslop
gary.heslop@btinternet.com
0161 643 0151
Website: website@hmmc.co.uk



Pendle & DMC

Chairman: Alan Shaw
01282 602195
shawalan@orange.net
Secretary: Ray Duckworth
01282 812551
raymond.duckworth@btinternet.com
SD34MSG: Ray Duckworth
Website: www.pendledistrictmc.co.uk



Warrington & DMC

Chairman: Dave Read
chairperson@warringtondmc.org
Secretary: Caz Brough
clubsec@warringtondmc.org
SD34MSG: Ann McCormack
annmccormackuk@yahoo.com
01928-710546

The Club Meets at 8-30pm Every Tuesday
Thorn Inn On the B5356 Appleton Thorn, WA4 4QX
Website: www.warringtondmc.org



Wallasey MC

Chairman: Gary Marriott
0151 652 4764
chairman@wallaseymc.com
Secretary: Tony King
07989 616546
Tony_King@msn.com

SD34MSG: Tony King
The Club Meets at 9-00pm Every Monday
Port Sunlight Village Social Club
Bridge St, Port Sunlight CH62 4UP
Website: www.wallaseymc.com



Lightning MSC

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

Bury AC

SD34MSG: Matthew Field 01772-456716
matthew@buryautoclub.co.uk



Motor Sport Group

Contacts

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Individual Compiler	
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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 Mark Wilkinson - secretary@nwstages.co.uk	

Three NEW SD34MSG Member Clubs

Wigan Motor Club



Chairman	David Hind 01257-795575 davidmg1962@hotmail.co.uk
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SD34 Rep	Simon Hunter, 07773 270509 simon@kwiktrak.co.uk
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Meet at the The Delph Tavern, Tontine, Orrell WN5 8UJ
every first & fourth Monday of the month
Website : www.wiganmotorclub.org.uk

LANCASTER MOTOR CLUB



Chairman	John Byram 07772-926246 lancastermotorclub@gmail.com
-----------------	---

SD34MSG	Maurice Ellison 07788-723721 maurice.ellison@btinternet.com
----------------	--

Meet on the 1st Thursday of each month at the Scale Hall
Hotel, Morecambe Road, Lancaster.
Website : www.lancastermotorclub.com

Fylde MotorSport Club



Chairman	David Grady 07957 642855 abandito@hotmail.com
-----------------	--

Secretary	Sandie Taylor, 07547 335709 sandietaylor23@yahoo.com,
------------------	--

Meet at the The Victoria Hotel, Cleveleys
every first Thursday of the month
Website www.fyldemotorsportclub.co.uk

Clitheroe & DMC Christmas party
at Waddington club, four course meal,
and Carole singers all for £15.00,
So well organised by club secretary
Heidi Woodcock, the bar staff even
named a drink after her!



Over Christmas I found it so hard
shopping for women...
The slave market's not what it used to be!

When the only tool you own is a
hammer,.
Every problem begins to look like a nail.

One nice thing about egotists:
They don't talk about other people.

What is a "free" gift? Aren't all gifts free?

They told me I was gullible ..
and I believed them.

USEFUL ROAD RALLY LINK

[http://maps.google.co.uk/maps/ms?
msid=201191528500895252785.000
4b52863d6527401682&msa=0](http://maps.google.co.uk/maps/ms?msid=201191528500895252785.0004b52863d6527401682&msa=0)



Garstang & Preston MC 2011

**Prize Presentation
FRIDAY
24th February 2012
8-00pm**

**at the Lonsdale Club
Fulwood Hall Ln**

Fulwood, Preston PR2 8BD

**Tickets £8.00 each
available from**

Dave Nolan 07970 9453898

WHATS ON AT CLITHEROE & DMC

**Membership
renewals for
2012 now
available**



**21st February
Navigational Scatter - (Terry Martin)**

**28th February
Chris Kelly Rally Forum**

**6th March
Pre Jack Niel Rally Chat**

**SATURDAY 9th June
50th Anniversary Celebration
West Bradford**

**The Club Meets at 8-30pm
Every Tuesday
at Waddington Sports & Social
Club Waddington, Nr Clitheroe
Website : www.cdmconline.com**

**Just too much motorsport
(is that possible ?)
& not enough time.**

Morecambe Car Club is holding its
awards night on 4th Feb.
Unfortunately I am not able to at-
tend because It is on the same eve-
ning as the North West Stages and
I have offered to Marshal - last year
I did not get finished at my control
till quite late (Soaked, tired & freez-
ing - Start Control on the Prom).
One way or another I have also
managed to get 1st Novice on the
SD34MSG championship.
Entered and started 4 events but
only finished 1. SD34 - ANWCC -
MSA and all motor clubs need to
look at the events on a weekend
not many marshal or competitors
free on some weekends with the
number of events planned.

Good to be back.

Moz



Fr 10 Mar 2012

**MSA Training Night
Timekeeping
Accrington Cricket Club
Steve Johnson**



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



Motor Sport Group

**2011 PRIZE
PRESENTATION**

**Blackburn Northern
Sports Club,
Pleckgate Rd.
Blackburn,
£5.00**

**Pie & Peas,
8.00pm onwards
Friday 10th February
2012**

**Guest - TBA
Contact Terry Martin
07816 184539 or
01254-249796
terrymartin01@aol.com
or
Chris Woodcock
pdschris@aol.com
01254-681350**



Inter-Club Table Top Rally (Round 1)

Even though I finished in an ignominious last place I still had a cracking good night..

I thought there were 11 crews taking part but when I got home I only had eight results sheets so unless Terry & Heidi failed to give me 2 other time cards - there were 8 crews taking part (Cant count either !!!!)

I had concocted a stiff test back in November and sent it to Terry to check it out. Terry thought it was a bit too hard for some of the novice crews who it was intended for (me setting a hard route with a result like this one - mmmmm)

All was going well - no time dropped and waiting outside the control for my minute until I got the instructions to get to TC 7 (a series of depart directions from grid squares)

I struggled & struggle but got there in the end and just on my minute booked into the control. Picked up my instructions for TC8 and nothing fitted.

It turns out that I had marked TC7 at the wrong place on the map and of course nothing fitted - stupid old git !!!!

Still - the object of the exercise was to get some much needed P&B skills for events like the Clitheronian, Countdown and John Robson. The more practice I can get in the better I hope to be on the real thing.

[See P&B debate pages 18 & 19](#)

[Maurice Ellison](#)



Mark Shepherd / Terry May



O/A	Team	Club	Penalties	Points
1	Mark Shepherd / Terry May	G&PMC	19s	12
2	Kris/Dave/Jason	G&PMC	1m 03s	10
3	Paul Buckle/ Steve Butler	AMSC	2m 52s	9
4	Alan Barnes/ Ian Farnworth	G&PMC	7m 41s	8
5	Steve / Lewis	C&DMC	12m 01s	7
6	James/ Matt / Martin	C&DMC	12m 54s	6
7	James / Dion	C&DMC	1F 11m 25s	5
8	Maurice Ellison	LMC	DNF	0

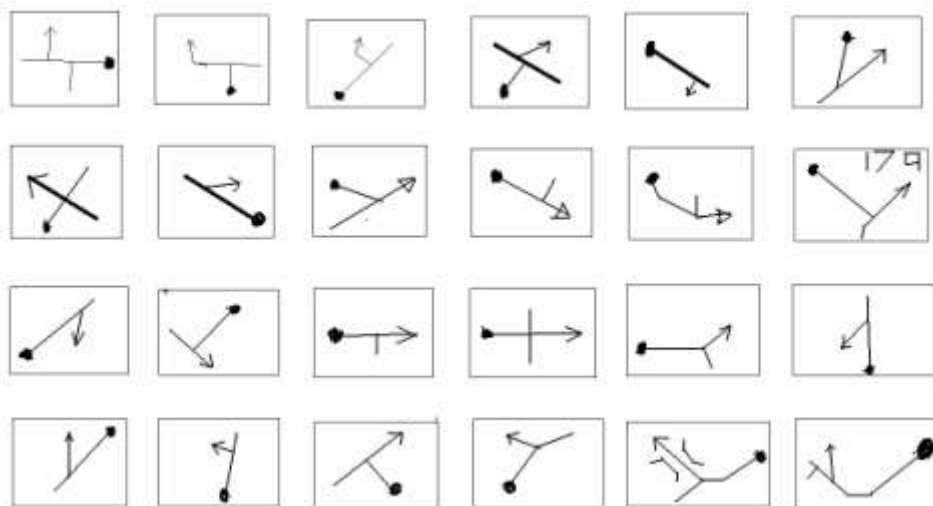
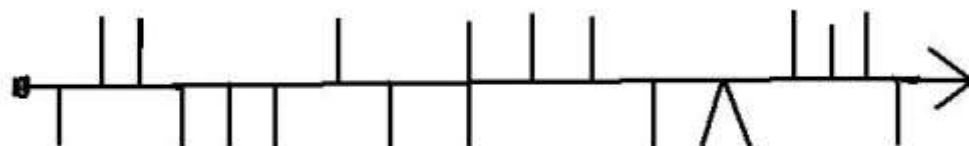
Retired (little damage - Brain Fade on last section)

Points for Organising

Terry Martin / Heidi Woodcock C&DMC 10

NEXT ROUND (To be organised by Maurice Ellison !!!!!)

Tuesday 17th April - O/S Map 103 - Venue : Waddington 8-30pm





HAZEL Johnson may be a rare female in a male-dominated sport, but she knew from an early age that she was always going to take up driving competitively.

At the age of just 19, the Accrington motor sport enthusiast picked up honours in six championships this year as she starts to make her name in the autosolo and stage rally disciplines.

She has followed in the footsteps of her father Steve – a founder member of **Accrington Motor Sport Club** and **Go Motorsport** regional development officer, teaching road safety.

“The sport’s quite a big part of family life, it takes over a bit!” Johnson laughed. “I have grown up with it because my dad has probably been involved for about 30 years. “I’ve been at the events since I was in nappies and I started marshalling when I was about nine.” “It’s something I’ve always enjoyed and my dad has never pushed me. “It was always something I wanted to do and once he knew that he encour-

aged me. “He has given me a lot of advice and taught me all the skills that I know. “He has done less events this year to allow me the opportunity to compete. “Being a female in a male dominated sport, obviously there are a lot more men involved than women. “But it’s not been difficult because of that, there’s no stigma attached. I’ve grown up knowing everyone involved so they have all been really helpful.”

Johnson started to drive last year and, like her father, has produced impressive performances in autosolo events, which involve a series of tests to measure precision driving skill – often involving negotiating a course marked out by traffic cones. This year she has progressed to win the junior section of the ANWCC Autosolo Championship as well as first in class in the Junior PCA Championship. She was also first novice in the Autosolo Championship and third in her class overall. Johnson also made her stage rally debut this year and won her class and the novice section in the **SD34 Stage Rally Championship**.

“It’s gone a lot better than I expected this year,” she said. “I’m very happy with how it’s gone. “I’ve won six awards and I’ve learned skills that have helped to make me a better driver on the road as well.”

Johnson is currently combining her driving with life as a student, studying drama at the University of Cumbria.

“I’m in my second year and I dance outside of university too, so I’d like to put that and the drama to good use in the future,” she said. “I’d like to become a qualified teacher in drama.” But on the road, she has one aim – to try to surpass the achievements of her father one day. “I’d like to compete in the British Autotest Championship,” Johnson said. “I did one event earlier this year, an event run by Alwoodley Motor Club in the north east, that was a learning experience because the car was a lot bigger and a lot heavier.

“My dad has competed in the British Autotest Championship and has done very well and has been runner up a few times. “But he’s never won it so I’d like to beat him!”

BLACKBURN racer Martin Short is eager to challenge for the Northern Formula Ford 1600 title in 2012 after enjoying his best year since entering the sport.

Short may now be 40, having only taken up motor racing six years ago, but he has ended 2011 in fine style with a double victory in the Bernard Baxter Memorial Trophy in Anglesey.

His first career win came in the Moose Trophy at Oulton Park earlier in the year, but his latest Formula Ford triumphs proved all the more special because the event was in honour of engine builder Baxter, who died in October at the age of 57. “I knew him personally so I was honoured to win it,” said Short. “The last engine he built was in the car when I won, so it was fitting, very much so. “I had switched to him this year and his partner and his mother were there to present the trophy, so I was really honoured.

“They were only my second and third race wins ever race wins so I was ecstatic. “It’s been a good year. “I was second overall in the Northern Formula Ford 1600 Championship, second in the Star of Anglesey event and in the Champion of Oulton, and I won the Moose Trophy. “This has been my sixth season and it has been my best year without a doubt.” The managing director of Blackburn wallpaper firm Ovalworld, Short is now hoping to build on his success with more victories in 2012.

“That’s the aim,” he said. “I’m at the opposite end to the scale to a lot of the younger guys in Formula Ford, who use it as a stepping stone. “I’m realistic that at my age I’m a club racer.

“I came into it with no experience apart from a few track days but I just wanted to give it a go before I was too old. “But I want to do as well as I can and hopefully challenge for the championship. “I’m going to be involved in the Northern Formula Ford 1600 Championship again and then depending on how that goes possibly the national championship.”

Three contractors are bidding to fix a broken wall at 10 Downing Street ; one from London , another from Bristol and the third, Liverpool .They go with a government official to examine the wall. The London contractor takes out a tape measure and does some measuring, then works some figures with a pencil. ‘Well’, he says, ‘I figure the job will run about £900: £400 for materials, £400 for my crew and £100 profit for me.’ The Bristol contractor also does some measuring and figuring, and then says, ‘I can do this job for £700: £300 for materials, £300 for my crew and £100 profit for me.’ The Liverpool contractor doesn’t measure or figure but leans over to the Government official and whispers, “£2,700.” The official, incredulous, says, ‘You didn’t even measure like the other guys! How did you come up with such a high figure?’ The Liverpool contractor whispers back, ‘£1000 for me, £1000 for you, and we hire the guy from Bristol to fix the wall.’

Both articles with the kind permission of

**LANCASHIRE
Telegraph**

The Joke was pinched from elsewhere

SD 34 MSG Inter Club League

Division A		Position	
Club	Points	Division	O/A
Clitheroe & DMC			
Bolton-le-Moors CC			
Stockport061 MC			
Warrington & DMC			
Garstang & Preston MC			
Accrington MSC			
Division B		Position	
Club	Points	Division	O/A
High Moor MC			
Lancs & Cheshire CC			
CSMA (NW)			
Manx AS			
Pendle & DMC			
Wallasey MC			
Division C		Position	
Club	Points	Division	O/A
Lancaster M.C.			
Wigan MC			
Bury AC			
Lightning MSC			
2300			
Mull CC			
Fylde MSC			
Motorsport NW Ltd			



Motor Sport Group

Marshals Championship

Club	Pts
Stockport 061	
Bolton-le-Moors MC	
CSMA (NW)	
High Moor MC	
Lightning MC	
Accrington MSC	
GPMC	
Clitheroe & DMC	
Pendle & DMC	
Bury AC	
Wallasey MC	
Warrington & DMC	
Fylde MSC	
Lancaster M.C.	
Lancs & Cheshire MC	
Mull CC	
Manx AC	
2300	
Motorsport NW Ltd.	
Wigan MC	

Individual Championship

O/A Competitor pts Club

Stage Rally Championship

O/A Driver pts Class Club

O/A Co-Driver pts Class Club

Road Rally Championship

O/A DRIVER pts Club

O/A Navigator pts Club

Non Race/ Rally Championship

O/A DRIVER pts Club



Gazzard Accounts Ltd

Gazzard Accounts

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

North West Stages 3rd /4th February 2012

Stephen Johnson / Steven Butler – CSMA,
Accrington MSC, F1000 Rally Club,

Since this event began it has raised over £85,000 for charity. North West Stages are pleased to confirm that for the 12th year in succession 'Marie Curie Cancer Care' will be the main beneficiary.

Any persons sponsoring the above crew for £25 or over will be entered into a **FREE draw**.

The winner will receive an Arrive & Drive (Car & Entry Package worth a minimum of £75) at an AutoSolo or Production Car Autotest on 29th April or 24th June 2012 at the CSMA Lymm Truck Stop event. This is open to 14 years of age drivers!

The top donation made of over £50 will also receive the same prize.

CONTACT : Stephen Johnson
Phone 01254 392663
Mobile 07919 298799

OR Visit

www.justgiving.com/Stephen-Johnson-nwstages



Draw closes 2nd February 2012 (Day before the rally!) The prizes can be transferred.

Thanks to CSMA NW, Accrington Motor Sport Club and Under 17 Motor Club Northwest for help with the above. Steve Johnson one is of the North West's most active motorsport competitors and event organisers with over 30 years' experience. A founder member of Formula 1000 Rally Club and The Under 17 Motor Club Northwest, member of Accrington Motor Sport Club and CSMA-NW Committee, Steve has competed in many motor sport disciplines and activity promotes Safety in Motorsport by running event where 14 year old club members could drive cars and members of the public could drive a rally car for the first time. More recently, he has helped the H4H 4x4 rally 2010-2011 raise well over £300,000 in total. Steve also works as the Go Motorsport Regional Development Officer in the North West.

ADVERTISING IN the 'SPOTLIGHT'

1/4 page (ish) advert for a full 12 issues costs just £50
Sent to all **20 member clubs** and then **forwarded to club members + another 3000+** on the distribution list (20 X 100 + 3000 = 5000+ readers)
All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve Johnson for more details

Steve Johnson 07919-298799
steve.johnson@csmclub.org
Les Fragle 01995-672230
les.fragle@gmail.com
Maurice Ellison 07788-723721

Pro-Rally.co.uk

1



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Phil James

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Steve Price

Tel: 07814 953346

Gilnow Road

Bolton, Lancashire

BL1 4LL

FAMOUS SCOTTISH NAME ENTERED IN BID TO WIN JANUARY'S MONTE

An ambitious bid has been launched to bring together a Scottish super-team to win the **Monte Carlo Classic Rally**.

The historic Monte, which brought 6000 spectators to Glasgow in 2011, starts from Clydebank on **January 29th**, in partnership with West Dunbartonshire Council.

And there will be a greater reason for Scots fans to line the streets this time, as a national team has been assembled with the aim of being the first in Monte Carlo. In a further twist, the group has been given permission to enter as **Ecurie Ecosse**, the Edinburgh outfit that shocked the world by winning Le Mans twice in the fifties.

The man behind the 7-car charge is 72 year old Ralph Forbes from West Linton.

Forbes will leave the start ramp in Clydebank in a 1978 Fiat 128, co-driven by son, Wesley.

A seasoned Monte competitor, he approached patron Hugh McCaig for permission to drive over the Alps to Monaco under the Ecurie Ecosse banner.

He believes the team of classic car enthusiasts could be ready to write another chapter in Scotland's rich sporting story.

"The challenge is to win it," said Forbes, who believes Russian and Norwegian teams will be favourites because of their ice experience in the mountain sections.

"Under event rules, the times from the best five competitors out of seven, count. So, if you can get five cars in the top 50, you are in with a chance. It will be very competitive. However, we have good, experienced drivers. My son, Wesley, has won his class at the Monte before. We know what is required but you also need luck." The last complete Scottish team to tackle the event was in 1973 when the Scotsman newspaper entered a driver and crew in a Mini from Glasgow.

This year's seven-car team from Clydebank comprises drivers from the north east, the Lothians and English-based Scots.



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Stone Geared Up for Blackpool Rally

The 2012 North West Stages Rally is now only a week away but local rally ace John Stone, whose Legend Fires concern will be the events main sponsor for a ninth successive year, could be forgiven for feeling a sense of déjà-vu.

Stone's Skoda Fabia WRC is currently undergoing its annual winter rebuild in readiness for the new season and the Blackburn businessman is just hoping that history doesn't repeat itself. It was during last year's overhaul that a crack was discovered in the cars cylinder head putting the rebuild process behind schedule and forcing Stone to contest the Blackpool based event in a Nissan Micra.

The change of car didn't stop Stone getting amongst the prizes though as he and co-driver Kevin Hodgkinson finished first in Class F for cars up to 1000cc. Stone said "I enjoyed the Formula 1000 car but I'm hopeful the Skoda will be ready this time and I'm excited at the prospect of taking it back to Blackpool.

Stone, who is more used to challenging for overall honours, will be contesting the February 3rd/4th event alongside Lee Carter with whom he won this rally in 2004. He added "We'll be using the event to brush off the cobwebs before mounting another challenge on the National Tarmac Championship. We have been leading that series for the last two years up until the half way stage and would love to win it eventually."

This will be the fifteenth year the North West Stages has been held during which time almost £90,000 has been raised for charitable causes.

Organisers of this year's rally have planned a spectator friendly route whereby the Blackpool Promenade stages can be viewed on Friday evening and Saturday afternoon whilst those at Fleetwood Waterfront occupy a Saturday morning slot. As an added attraction the Cetus Solutions Rally Village, host to a motorsport show, is open throughout the two-day event at the resort's Norcalympia Exhibition Centre.

Phil James www.pro-rally.co.uk

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Rally Village

If you want to be a part of Legend Fires North West Stages Rally then put a date in your Diary for 3rd - 4th February 2012*

JOIN THE ACTION - February 2012

The Rally Village is based in the superb indoor Norcalympia Exhibition Centre, that forms part of Blackpool's landmark Norbreck Hotel. The hotel and exhibition centre complex is headquarters to the Legend Fires North West Stages Rally.

At the hub of the event is the Rally Village, home to all motor sport exhibitors, which also hosts pre-event Scrutineering (Friday afternoon), Parc Fermé (Friday night) and Saturday's Spectacular Champagne Finish Ceremony.

The Rally Village is a major part of the weekend event which attracts thousands of motor sport spectators from all parts of the UK. We aim to provide them with not only a fantastic stage rally but the biggest and best motor sport show north of Birmingham and invite you to be part of it.

Be a part of the Action in 2012!



* Subject to confirmation

www.nwstages.co.uk

TRADE STAND AND EXHIBITOR ENQUIRIES:

Contact: **Darren Fox** via email: trade@nwstages.co.uk



Third Place For Swift on Christmas Stages Rally

Darlington rally driver Paul Swift overcame the slippery conditions as well as a last minute drama to clinch a superb third place overall on the Specsavers Christmas Stages Rally held at Croft Circuit, North Yorkshire.

Along with co-driver David Cox, the pair set out their intentions on the opening stage by setting second fastest time and over the next

two stages, they consolidated that position as they gave chase to eventual winner Kevin Procter in his Subaru WRC. The 2.0 litre Ford Escort Mk2 RS1800 duo set third fastest time on SS4 and at the lunchtime halt, they were just over half a minute down on Procter with third placed Chris Anderson (Ford Fiesta) some 18 seconds behind.

Stage five saw a minor delay during which a heavy rain shower handicapped the slick-shod car of Swift and saw him drop six vital seconds to Anderson. On the penultimate stage, the Ford Escort pairing again dropped some time but still held a slender lead over Anderson going into the last stage as darkness fell.

The mechanical glitch that caused Paul to lose time on SS6 was investigated by the team and a slipping clutch was duly revealed. With only four minutes of service time left, the crew managed to get to the start of the final stage but the problem persisted and the resulting time loss saw Swift and Cox drop to third on the very last stage after losing nearly half a minute.

Despite his frustration, the result equalled his best result on last year's Jack Frost Stages Rally and more to the point; it was valuable set-up time for the car in readiness for this season's MSA Asphalt Rally Championship.

Seven-time British champion Paul commented: ***"Of course it was disappointing to lose runner-up place on the very last stage but I'm lucky the car made it to the finish so I'll settle for third. We drove the car home and it gave up the ghost completely on the way so that was how close it was. My main priority was to get more track time in the car and to work on the settings and I feel we achieved that today. What with this and the upcoming Jack Frost Stages later in the month, we hope to be in the best possible shape for the opening round of the series which kicks off on the Epynt ranges in Wales in March."***

The Darlington and District Motor Club-organised Jack Frost Stages Rally in association with Autogas 2000 and Car-sport takes place at Croft on Sunday 22nd January 2012.

Results

1, Kevin Procter	Dave Bellerby	Subaru Impreza	56:34
2, Chris Anderson	Chris Thirling	Ford Fiesta	58:31
3, Paul Swift	David Cox	Ford Escort Mk2	58:54
4, Martyn Tinker	Giles Dykes	Lotus Exige -	59:26
5, Peter Slights	Emma Slights	Ford Escort	1:00:05
6, Alex Taylor	Richard Winstanley	Subaru Forester	1:00:15
7, Craig Pennington	Andy Mather	Mitsubishi Evo 9	1:01:32
8, Andrew Fawcett	Chris Purvis	Vauxhall Nova	1:02:08
9, Peppe Planeta	Chris Williams	Ford Cosworth WRC	1:02:37
10, Joseph Redmond	Miguel Marini	Peugeot 306	1:02:59



Picture courtesy of Marcus Andrews

Tom had been in business for 25 years and was finally sick of the stress. He quit his job and bought 50 acres of land in Alaska as far from humanity as possible.

He saw the postman once a week and got groceries once a month. Otherwise, it was total peace and quiet.

After six months or so of total isolation, someone knocked on his door. He opened it and there was a huge, bearded man standing here: "Name's Lars, your neighbor from forty miles up the road. Having a Christmas party Friday night. Thought you might like to come... about 5pm."

"Great," says Tom, "after six months out here I'm ready to meet some local folks. Thank you!"

As Lars is leaving, he stops. "Gotta warn you ... There's gonna be some drinkin'."

"I can drink with the best of 'em." Again, as he starts to leave, Lars stops. "More 'n likely gonna be some fightin' too." Tom says, "Well, I get along with people, I'll be alright. I'll be there. Thanks again."

Once again Lars turns from the door. "More 'n likely be some wild sex, too."

"Now that's really not a problem," says Tom, warming to the idea. "I've been all alone for six months! I'll definitely be there. By the way, what should I wear?"

Lars stops in the door again and says, "Whatever you want. Just gonna be the two of us."

Dear "my true love",

I love feeling appreciated but I'm getting a bit sick of your presents.

My garden is now full of partridges in pear trees, the geese-a-laying are getting really aggressive.

I've had to order 4 cows to keep the maids-a-milking happy and the damn ADHD lords-a-leaping have already knocked over two vases and a wine rack.

Cheers for the gold rings though; once I've cashed them in I might have enough money to clean up this mess.

Please note : If I am woken up by pipers and/or drummers, there will be trouble.

Regards.

Have you had a look at the SD34MSG Facebook page. Why not promote your events on this page Add Photos etc. Check it out & click 'LIKE'



The 'Not So' Christmas Stages Rally 2012

It had been almost 2 months since my debut rally at Three Sisters with Auld Papa Hurst in his Escort MK2, and I was itching to get one last rally under my belt before my 2011 MSA Licence ran out...well that was the plan anyway. Sadly, Papa Hurst wasn't going to be bringing the Escort out to play again, claiming the last one was too expensive for the jobs she performed....oh bugger, wrong type of Escort.

Off to BRF I went and a post was created, 'Navigator Available for Christmas Stages'. Of course I was willing to give a contribution towards the entry fee, pay for my own food, accommodation and travel, and wipe my own arse.

After about two hours of my advert being live, I was contacted by Mr McGrath, a fellow West Cumbria Motorsport Club man, asking whether I was serious about doing the event – hell yeah! So after about an hour on the phone it was agreed that we would attack Croft on the 27th December 2011 – fantastic! Or so we thought...

On the 6th December 2011 at 23:05, our plans, as well as many others, were literally pissed on.

"Due to circumstances beyond their control, Northallerton Automobile Club Ltd has reluctantly had to alter the date of the Specsavers Christmas Stages Rally which will now take place on bank holiday Monday January 2nd 2012." The reason for this date change?

"The organisers were informed by Croft Circuit...that the original date...was now unavailable due to their allotted 40 days being used up."

I for one find it impossible to think that not a single person working at Croft Race Circuit has the ability to count to 40! I am in my final year of training to be a Primary Teacher at University, and have taught 3 year olds with a greater ability! For those who don't know, Croft are only allowed 40 'noisy days' per year, due to a court case where residents complained about noise – what do you expect living next to a racing circuit!? But that is another rant. So, what did this mean for some competitors? Cars to tax, seats to update, harnesses to update, MSA Licence to apply for (with the possibility of it not arriving in time), accommodation to change (and fees for cancelling), previous arrangements to alter/cancel, the list goes on!

Anyway, sadly, my driver was no longer able to take part due to previously arranged family commitments. So I was back to square one. After calling three or four drivers who were looking for navigators with no luck, I decided that it was no longer worth the hassle, and I would rather save my pennies up and do a couple of events in 2012 with Papa Hurst. Instead I decided to apply for media accreditation, which I got, so it was off to Croft I went, leaving Cumbria at 06:30am on a cold Monday Morning.

I had more than one reason for wanting to be at Croft for the event, the main reason being it was to be the first event for another West Cumbria Motorsport Club man, Darren Rutter in his Ford Escort MK1, alongside him was the very capable Ann Forster who, for the very first time, was sat in something RWD! Darren was rather unfortunately seeded as car #69...if you don't understand the significance of the number, may I suggest you Google 'Urban Dictionary 69' - consider it an educational lesson courtesy of myself!

Darren drove an absolute blinder, catching his 30 second man on almost every stage and was sat in 31st O/A until sadly, a snapped shaft in the gear-box brought his day to an end with just two stages to go.

The weather was typically Croft, one minute the sun was out, the next it was hammering down with rain; there were even sightings of a rainbow spanning the track! One thing however remained the same....it was flipping cold!

Driver of the day for me had to be Mr Paul Swift, an absolute joy to watch! I think he had a smile on his face all day, and some of the moves he was pulling off (including overtaking entering a chicane) were simply incredible – bloody stunt men! A very well deserved 3rd O/A for Paul in his Escort MK2 which is always so well turned out.

I believe Northallerton Automobile Club deserve a lot of praise for what they managed to achieve. Despite things going horribly wrong (thanks to Croft Circuit for the second time in three years), they didn't do what many others would have done and abandon all hope, instead they battled on and produced what turned out to be an 'epic' day of motorsport. Sure the date change didn't suit everybody, but a 70+ entry list for the start of a new year is pretty damn good if you ask me!

Anybody who is looking for photos from the Christmas Stages Rally, please contact me via

www.drhphotography.org.uk or 07858880511 and I will send you out FREE photo proofs.

Until next time...Ciao for Now

Dan Hurst of DRH Photography

(WCMC & Lancaster M.C.)



Club motor sport on display at AutoSport International



(12-15 January) was promoting all forms of grass roots motor sport, as organised by hundreds of MSA-registered clubs throughout the UK. Proving that motor sport is both more affordable and more accessible than many believe, the 'Join Your Local Motor Club' showcase at the National Exhibition Centre featured an array of inexpensive competition vehicles manned by club members. Cars on show included those regularly used for a wide range of disciplines including Road Rallies, Sporting Trials, Autotests and Sprints. Many are unmodified road cars providing potential participants with one of the most cost-effective ways of enjoying competitive motor sport without the need to invest in specialist machinery. Several of the vehicles also feature special controls permitting those with disabilities to compete alongside their normally-abled opponents. "The Go Motorsport initiative is all about dispelling many of the myths regarding the perceived costs of getting involved in motor sport," said MSA Chief Executive Colin Hilton. **"You can have an enormous amount of enjoyment for very little financial outlay.** This is an important message and one that is often overshadowed by the huge budgets found at the top level of our sport. Anyone wanting further proof of the fun to be had at grass roots level should have visited the **'Join Your Local Motor Club'** display at the Autosport International." MSA-registered clubs participating on the Go Motorsport stand at Autosport International were: Herefordshire Motor Club; Loughborough Car Club; the Mercia Motor Sports group; North Humberside Motor Club; Owen Motoring Club; Oxford Motor Club; Peterborough Car Club; Quinton Motor Club; Wolverhampton & South Staffordshire Car Club and the British Motorsport Marshals Club.



At the
Autosport
International



Just a few interesting Photos



Camouflaged Car



The longest traffic jam in the world recorded in China. Its length is 260 kilometers

And I thought Lancaster had a traffic problem



Thor's Well a/k/a "the gates of the dungeon" on Cape Perpetua, Oregon. At moderate tide and strong surf, flowing water creates a fantastic landscape



Sunday morning retreat from Mull, with vans and cars queueing for the ferry to Corran. Paint your whole world with a rainbow!

The Day We Stalked M-Sport...

Stalking M-Sport...sounds pretty sinister doesn't it? I imagine you have images floating around your head of us in all black, wearing balaclavas, equipped with night vision goggles, and crawling around in the undergrowth to get close to the organisation chosen by Ford Motor Company to mastermind the assault on Ford's only Global Motorsport activity, the World Rally Championship...well, scrap those thoughts, that's just silly!

Mid-December I was contacted by David Crozier of CroSport, asking whether I would be available on the 5th January to take some photos of their new weapon which would be gracing the rally stages in 2012, a Mitsubishi Evolution 2 with around 300bhp. Of course I was happy to assist.

So, 5th January came, and I set off on my way to Kirkbride Airfield for a day of testing the Evo. I was looking forwards to this as I had a lot of ideas in my head for some pretty 'posy' shots of the Evo in action. Upon arrival to the airfield I saw the Evo tearing up and down the tarmac so began to set up my photography equipment. About 4 minutes, and five photos later, the Evo pulled up to 'service' and it was apparent all was not well.

Suddenly the tarmac beneath the Evo began to turn a psychedelic bluey-purpely-greenish-colour...probably the same colour that BP magically turned the waters off the Gulf of Mexico. The diagnosis...diff oil. So after just 6 miles of testing, it was Game Over.

The next half hour we spent at Kirkbride figuring out how to get the car back (car was driven to the venue). During this time, a familiar looking truck was heading down the runway towards us...green, white, and red... Eddie Stobart!

This wasn't any old Stobart truck though, two men in blue were in the cab, and along the sides were numerous logos including; Kick Energy, Pirelli, Recaro, and Eibach. This was of course, one of the M-Sport fleet.

Moments later and a plain white motor was burbling down the runway. A '61 plate Ford Fiesta RRC.

For those who don't know, a RRC (Regional Rally Car) is a variant of the Ford Fiesta RS WRC. They share the same DNA, but the RRC has a 30mm engine restrictor and aerodynamic modifications to qualify for regional rally championship regulations. The RRC can be converted to WRC specification in just six hours by the boys (and girls) at M-Sport.

Before too long, one of the M-Sport mechanics made his way over to where we were servicing and asked us a few questions. Basically, "Who the hell are you and what are you doing here!?" the simple answer being, "We have booked the venue for a full day of testing". We had even contacted M-Sport prior to the day, to make sure they weren't planning on using the airfield, and they had told us that they weren't.

The story behind this RRC? It had been built at the beginning of December 2011 for an unnamed customer, and was undergoing its final 'shakedown run' prior to being handed over to the customer. How much

does one of these cost? I hear you asking. Well, somewhere in the region of £150-300,000 depending on the package you are after! Putting it simply, you contact M-Sport, tell them how much

you have got, and they tell you what you can get! This includes just a car, car with parts, car with complete service crew for 'x' amount of rallies! Anyone care to donate £200,000 to myself, please contact me!

Instead of heading home with our broken Evo, we decided that as we had booked the venue for the entire day, we might as well stay an hour or so to watch the Fiesta being put through its paces!

And that's what we did. We were treated to some fantastic sideways action, plenty of tyre smoking, and one exciting high speed spin-out...driver ran out of talent? Possibly. Driver hit some of our diff oil? More than likely!

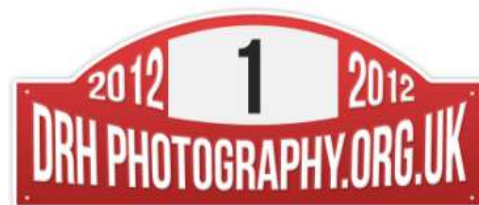
Of course, I wasn't happy with just watching the Fiesta in action, I wanted to get some 'covert footage', so I set up my video camera and tripod, and started recording. Also brought out the 'Mother Lens' and snapped some sideways action! Video available via [YouTube - http://youtu.be/E038PSAktf8](http://youtu.be/E038PSAktf8)

So what started out as a crappy day, turned out to be a pretty good day! Sadly, the M-Sport guys weren't up for a race against my Zetec Powered Ford Fiesta MK1.

I like to think they were scared!

(and so they should be - I have sat in the silly seat with you - Mo)

Dan Hurst of DRH Photography.org.uk (Lancaster Motor Club)



A worrying thought for 2012 !

10 years ago Bob Hope died
5 years ago Johnny Cash died
A couple of months ago Steve Jobs died
A few weeks ago Jimmy Saville died

Now we have no Hope, no Cash, no Jobs and nobody left to Fix It
Let's hope nothing happens to Ed Balls

You may have already noticed that I have been a little bit short of articles to put in this months edition of SPOTLIGHT. The upside of that is that the newsletter has a larger percentage of jokes. At the moment contributions for the newsletter have mainly been from Clitheroe & DMC, Garstang & Preston MC, Accrington MSC, Gemini & Lancaster MC. Surely the rest of you must be doing something !!!!!!!!!

WANTED

YOUR :-

News,
Views,
Reviews,
Reports
Jokes,
Photographs,
Projects,
Club Profiles
Events,
Birthdays,
Anniversaries.
For Sale & Wanted,
Crew RQD,
Club News
Club Events,
Ideas
Opinions
Almost Anything

Send to

Maurice Ellison

sd34news@gmail.com

07788-723721

Without the input of the above items and more information from Club Members & Member Clubs then the Magazine has very little point. It needs your input to be a success and relevant to member clubs and motorsport in the North West

CARPETBAGGER RALLY 14th/15th JANUARY POSTPONED / CANCELLED

It is with great annoyance and regret that the Bagger will not be held in January 2012.

Basically after PR an objection was received by the Devon Police from someone off route who is Chairman of the "keep noise out of the Blackdowns" Group.....this person was supplied a PR letter that was delivered to a property 2 miles away.....This person has made it his full time job to disrupt events..... Despite the PR letter being the same document that we have used for 10 years it was felt by Devon Police and agreed by the MSA that the content could be misleading. The Police contacted the MSA over the holiday period and the end result is that we have been instructed to re-pr the whole route with an update to the letter, clearly with the other jobs we have to do this is not possible without disruption to the quality of the rally.....

The Police have made it clear that they will patrol and police the area, as responsible organisers we don't feel at this time that it is in our competitors best interests to run the event within Devon at this time....

The MSA are meeting with the Police in the near future

We thank all entrants and supporters of the rally and also the many locals that support the rally. (2 objections out of 920) All entrants will receive a full refund on fees in the near future.

We will consider whether we want to run the rally again in the next few days and make an announcement

We will be sending an e-mail to all entrants

Rob, Graham and myself apologise for any inconvenience this notice has caused

Roger

(See Page 17 for comment)

www.annb.wetpaint.com/thread/4831197/Carpetbagger

Association of North Western Car Clubs Junior Driver Awards

**ANWCC
Junior DRIVERS**

ANWCC is pleased to announce new awards for drivers under 25 as at 1 January 2012.

Drivers can start in Production Car Autotests, Car Trials and Junior Rally at 14 years of age. At 16 they can drive in Autotest, AutoSOLO and many other circuit type events.

The ANWCC Junior Driver awards build on the success of the first ever MSA Regional Association Production Car Championship won by Blackburn teenager Simon Robinson. Simon a member of Accrington Motor Sport Club and Under 17 Motor Club North West, at 15 years of age is the youngest ever Regional Championship driver in the UK.

**The awards are part of the ANWCC All Rounder's championship.
Under 17-year-olds may register for FREE.**

See www.anwcc.org for full details

Junior Drivers can take part in events all over the North West that normally cost from £25 to enter. This will allow drivers to increase their skills and driving attitude to keep racing on the track not on the roads.

A woman meets a gorgeous man in a bar. They talk, they connect, they end up leaving together. They go back to his place, and as he shows her around his apartment, she notices that his bedroom is completely packed with sweet cuddly teddy bears. Hundreds of cute small bears on a shelf all the way along the floor. Cuddly medium-sized ones on a shelf a little higher. Huge enormous bears on the top shelf along the wall.

The woman is surprised that this guy would have a collection of teddy bears, especially one that's so extensive, but she decides not to mention this to him, and actually is quite impressed by this evidence of his sensitive side! She turns to him, invitingly... they kiss...and then they rip each other's clothes off and make hot steamy love. After she has this intense night of passion with this sensitive guy, and they are lying there together in the afterglow, the woman rolls over and asks, smiling, "Well, how was it for you?"

The guy yawns: "Help yourself to any prize from the bottom shelf."

Plot & Bash or Pre Plot?

There I was - chuntering away to myself thinking, 'Well they must **ALL agree with me.**' Pre Plot is the answer. Nobody has put pen to paper to disagree with me when the following popped into my In Box. !!!! Mo

The argument for navigational rallies versus pre-plot events is one which will rumble on until the end of road rallying as we know it...and without wishing to sound like a doomer, I believe it is only a matter of time before road rallies, in their current format, will, sadly, become a thing of the past.

The recent news that Roger Hunt's pre-plot Carpetbagger Rally 2012 has been postponed thanks to the efforts of a group of people working under the acronym, Action On Noise And Nuisance In The Black-downs (ANNB), is, I believe the tip of the iceberg in these sensitive, politically correct times.

And at the heart of my argument is the point highlighted by Maurice in his Mo's Mutterings (*Grumpy Old Git*) column last month: navigational events do more harm in PR-sensitive areas than pre-plot ever do. It's a sad matter of fact and, to my mind, the reasons are obvious.

Let's face the facts. On navigational events crews do indeed regularly go off route, having misinterpreted instructions or from suffering brain fade at three o'clock in the morning and much earlier on in the night! And it happens to the best navigators too, from time to time. If the top crew get it wrong, how do you think the novice crews go on? Having manned controls on road rallies in the past couple of years - and seeing the confusion and the 'rabbit in the headlights' looks on some crews' faces as they have pulled into control to be handed a Mensa-type set of cryptic instructions - and not only novice crews I might add - is it any wonder cars end up lost, making a racket where they shouldn't, and, ultimately, putting more and more pressure on organiser to secure roads for future events?

I think personally that navigational events should be smaller affairs, like 12-car events, simply because having 30-plus crews going out and most of them having minor excursions off-route does more harm than any pre-plot event ever could.

After all, with pre-plot, most crews get a chance to compare their interpretation of the route. That's how it still works and how it always worked back in the Targa days, anyhow. On the Motoring News Road Rally events you'd see the likes of Dave Orrick checking his route against that plotted by Nigel Harris or Dave Kirkham, etc. The same went on when I navigated on SD34 and ANWCC events. Navigators helped one another and it became a matter of who could read the road most efficiently to help the driver record top times.

Back to the argument, though, and I would back up my argument as to why navigational rallies can cause more PR damage than pre-plot events from conversations had with residents along routes when carrying out public relations work for both the Clitheronian Rally and the Garstang and Preston Memorial in the past couple of years. When people are anti-rally, they are most certainly anti-rally and with today's fast access to information via the internet, they can soon find out information such as the group mentioned earlier, ANNB, which has successfully managed to throw a huge spanner in the works of the 2012 Carpetbagger and bring about its postponement.

Anti-rally types can just as easily join forums such as the British Rally Forum and read what people post on there because there are precious few ways of policing these websites. They can read the SD34 Spotlight bulletin each month if they so wish, without having to log on to a website or give away any of their details.

Last year I was carrying out PR work for the Garstang and Preston Road Rally. My sector included a white near Kirkby Lonsdale and though the cars headed down it and slotted left onto another section of white road - I won't name it here but you can probably guess its name - I decided out of courtesy to call at a house on the white but off the rally route to the right of the crossroads. Initially the householder was vociferous in their objection to the rally going anywhere near their property, citing numerous episodes of cars having either gone the wrong way and ended up doing a high-speed U-turn into the driveway to turn around and go back, or from spectators using the entrance to the property as a parking layby.

The householder even knew that the road was classified as a public highway, having 'done their homework' and was on first-name terms with the local police chief inspector, so they had rights or grounds on which to object, should they feel that way. After a few moments of awkward silence, I suggested the club should locate stage-type direction arrows at the crossroads to ensure all crews knew they had one option, to turn left, away from the property in question. I suggested we put some reflective tape across the other roads so that there could be no possibility of a car going the wrong way and waking the household up. The householder smiled, said that was a good suggestion and said they would 'see how it went this time'.

There were, as far as I am aware, no further subsequent complaints and the road, as far as I know, has been saved to be used another day.

But this one episode highlights the fragile truce we have with residents in the countryside. It is all well and good for ill-disciplined 'keyboard warriors' to post provocative, confrontational comments on rally websites. But a moment of bravado and bad temper can do a lot of damage to the image of our sport, so is it not better not to put anything until one has cooled down somewhat?

Our behaviour as a collective in the lanes could be better too. I won't name the club but I know first-hand that a club within SD34 has got a perfectly good finish venue for one reason and one reason only - noise. Noise created by competitors between the finish control of the last section of the rally and the finish venue less than two miles away. How stupid are we as competitors if we shoot ourselves in the foot in this way? **(Continued on Page 18)**

(Continued from Page 17)

The simple fact is that most reasonable people living along rally routes will tolerate some noise nuisance once a year, if we couch it in those terms when PR-ing a route. But if the organisers or competitors consistently take the Michael, they won't stand it forever. Here's a question that exercises my mind from time to time: Why do some clubs have two or three course opening cars? It all adds to the noise nuisance? Perhaps more pertinently, why does one club in the Lancashire area have a clerk of the course who insists on running amongst the competitors? I'm not making it up, I witnessed it with my very own eyes three times in one night last year. More importantly, why do people who know of this practice, who have more authority within motorsport, within the same club, allow it to continue? It's lunacy and totally irresponsible in my book. Continuing my arguments against navigational events, It is a fact of life that people not brought up in the countryside now live there in big numbers. Often you can come across an old farm complex that may have as many as nine or ten individual residences within it, all people who work away in cities or nearby towns but enjoy the benefits of breathing in the rich agricultural air.

A harsh reality of modern life in overcrowded Britain is that the situation will not become easier for motor clubs, so why not accept this and be as constructive about it as we can? Maurice Ellison absolutely hit the nail on the head when commenting on the fact that cars going off-route on navigational rallies cause more upset than anything else. After all, what is the point of having blackspots and non-competitive sections if competitors are going to blast through them because they have made a genuine mistake and think, wrongly, they are on the right route?

But continual mistakes by under-pressure, tired crews on navigational rallies will bring an end to road rallies and it will happen inside the next decade, other than in largely uninhabited areas, which are fewer and fewer. That's my view. That's my opinion. Everybody has one and no doubt this might open up a debate with people on the side of navigational rallies contributing their argument.

Over to you!

Alan Barnes

Garstang and Preston Motor Club

(SD34 Secretary 1984-87)

P&B Bashers

As the C of C of a navigational rally it would come as no surprise that I will try and come to the aid of the navigational format of our sport.

I am tired of reading that all that is bad in the road rallying world is down to navigational rally's, that they are a PR nightmare, crews going flat out off route, you do one event and you will be put off rallying for ever and so on and so on.

First of all I am not saying that P&B is the best format of our sport it isn't, it is just another aspect of our sport and deserves its place. The P&B basher may be surprised to learn that there are a large number of competitors that actually enjoy this format of road rallying.

It may be true that P&B events may offer more of an opportunity to venture off route due to the nature of the event, but can anyone of you as a competitor categorically hold your hand up **and say you have never wrong slotted on a pre plot road rally?** Let me assume that the answer was no. So then what is the difference? A wrong slot is a wrong slot, with all the same arguments that the P&B bashers use against navigational rally's. Where is the evidence that a navigational rally causes more PR issues than a pre plot road rally?

It was not that long ago that I was a novice and believe you me I was not the only competitor wrong slotting on pre plot road rally's. PR is undoubtedly one off the biggest issues to face road rallying for both formats of the sport and isn't going to go away and I agree that the organisers of events need to take PR very seriously. It's unfortunate but in today's political climate the mere presence of a road rally regardless of what format will upset someone on route or someone nearby. But on the whole I do find most people very accommodating.

I accept that P&B is not for everybody. Such is life. But if you do decide to have a go (and I wish more would). As a competitor you have to come with a different approach. Drivers need to be a little more patient and allow navigators to get his/her head around what has just been given to them. You need to drive smoother whilst your navigator is plotting. **Stop!** When you reach the next junction/slot, if you haven't had a call from your navigator as to where you should be going and if you do find yourself off route, a bit of common sense. Spots off, don't stop outside someone's property, minimum noise and don't be going flat out to try and catch up.

Organisers also need to realise that they are not just catering for the top ten. There is a bunch of guys behind that have also paid there money and also need catering for. It is possible to put an event on without the need for the Mensa type navigation, which is challenging to both driver and navigator.

It would be a crying shame if this format of our sport disappeared all together. I myself have nearly been tempted to change the format of the event I run due to the dwindling number of competitors competing on navigational events (well in the North West anyway).

Navigational events are not the nightmare that some would say they are and are not helped by the type of comments which have been bandied about within the pages of earlier editions of this magazine.

Whilst I accept that that we are all entitled to our own opinion and rightly so. We should be careful about what we want to appear in open public forums and magazines.

Road rallying is under enough outside scrutiny at it is. I feel we should be putting a positive spin on our sport and should not be pointing fingers at other disciplines, other clubs, or events.

For those who have been put off the humble P&B type of events I urge you to have a go. You never know You might just enjoy it?

Paul Buckel C of C Clitheronian Rally September 22/23 2012



Left : Ronnie Beecroft Right : Mick Bryant
At the Morecambe Car Clubs 'Night with Ronnie Beecroft'

Mick Bryant has asked me to let everybody know where he is up to with his much-anticipated book.

As many of you will know, Mick underwent a complicated heart operation in September and specialists put his anticipated recovery at around six months.

Today he has emailed me to say that he was planning to see several personalities for his book around now, but due to his recovery taking a little longer than expected, he has put that on hold just for now as he goes about making a full recovery.

He is excited about the way the book is shaping up and, with help from Dave Kirkham, his long and trusted navigator, and Mick's wife, Sue, he says he has a clear focus and has the bit between his teeth.

Mick asked me to explain to his many friends that I will be assisting in proof-reading and sub-editing the chapters for the book and I am extremely flattered to have been asked to help in this way, as he will always be remembered as one of road rallying's greatest drivers with three Motoring News Road Rally championships to his name, matched only by Ronnie Beecroft in this respect.

Mick also asks that if anybody has any contributions, be they cuttings, photographs, etc, could they please in the first instance contact me. My email address is:

teambarnes@talktalk.net

I hope this gives everybody some clear insight into Mick's situation and his determined fight back to good health.

Best wishes to all for 2012

Alan Barnes G&PMC

BARROWFORDS Daniel Barritt is looking forward to a successful 2012 on the **FIA WRC Academy Tour**.

Co-driver Barritt, 30, will be partnering Northern Ireland's 23-year-old rising star Alastair Fisher for a second season in their Ford Fiesta R2. The duo are aiming to improve on their third place finish in last year's championship. Barritt said: "We're going to try and win because we've got the speed. "We just need the luck and consistency that we didn't have last year. "I think a bit of inexperience meant we weren't as consistent as we would have liked to have been last year, and if we can get some luck then we should have a good chance."

The pair already have a programme in place that they hope will aid them in their quest for victory on the tour.

"We are going to take part in the first two rallies of the British Championships as practice before the Academy Tour starts," Barritt said. "We've also got three or four other events in the pipeline where we will use a different car, although nothing is concrete yet." The Academy Tour is designed to give younger drivers a chance to develop their talent on the world stage, and consists of six rallies which run alongside those of the World Rally Championship.

Barritt has been involved in rally driving for a number of years, and is particularly looking forward to one rally on the calendar. "Finland in August would probably be the one," he said. "I've been there three times and crashed out every time so hopefully we can go there this year, first of all finish and hopefully in a good time."

Barritt and Fisher are all set for the new season after an encouraging first year together, and with their plans set in place early, they could be on course for success in 2012. The duo's hopes of winning the title during 2011 were hampered by mechanical issues at a series of events.



SD34MSG Inter-Club Table Top Rally

**Round 2 will take place on
Tuesday the 17th of April
at Waddington Sports & Social Club
Waddington, Nr Clitheroe. 8-30pm
O/S Map 103 will be required**

RS 2000 FOR SALE



In 1919, Albert Einstein married his first cousin Else Einstein. It gives a whole new meaning to his Theory of Relativity.

The Barrow Taxi Column *aka Mr Paul Brereton*

There was nothing for me on the motorsport scene in December so it was just all that excess of food and drink, bad heads and indigestion like everyone else I guess. On the bright side though my new electronic ignition kit for the Mk1 Escort arrived on the 16th so that made a nice Christmas present to me. The car is now up and running and I am absolutely chuffed to little mint balls. Foxy rang me to ask if we are doing the Ryemoor and I thought it rude to refuse so jumped at the idea straight away. I asked him if he fancied doing the Croft Historic in the Escort and he said a resounding yes, so things started to look like fun again. As I have said before, Dan Willan is taking a well deserved break from organising KLMC 12 cars. I love doing 12 cars so the series will be sadly missed but there was a light at the end of the tunnel. Tony Harrison rang me last Tuesday 17th Jan to say that there was an Eden Valley club 12 car on Thursday 19th. I said Foxy was on holiday so I couldn't do it but he put me in touch with a young guy from Carlisle, Neil Tomlinson.

I rang Neil and he was up for a run out. We had not met before but we turned up at Reagill near Shap on Thursday in a snow storm and we got straight into a bit of pre-plot at the village hall start. Neil had still not even sat in my car yet. Typical 12 car stuff, everything last minute rush ! We had a really great night and although Neil, a novice, was a little rusty because he hadn't been out for a long time we really enjoyed the thrash round those amazing Cumbrian lanes, finishing off with a run through Shap quarry. It was getting very slippery towards the end of the event and the semi slick Dunlops on the Peugeot since my last outing were a bit scary. We passed a couple of junctions that we couldn't stop for. We finished 5th but had a great time and if anyone is stuck for a good and very promising novice navigator, contact me and I will put you in touch with Neil. The next day was another birthday (it's true, the older you get the faster they go and in my case the dafter I get) I thought I would have a nice lie in but no. Andrew was away in Manchester so at 7am I got a phone call to say that the internet was down at the taxi office and things were getting difficult. So I flew out of bed and out to work where we had a manic morning with four of us putting jobs out the old way with radios. With 40 cars on a Friday morning, many of whom have never worked on radio before and the normal two operators who are only used to our data system it was a frantic time. Thanks BT you really dropped us in it there for 8 hours. I even forgot to go to Specsavers for my new specs and ended up going on Saturday. I may be able to see trees and walls and things now and keep my cars a bit straighter !! I should have a couple of rallies to write about next month. TTFN

Paul Brereton

An old priest got sick of everyone in his parish confessing adultery. During one Sunday's sermon he told them, "If one more person confesses to adultery, I'll quit!" Since everyone liked him, they decided to use a code word: "fallen." From then on, anyone who had committed adultery said they had "fallen." This satisfied the old priest and the parishioners and everything was fine for years until finally the old priest passed away at the ripe old age of 93. Shortly after the new young priest settled in, he paid a call on the Mayor. The priest was quite concerned. "You have to do something about the side-walks in this town, Mayor. You can't believe how many people come into the confessional talking about having fallen!" The mayor started to laugh, realizing that no one had explained their code word to the new priest. But before the mayor could explain, the priest shook his finger at the Mayor and said - "I don't know why you're laughing; your wife fell three times last week!"

Two Irish nuns have just arrived in USA by boat, and one says to the other, "I hear that the people in this country actually eat dogs." "Odd," her companion replies, "but if we shall live in America, we might as well do as the Americans do." As they sit, they hear a push cart vendor yelling, "Hot Dogs, get your dogs here," and they both walk towards the hot dog cart. "Two dogs, please!" says one. The vendor is very pleased to oblige, wraps both hot dogs in foil and hands them over. Excited, the nuns hurry to a bench and begin to unwrap their 'dogs.'

The mother superior is first to open hers. She begins to blush, and then staring at it for a moment, leans to the other Nun and in a soft brogue whispers.....

"What part did you get?"



Hans, a middle-aged German tourist on his first visit to Orlando, Florida, finds the red light district and enters a large brothel. The madam asks him to be seated and sends over a young lady to entertain him. They sit and talk, frolic a little, giggle a bit, drink a bit, and she sits on his lap. He whispers in her ear and she gasps and runs away! Seeing this, the madam sends over a more experienced lady to entertain the gentleman. They sit and talk, frolic a little, giggle a bit, drink a bit, and she sits on his lap. He whispers in her ear, and she too screams, "No!" and walks quickly away. The madam is surprised that this ordinary looking man has asked for something so outrageous that her two girls will have nothing to do with him. She decides that only her most experienced lady, Lola, will do. Lola has never said no, and it's not likely anything would surprise her. So the madam sends her over to Hans. The sit and talk, frolic a little, giggle a bit, drink a bit, and she sits on his lap. He whispers in her ear and she screams, "NO WAY, BUDDY!" and smacks him as hard as she can and leaves. Madam is by now absolutely intrigued, having seen nothing like this in all her years of operating a brothel. She hasn't done the bedroom work herself for a long time, but she's sure she has said yes to everything a man could possibly ask for. She just has to find out what this man wants that has made her girls so angry. Besides she sees a chance to teach her employees a lesson. So she goes over to Hans and says that she's the best in the house and is available. She sits and talks with him. They frolic, giggle, drink and then she sits on his lap. Hans leans forwards and whispers in her ear, "Can I pay in Euros?"

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

As I put pen to paper (well – really a finger and an occasional thumb to keyboard) I am struggling somewhat to find something to get GRUMPY about Must be all that festive cheer and good will to all men Ba Humbug.

I dont know about you but I rarely buy a newspaper these days. I am not looking to move house, nor am I looking for a new job or to change my car. So my usual reasons for buying the local rag are filled. I find Motorsport News expensive and uninteresting these days. National and International news is covered by a plethora of news channels on the box and no matter how bad the Euro is doing it always seems to be worth 83p. One consistently good Newspaper for Motorsport in the North West, has been the **Lancashire Telegraph**. The LT continues to provide a steady stream of up to date and relevant Motor Sport News to the fortunate enthusiast living in Central and East Lancashire every Thursday and has been doing so for more than 30 years. With Geoff Rumney in the late 70's & 80's, Jeff Hanson followed him till the early 90's and then we got Neil Johnson (who has been a star) we now have Chris Flanagan.

As I live in the sleepy hollow of Bolton-le-Sands I rely on my Thursday copy of the LT being posted to me from friends in the Blackburn area (although I do access the LT website frequently to keep up to date as I await my weekly fix and to 'borrow' the odd article – see page 7). My copy arrives, usually by Saturday, well thumbed, creased, occasionally torn and obviously read from cover to cover. Why oh why cant my local newspapers (Westmorland Gazette, Lancaster Guardian & Morecambe Visitor) provide the very same excellent service. Which brings me to my next point. What does a sponsor hope to achieve when they agree to support our sport? Fairly obvious I hear you cry 'PUBLICITY' Sponsorship is a form of advertising. The sponsor of either a car or an event hopes to attract more customers. There are some side issues too – like being associated with a dynamic exciting sport but in general the basic idea is to advertise the company and raise the profile. Does the sponsor get good value for his money? Well to brutally honest – in most cases the answer is probably not. OK – I will concede that companies like Stobbart, Monster, Pirelli and Red Bull (and a few others) probably do, but at an enormous cost and with a well oiled publicity machine behind them. The sponsors of grassroots events and cars, on the whole, don't get seen on TV, don't get a mention in the press, unless you happen to be within the distribution area of the Lancashire Telegraph, and dont even get a write up in club newsletters. Why? Well its probably down to you. If you dont write a piece for the local Newspaper or Club Newsletter – how are they going to know. If you dont send an article in then you are cheating your sponsor of the publicity he deserves. And that includes clubs - If a Company sponsors an event that you organise then if you want to retain that sponsorship then you should be shouting that sponsors name from the rooftops at every opportunity. That way we might get serious sponsorship cash into the sport, and also recruit new sponsors. At a recent Morecambe Car Club night Tony Mason told the assembled membership about his exploits. One tale was about the time he was Co-Driving for Peter Clark on the RAC Rally. They went off in spectacular style and finished up in a lake. The Press and television coverage of this was immense and Tony got a call from Stuart Turner congratulating him on the amount of publicity. The following year Tony co-drove Roger Clark to victory in the 1974 RAC Rally. So eventually I get to my point – give your sponsors the publicity they deserve. Write a report for every event you do. Write a report on the repairs and rebuilds. Write a report letting everyone know how you are placed in championship standings and send it (complete with the odd photo) to **Chris Flanagan** at the LT (chris.flanagan@lancashire.newsquest.co.uk Telephone: 01254 298 221) and your local Newspaper – Oh and dont forget to mention the event and your sponsors name and what they do . . .

and also send me a copy!!!!!!



Miss Understanding

I was very busy at the end of the year, working away at the computer, trying to get the latest issue of the 'Spotlight' out when my eight year old grand-daughter came into my 'office' and said "**Grandad, what is sex ?**"

I was very surprised that she should ask me such a question - she's only 8, but maybe she felt more at ease talking to her Grandad about such a thing, so I decided that if she is old enough to ask the question then she is old enough to get a straight answer.

Embarrassed and with great trepidation I got going and told her all about the birds and the bees' and even drew the odd sketch when I got the puzzled look on her face (and I got plenty of those along with rolling eyes and raised eyebrows).

When I finished, she was looking at me with wide open eyes and mouth.

"Now, darling "I said "If there is there anything more you want to know - just come and ask your old Grandad "

**"Weeeee!!!!!!!!!!!! " she said
"Mummy wants to know how long your going to be on the computer - cause dinner will be ready in a couple of secs !!!!!!! " WHOOPS !!!**



Who Is the Chris Evans Lookalike ?

OUT & ABOUT With Gemini



Golden Microphone winner
Stuart Dickenson (Gemini 13)



Gemini Communications Awards 2011.

On an unseasonably warm afternoon on the 27th December some 28 members, spouses and friends of Gemini Communications met in the Dresser's Arms near Chorley for the annual awards meal and celebration of another year's great motorsport. Hosted by Bill and Debbie the event had been reinstated by popular demand, with crews travelling from far and wide (even Yorkshire) to attend this prestigious event. Over the last 12 months some 29 events have been provided with vital safety radio cover by the team, with some 273 'crew days' provided and this excludes one or two 'foreigners' some of us do for 'non' Gemini organised events, but don't tell Bill....oops !.

After a splendid meal we got down firstly to the serious business of remembering friends who have sadly made their final pit stop. Upmost in our thoughts has been the sad loss of Myra Huddleston and the team led by Tony Lee made a somewhat impromptu collection for the fund being set up in her memory to support early cancer screening, detection and treatment, so far the team have raised almost £200. We must also not forget our team colleague Peter Langtree (Gemini 48) who fell ill on the Cambrian and thanks go to the Stoke Rescue crew for their help, Peter was admitted to hospital and eventually transferred nearer home and had a quad bypass at Wythenshawe Hospital and is recovering slowly at home.

It was then onto the business of the presentation of the Golden Microphone Trophy and £100 to Stuart Dickenson (Gemini 13) who during the year attended some 19 events to win the championship over his nearest rivals Chris Woodcock (Gemini 25) and newcomer Tony Jones (Gemini 56) both on 14 events. Tony who used to compete has decided to give something back to the sport by joining the team and is threatening to win next years championship outright.

After some heckling by what had now become a rowdy crowd, led by Dave 'Ernie Wise' Crosby (you needed to be there to fully appreciate Dave's new coiffure!), Stuart's award was warmly applauded by all present, particularly in what had at times been a difficult last year for Stuart. Many congratulations

Stuart from us all. After the awards we moved on to what has become sort of a tradition this is where Bill clears out his garage and sheds of various rallying freebies collected during the year, bags, gloves, rally stickers and tee shirts were liberally shared out this year added too by Keith Lamb (Gemini 9) who equally generously shared an assortment of eagerly grasped rally plates and stickers.

The evening ended with increasingly tall stories, fuelled I have to say by a certain amount of alcohol (yes, Officer not for those of us who were driving) and the camaraderie that

comes from being part of a great team. We all look forward to another year's great sport....best wishes to one and all for 2012

Ian Davies (Gemini 23)

2012 WRGB Rally Marshals:

We had our first Marshal staffing meeting yesterday for this years WRGB rally and although we do have a large list of regulars that come out and help each year, we are still getting a lot of marshals who apply for work but just don't turn up on the day. Now that we have the RST logging enrolments they now also log signing on in the forests on each day and the following results have become apparent.

On the 2010 event 390 marshals failed to turn up on the event and even worse was 2011 with 445 marshals, we do clearly need new groups to supplement the regulars.

This years route is still far from confirmed apart from it being in Wales but if things remain as they were last year we could again see stages in North Wales, most marshals normally come to the event in teams formed from local motor clubs, depending on the size and requirements they are allocated areas where they can all marshal together, **We would you like to extend an invitation to clubs** who may wish to see the best drivers in the world at close quarters, this year the event is running in September from the 14th to 16th - for the very keen there will be work all week from setting up stages, event recci and Shakedown stage before the event starts.

We do have marshal training programs going all over the areas which would give valuable event information and one could be arranged in the north, we of course would also be looking for Team leaders and Sector marshals and if last year was anything to go from Stage Commanders as well. In the first instance if there is any one either individual or groups, radio or marshalling wanting to come and join in, could they get back to me please

Bill Wilmer

bwilmer@walesrallygb.com



MSA designates 2012: The Year of the Motor Club

The Motor Sports Association will increase its support for its registered Motor Clubs this year, as it looks to assist the sport at grass roots level through challenging times, says MSA Chief Executive, Colin Hilton.

The governing body's support will come in the form of increased financial grants, a substantial ring-fenced fund, and a new impetus from the Go Motorsport campaign to help clubs grow their membership.

The MSA Board last month approved a one-off grant of £200,000 to the Club Development Fund, on the understanding that this money would be specifically allocated for club development activity and the improvement of safety at events.

As a result, the Board has agreed to double the amount that the Club Development Fund can award to MSA-registered clubs from £2,500 to £5,000 per application. It has also been agreed that in exceptional circumstances, further grants could be made available for some club projects. As in the past these grants must be match-funded by the club, but the MSA is confident that this funding can make a substantial difference to clubs' ambitions.

"In the 15 years since it was established, the Club Development Fund has granted almost £1m to enable projects with a total value of nearly £5m," says Colin Hilton. "Last year, for the first time, we awarded more than £100,000 to assist 66 projects and with this increased commitment to the level of funding, that amount is certain to be eclipsed this year. We recognise the essential investments that clubs have to make on an on-going basis, so we try to assist them where possible through the Fund."



Go Motorsport 2012 to focus on Club development

As part of the MSA's commitment to helping its 750-strong club membership, the Go Motorsport campaign will this year evolve to focus much more on helping clubs with their marketing and promotional efforts.

Through the MSA's network of nine Regional Development Officers, dedicated assistance will be available for clubs that have demonstrated their commitment to developing their membership. These 'Development Clubs' will work with the RDOs to instigate local marketing activities, including putting on regular novice-friendly events to bring new people into the sport. The RDOs will continue to take the motor sport message to schools and colleges in their regions, but again this will now be done in association with a representative of a local motor club or motor sport venue.

"In order to maintain a strong sport, we have to help clubs to grow their memberships," said Ben Taylor, MSA Director of Development. "We recognise that some clubs are better at this than others, while many are too busy organising events to be able to think about where the next generation is coming from. If we can provide clubs with additional resource to help them with their recruitment activity, we can start to make a real difference to the growth of the sport. We have already seen some great examples of this in action during last year's National Motorsport Week, so now we want to spread the benefit even further."

The Go Motorsport stand at this week's Autosport International will be themed 'Join your local motor club'



Webster named RSF MSA Young Driver of the Year

Formula Renault BARC vice-champion Josh Webster was named the 2011 RSF MSA Young Driver of the Year following a shootout with four other MSA Apprentices at Pure Tech Racing in December. The prize is awarded annually to a student enrolled on the Advanced Apprenticeship in Sporting Excellence (AASE) in Motor Sport programme, which forms part of the MSA Academy. Five apprentices were short-listed for this year's award: Webster, 17 from Suffolk; Max Coates, 17 from North Yorkshire; Jody Fannin, 18 from Surrey; Chris McCarthy, 18 from London; and David Wagner, 18 from Glasgow. The drivers went head-to-head in PTR's state-of-the-art, linked-up race simulators. A qualifying session set the grid for 40 minutes of racing that witnessed no fewer than four different leaders, before Wagner took the lead four laps from the end to claim victory. After lunch the drivers delivered short presentations on what they have learned as AASE students in front of the judges: MSA Performance Director Robert Reid; RSF's Derek Walters; MSA Director of Development and Communications Ben Taylor; *Autosport* magazine's Ben Anderson; and 2010 winner Jake Cook. "I'm absolutely delighted to win this award and I would like to thank the RSF, the MSA Academy and the judges for this great honour," said Webster. "I hope to repay the faith that has been shown in me by being a good ambassador for AASE and the Academy and using my experiences to encourage other young drivers to make the most of the great opportunities offered by the MSA." Webster will receive a cheque for £1000 at the MSA's prestigious Night of Champions ceremony at the Royal Automobile Club next Friday (20 January). All finalists also received a Grand Prix Racewear voucher worth £100.

Phil Pavord, 1949-2011

The MSA is saddened to report that Phil Pavord, Route Liaison Officer (RLO) for Wiltshire, has passed away after battling Legionnaires Disease. Phil started his motor sport career in Road Rallying. He was a member of Devizes & District Motor Club and was part of the Myotis rally organising team. The MSA sends its condolences to Phil's family and friends. He will be sorely missed.



Mansell, Newey and Mouton honoured

Championship-winning F1 designer Adrian Newey and 1992 world champion Nigel Mansell have been recognised in the Queen's New Year Honours list.

Newey has received an OBE in recognition of his services to motor sport, having designed race- and championship-winning cars for multiple grand prix teams including Williams, McLaren and Red Bull. Meanwhile Mansell is president of the charity UK Youth and has been made a CBE for services to children and young people.

Newey and Mansell are not the only members of the motor sport community to have been recognised. French president Nicolas Sarkozy has honoured Michele Mouton, the only female driver to win a round of the FIA World Rally Championship, with the rank of Chevalier de la Légion d'honneur. Mouton is currently the FIA WRC Manager and president of the FIA Women and Motor Sport Commission.



MSA magazine reader survey

Last year the MSA and Think Publishing launched the new-format MSA magazine, and we'd like to hear what you think about the publication and the types of content that you'd like to see in future issues. Anyone completing the survey will be entered into a free prize draw to win a pair of tickets for the Rally of Great Britain in September. All responses will be treated in complete confidence and will not be passed to any third party. To take part in the survey please visit:

www.surveymonkey.com/s/8C6PB8P



30th June-8th July



National Motorsport Week 2012 toolkit now available

The MSA has prepared a 'toolkit' to help clubs and the organisations take full advantage of this year's National Motorsport Week, which runs from 30 June to 8 July.

The toolkit contains National Motorsport Week logos, UK motor sport industry facts and statistics, and ideas for events and initiatives to support the campaign and bring newcomers into the sport.

Last year's week-long celebration of the sport featured activities ranging from open days at M-Sport in Cumbria and fund-raising cycle rides around Silverstone to a plethora of novice taster days organised by motor clubs throughout the country.

National Motorsport Week 2011 also achieved widespread exposure across television, radio, print and online media. David Coulthard's first experiences of grass roots motor sport aired to more than three million viewers as part of the BBC's coverage of the European GP at the start of the week. Other national media to carry dedicated National Motorsport Week stories included BBC Radio 5 Live, *The Daily Telegraph*, *The Daily Mirror* and *The Sun*, as well as specialist publications *Autosport* and *Autocar*.

Almost 10,000 enthusiasts entered a series of online competitions to win factory tours at the eight UK-based Formula One teams. These competitions were hosted on the MSA's www.GoMotorsport.net website, which enjoyed a tenfold increase in visitor numbers during National Motorsport Week.

To view the National Motorsport Week 2012 toolkit, visit www.msauk.org/uploadedfiles/NMW2012Toolkit.zip

McCalla wins Renault MSA journalism award...

Dan McCalla has been named the 2011 Renault MSA Young Motor Sport Journalist of the Year. Established in 2002 in association with Renault UK, the award is designed to find and recognise the most promising British motor sport journalists aged 25 or under. Hailing from Milton Keynes, Dan joined Motorsport News in 2007 and began covering the UK karting scene. Since then he has risen through the ranks to become the paper's Rallying Editor – a role that includes travelling across the globe covering the FIA World Rally Championship – at just 23 years of age. "I'm delighted to have been named the Renault MSA Young Journalist of the Year; it's the biggest award in motor sport journalism, which is why my peers and I take it so seriously," said McCalla. "The Night of Champions takes place during a 24-hour break in the Monte Carlo Rally which I'll be covering for MN, so I'm going to jump on the TGV into London and head to the ceremony, then fly straight back to Monaco the next morning. I only get one chance to collect my award so I'm not going to miss it!" ...



While Romney takes snappers' prize

Dom Romney has won the Renault MSA Young Motor Sport Photographer of the Year award for the second time. Romney, age 21 from Lincolnshire, used his first award win in 2009 as a springboard to becoming a successful freelance photographer. His work has since appeared in a wide variety of publications, such as *Motor Sport*, *Fast Bikes*, *American Car* and *MSA*.

"There's no other award in the automotive photography industry quite like Renault MSA Young Photographer of the Year," he said. "After winning for the first time in 2009 I quickly realised how beneficial it was, particularly when introducing myself to new clients.

I wouldn't be where I am now without the award, and I intend to use this second win to further my career in ways that wouldn't otherwise be possible."





Historic Sporting Trials set for revival

A new organisation has been set up to help preserve post-war Sporting Trials cars.

The Historic Sporting Trials Association (HSTA) has found almost 50 such cars since distributing a leaflet last year, and now aims to provide suitable single-venue trials. The main class will be for cars built between 1952 and 1970, running with Ford sidevalve 1172 or BMC 950 engines and built to the period trials rules.

The HSTA also plans to use the public highway to travel short distances between sections, which is possible in road-registered pre-1965 Sporting Trials cars.

For more information, visit www.htsa.co.uk or search for Historic Sporting Trials Association on Facebook.



Sims to climb Kilimanjaro for Surtees charity

Team UK graduate Alexander Sims is set to climb Mount Kilimanjaro in support of the Henry Surtees Foundation, a brain and physical injury charity established following the death of Henry (pictured below with his father John) in 2009.

Sims, who was Surtees' team-mate in Formula Renault UK in 2008, expects to make the 19,300ft climb over nine days, starting on 28 January. "I'm doing the climb with my brother and a mountaineering company; we don't fancy tackling it on our own! We're funding the trip ourselves and 100 per cent of donations will go to the Henry Surtees Foundation."

Donations can be made at <http://uk.virginmoneygiving.com/fundraiser-web/fundraiser/showFundraiserProfilePage.action?userUrl=AlexanderSims>



Euroclassic to take in famous European circuits The MSA's commercial subsidiary, International Motor Sports (IMS), has confirmed that the 2012 MSA Euroclassic will run from 24 September to 2 October.

The annual pan-European classic car tour is scheduled to start this year in Leon, Spain, before heading through the country and into France, culminating in Tours.

There will be visits to the Jarama, Albi and Magny Cours race circuits, and a full rest day in Madrid.

IMS Chief Executive Andrew Coe said: "As always, we have listened carefully to the feedback from the participants on our 2011 event and are incorporating as much as possible to offer a truly spectacular route for 2012, including the return of some stunning town centre and overnight halt locations.

We intend that the 20th anniversary MSA Euroclassic will truly be one to remember!"

Regulations and entry forms are expected to be available from early February. Visit www.euroclassic.co.uk for updates.

Appointments



New Licensing Manager

Michael Wentworth has been appointed the MSA's new Licensing Manager, having served successfully as Deputy Manager for the past 12 months.

Wentworth, 25, joined the MSA Competition Authorisation Office in 2005. He moved to the Licensing Department the following year, and has since been involved in special projects such as switching from paper to credit card-style licences.

"I'm delighted to have this opportunity to lead the Licensing Department and will strive to ensure that we deliver as efficient and effective a service as possible for our licence holders," he said.

New Radio Co-ordinators appointed

The MSA is pleased to announce the appointment of two new Radio Co-ordinators for 2012.

Sue Fielding takes on the Kent, Surrey, East and West Sussex areas, which were previously looked after and supervised by her late husband Mike. Meanwhile Carola James takes charge on the Isle of Man, an area with its own unique pressures and challenges.

The MSA appoints Radio Co-ordinators to supervise use of the MSA's unique Safety Radio Frequency, as well as the training and development of Radio Marshals and Controllers.

MIA to run engineering workshops : The Motorsport Industry Association (MIA) is running half-day motor sport engineering workshops at Autosport International, allowing visitors to learn the secrets of car set-up from two Chief Race Engineers. The three-hour workshops are open to both amateurs and professionals during the Saturday and Sunday of the show (14-15 January). Priced at £130, each workshop gives participants access to the show for the rest of the day. For more information visit www.the-mia.com

Technical/Regulations

Motor Sports Council decisions affecting 2012 regulations

During its final meeting of 2011 the regulatory body of UK motor sport, the Motor Sports Council, approved a number of regulatory decisions with effect from 1 January

Taster events

Motor Sports Council approved new regulations that permit MSA-registered clubs to organise taster events to encourage first-time participation in motor sport. This was considered to be of great importance to the growth of the sport's grassroots, in line with the MSA's Go Motorsport campaign to encourage involvement at all levels.

The new regulations can be accessed in full on the MSA website: <http://www.msauk.org/uploadedfiles/regulations/TasterEventsRegs.pdf>

Race Licences

An approved regulation change clarifies the criteria for exemption from taking an ARDS course. The action sheet detailing this regulation change can be accessed on the MSA website.

The action sheet detailing this regulation change can be accessed on the MSA website: <http://www.msauk.org/uploadedfiles/regulations/ARDSRegs.pdf>

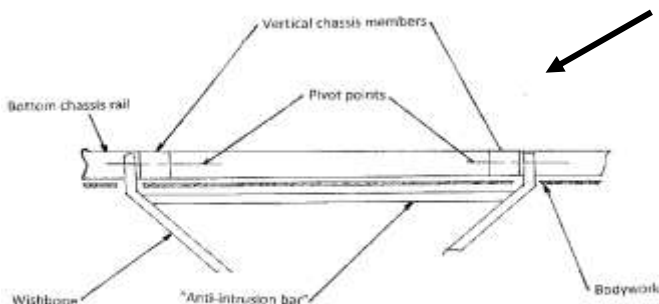
Competition numbers

New Circuit Racing regulations were approved that allow competition numbers to be moved to vehicles' rear side windows, subject to approval by the MSA. The new regulations in full can be accessed on the MSA website.

The new regulations in full can be accessed on the MSA website: <http://www.msauk.org/uploadedfiles/regulations/RaceNumberRegs.pdf>

New Kart classes

It was agreed that it would be inappropriate for new Kart classes to be introduced during the period to 2013, when replacement regulations and a new homologation procedure will be introduced. The current suspension of MSA General Regulation (U)1.2. is therefore extended until 31 December 2012.



Speed Events Overalls requirements

Competitors in Speed events are reminded that they are required to wear FIA homologated overalls from 1 January 2012. These can be either 1986 or 2000 FIA Standard.

Rallies regulation changes

The following Rallies regulation changes were approved:

R48.7.2. Cars must be fitted with a self seal connector of a type complying with J5.13. **Except as provided for in J5.13.7 cars issued with a current CCLB prior to 1st January 2009 are not required to have a self seal connector.**

Reason: Relaxation. It was not Rallies Committee's intention to require the fitting of Dry Break Couplings to older rally cars competing at club level. This relaxation applies solely to fuel injected cars with a CCLB issued before 2009 competing in championships that are neither British nor MSA Titled. **Date of implementation:** 1st January 2012

R48.2.8. Historic Rally Cars that are fully compliant with 49 are permitted without a restriction on engine capacity in Stage Rallies.

Reason: Relaxation and clarification. A consequence of the major changes to Stage Rally vehicle eligibility that came into effect in 2009 was the imposition of capacity limits on Historic Rally Cars issued with a CCLB after 1st January 2009 when competing in Stage Rallies other than Historic Stage Rallies.

Date of implementation: 1st January 2012

Clarification of (J)5.2.1

Section J applies to all categories of vehicle. To clarify, the first paragraph of (J)5.2.1 requires that the vehicle occupant(s) be isolated from components with the potential to cause injury. This is pretty straightforward in closed cockpit cars such as touring cars, which generally feature a "box" containing the engine and another for the occupants. However, it is not quite so well defined in vehicles such as single-seater race cars.

The MSA has received a number of queries on this regulation, mainly regarding suspension system issues. There are many single-seater race cars that feature either a single or a pair of shock absorber/spring units mounted within the chassis above the driver's legs, typically with bell cranks and rods connecting to the uprights. These items are outside of the volume occupied by the driver's legs and it is considered that there is a very low risk of a hazard being created; this is time-proven. Typically, forward of the pedal box are the hydraulic cylinders, and while the "bulkhead" of the pedal box is unlikely to be fluid-tight, the reality is that the risk of fluid getting into the volume occupied by the driver's legs or onto the pedals is very low. Again, this is time-proven and acceptable. It is common for the suspension members to be mounted inside the body skin, whether the skin is a removal panel or panelling riveted to the chassis. The sketch plan below shows a typical arrangement where the pivots are carried by vertical members in the chassis structure, with the bodywork holed to enable the wishbones/suspension arms to pass through. As shown, should there be a lateral impact causing a pivot to fail, the end of the wishbone/suspension member is prevented from intruding and possibly spearing the driver's legs because of the "anti-intrusion bar" coming up against the vertical chassis member. As such there is a very low hazard risk and it is therefore acceptable. If there was no "intrusion bar" it would be a very different situation, for the end of the wishbone could perhaps spear the driver's leg. The same applies if the ends of the wishbone are "inside" the vertical members, rather than as shown here. There are other ways of preventing intrusion; it is simply a case of considering what happens if something breaks, how likely it is to break and what the consequences are.

The answers to those questions will enable you to decide whether there is a realistic hazard.

SD34MSG Road Rally Championship

March

17/18 Lonsdale Belt Kirkby Lonsdale MC

April

14/15 VK Derbyshire Rally Matlock & DMC

May

12/13 Altratech 061 Rally Stockport061

June

09/10 Memorial Rally Garstang & Preston MC

July

21/22 Morecambe Rally Morecambe CC

September

01/02 Countdown Rally Spadeadam MC

22/23 Clitheronian Rally Clitheroe & DMC

October

20/21 Illuminations Rally Morecambe CC

November

10/11 John Robson Hexham MC

17/18 Black Sheep Rally Lancaster MC & G&PMC



The booking form for the 2011 Awards Presentation can be found at :

www.anwcc.org/2011-awards-night-booking.pdf

From: NICKY MOFFITT <nmoiffitt@btopenworld.com>

Sent: Wednesday, 14 December 2011, 20:48

Subject: INTER ASSOCIATION TYRO TRIAL
Folks

We agreed to run a Tyro Trial last year for junior competitors as an Inter-Association event however this had to be postponed.

Roger Reed has contacted ASEMC and they will host a replacement event as the 2012 Inter Association Trial organised by the Anglian Land Rover Club in 1st July 2012. Details attached which kindly share with all your Clubs and particularly those with 4WD interest and members.

Regards **Nicky** (see Page 40)

Minutes for the November 2011 meeting can be found at :

www.anwcc.org/mins-114.pdf

The 2012 AGM is nearly upon us in February - please elect your committee at :

www.anwcc.org/2012-agm-nom.pdf

and the minutes of the 2011 AGM at :

www.anwcc.org/mins-11-agm.pdf

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Stage One Technology, WRC's expert timing firm, not in Monte Carlo for the opening round of WRC2012

WRC Monte CarloThe World Rally Championship's expert timing firm Stage One Technology were not in Monte Carlo for the season-opener after it was unable to find agreement with the administrators of North One Sports.

After working for two days to try and ensure continuity in the timing and tracking systems used in the WRC, Stage One Technology managing director Simon de Banke confirmed that he and his firm will not be going to the Monte Carlo Rally.

De Banke had made an unprecedented offer to NOS - which owes him close to £1million - of turning all future profits from his firm over to charity for the opportunity to use NOS equipment on the event.

On last year's Intercontinental Rally Challenge round, the system was provided by MovadoSolutions - which provided instructions of how to tie-wrap the unit to the roll cage before plugging it into a cigarette lighter.

I volunteered recently to perform a parachute jump for charity. On our first day of training, the instructor made an important point about preparing for landing and to pull the rip cord at no lower than 300 feet. "How do you know when you're at 300 feet?" asked one woman.

"A good question," replied the instructor. "At 300 feet you can recognize the faces of people on the ground." The woman thought about this for awhile before saying, "What do I do if there's no one there I know?"

www.rallying-images.com

BRC makes a point

This year's MSA British Rally Championship will adopt a bonus scheme for

crews who push to the limit. Following the success of the fastest stage time points bonus in the World Rally Championship Academy, BRC organisers have decided to introduce the same system on all six rounds of the British series.

The scheme will reward the fastest crew in each class with one extra point per stage win. This not only benefits those who drive fast and finish well, but allows a crew that retires towards the end of an event to pick up some points for their efforts.

With 20 points on offer for a win, 18 for second, 16 for third, going down to a single point, the potential of additional points will depend on the number of stages. Next month's Rallye Sunseeker International, the season's opening round, has twelve stages and therefore twelve extra points up for grabs: an incentive to 'have a go' if ever there was one.

Registrations for the BRC, BRC Challenge and Production BRC are rolling in and the deadline for early registrations was due to end today. However, recognising that many competitors are still finalising deals for cars and sponsorship, the three championships will continue these early registration fees for the remainder of the season.

Me and the missus were fast asleep when suddenly the phone rang.

I answered it.

After listening a few seconds, I shouted, "How should I know? Who do you think I am, the weather man?" and slammed down the phone.

"Who was that?" my wife asked,

"I don't know" I answered, "some guy wanting to know if the coast is clear."

Paddy is fitting a kitchen in a posh house when the woman asks him if he'd like something to drink. Paddy accepts and soon after the woman brings him a mug of coffee.

"Excellent coffee, to be sure," says Paddy.

"Thank you," says the woman. "My husband brought it back from Brazil."

"That's great," says Paddy, "and it's still warm as well."



NGK Spark Plugs sponsors BRC Challenge

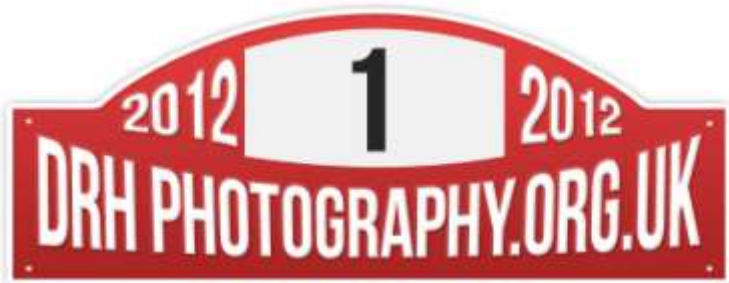
Organisers of the successful BRC Challenge are proud to announce a new title sponsor in the form of NGK Spark Plugs. NGK Spark Plugs has been a long term partner to the British Rally Championship and this move towards becoming the title sponsor for the BRC Challenge adds to the working relationship between the two parties. Tim Howes, Technical Services Manager for NGK Spark Plugs (UK) Ltd: "NGK is heavily involved at every level of motorsport but I believe it is especially important to support the up and coming drivers of today to ensure a continued high quality pool of talent for tomorrow". BRC Manager Mark Taylor added: "It's a great honour to have NGK come on board in a more formal capacity, they have been a long term supporter of the BRC and this just shows their continued commitment to rallying in the UK".

With a prize fund worth £7000 on offer, the NGK Spark Plugs BRC Challenge has become the leading championship for young up and coming drivers, as well as established clubmen and women. The NGK BRCC has gone from strength to strength over the past few years with increased entry lists and stage mileage, and 2012 is no exception. A new season opening event has been added to the calendar in the form of Rallye Sunseeker on the 24th February. This hugely popular event gives the competing teams in the NGK BRCC the chance to gain maximum attention for their sponsors and sample new stages in the process. The series also features within the MSA British Rally Championship's British Rallyzone programme, produced by Greenlight Television for Sky Sports. Adding another incentive for prospective crews to highlight their talents and sponsors. The NGK BRCC also welcomes back the Stars of the Future series that proved so successful last season, with Scotland's Gary Pearson proving the class of the field. Alongside the Fiesta SportChallenge and the Ladies award, the NGK BRCC is without doubt one of the best pound for pound rally series in the UK. Competing crews get to sample both gravel and tarmac surfaces throughout the season on some of the best and well run events in Europe. From the forests of Kielder to the fast roads of Antrim, the NGK BRCC offers a fantastic opportunity for crews to test themselves.

Went to the doctors and he told me I needed a pacemaker, so now I've got this annoying Kenyan running two yards in front of me wherever I go!

Kololi Beach Club MSA British Historic Rally Championship

The 2012 Kololi Beach Club MSA British Historic Rally Championship got off to a flying start when the championship opened for business at the HRCR Open Day at Gaydon on Saturday (14 January 2012). The annual Open Day is the first pointer to the coming season as crews take the chance to register for the championship and meet the event organisers. With all of the BHRC events represented, including the Ulster Historic Rally and Historic Tour of Flanders, it was a great way to start the year and catch up with everyone involved in the BHRC following the Christmas break. Brisk trade was done on championship registrations, with 15% more registrations taken than at the corresponding 2011 event. Full details of the 2012 television package were unveiled and with the date of the Historic Rally Isle of Man announced, the final schedule for the Water End Properties Asphalt Cup was confirmed. The Isle of Man event will run on 21/22 September. Event organisers reported excellent levels of interest in their rallies, both from existing competitors and from potential new entrants. The new classes for FIA Appendix K cars, which will run in parallel to the BHRC, also attracted considerable interest. BHRC championship regulations and registration forms are now available on-line at www.hrcr.co.uk The BHRC season starts on Sunday 4 March with the Rally Marketing Mid Wales Stages, based in Newtown.



www.drhphotography.org.uk
Or 07858880511

An Apache goes into a bank and asks for a loan of 200 dollars.
The bank manager asks for collateral.
"I have 150 horses," says the Apache, so the bank manager lends him the money.
A month later, the Apache comes into the bank with 2220 dollars in his hand and pays off his debt with interest.
"Wouldn't you prefer to deposit the rest of your money with us?" asks the bank manager.
The Apache looks at him suspiciously, then looks around the bank: "How many horses you got?"

Crews will get their first chance to hit the famous Manx stages in 2012 – at the **MANN Construction sponsored Chris Kelly Memorial Stages on February 17 & 18.**

Entries open this week with the publication of regulations by the organisers, Manx Auto Sport, for whom it also starts their 50th Anniversary celebrations.

They confirm that their event forms a qualifying round of two championships – the Eurocars Motorsport Manx Rally Championship, and the AWNCC Stage Rally Championship. In addition to championship contenders from on and off the island, many UK crews use the event as an extended test given its multiple use of stages, including last year winner Dave Patterson in his Mitsubishi Evo 9 and Blackburn's John Stone in the fearsome Skoda WRC. The event retains its traditional Friday night and Saturday daytime schedule, making for a real challenge. The opening evening is set to feature six tests, two runs over each of three stages. Saturday has a further eight, three runs on two tests and two attempts on another. In total, the rally features over 105 stage miles on just six separate stages.

[See Page 37 for Deals](#)

The MANN Construction Chris Kelly Memorial Stages Rally is a round of the SD34MSG Stage Rally Championship & League

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THE NEW ITALIAN LAMBORGHINI GALLARDO POLICE CAR

The new Italian Lamborghini Gallardo police car at its unveiling ceremony, one of two new high speed patrol cars in the Italian police force, needed to catch speeding drivers:

I want to go and work for the Italian Police!!!!!!!!!!!!!!!!!!!!!!!!!!!!



RACE RETRO 2012 READY TO GO !!!!

This year's Race Retro is revving up to be the best ever, as it brings together rare and stunning historic motorsport marques on two and four wheels when it returns to **Stoneleigh Park, Warwickshire, from Friday 24 to Sunday 26 February.**

See rare and legendary racing cars such as the Group C Porsche 956 - the 001 first prototype chassis raced in Rothmans livery by Jackie Ickx and Derek Bell will be on static display. From rallying, the Group B Porsche 911 SCRS 1984 280bhp three-litre flat-six rally car will be in action on Saturday and Sunday on the Live Rally Stage as part of the 30th anniversary celebrations. There is a tribute to 50 years of the MGB, with a foyer display of two early ex-works race cars. The hardtop roadster was driven in 1963 Sebring 12-hour endurance race by Christabel Carlisle, now Lady Watson, former Mini racer and darling of British race fans in the early 1960s, and Denise McCluggage, an American motoring journalist and lady racing driver. The roadster will be joined by the works MGB GT racer which was also driven at Sebring by Paddy Hopkirk and Andrew Hedges. A stunning 30 years of rallying will be marked with a static display as well as an unbelievable line-up on the Live Rally Stage. Rallying with Group B will be out in force on Saturday and Sunday, putting on an amazing showcase for visitors on the purpose-built course which features challenging twists and turns. Hall & Hall will be celebrating the 50th anniversary of Graham Hill winning BRM's first Formula 1 GP World Championship in 1962, by displaying the championship-winning BRM P57 1.5-litre V8 GP car.

For those preferring two-wheeled motorsport, the tribute to 30 years of the Honda Racing Corporation will be led by the only known remaining example of the Mike Hailwood RC 173 500/4-cylinder motorbike, on which he won every GP he rode it in during the 1965 and 1966 seasons. There will be up to ten more Honda RC 163 250/4-cylinder replica GP bikes for static display and in the popular Fire-Up Paddock. Hosted by Road Racing Legends, a charity supporting former TT riders and their families, the Fire Up Paddock is where legendary motorcycles are brought back to life, as they get started-up so that the crowds can hear the roar of the engines. Visitors can not only see all the action, but can also become part of it, with the chance to drive a rally car, thanks to the Historic Endurance Rallying Organisation (HERO). For just £20, visitors can 'arrive and drive' in one of HERO's rally-prepared classic cars, put it through its paces and get a feel for rally driving on a purpose-built course adjacent to the Live Rally Stage.

For those looking to invest in a piece of motorsport history, the Silverstone Auction specialises in the sale of the finest classic cars, modern supercars, all types of competition cars, modern and historic motorcycles and automobilia. The auction will be open for viewing all day on Friday and on Saturday morning. The sale will start at Saturday lunchtime with the automobilia, before moving on to classic and historic motor racing and competition cars and motorcycles. Silverstone Auctions is happy to accept entries into the auction; those interested should contact the team by telephoning 01926 691 141 or emailing enquiries@silverstoneauctions.com. Auction catalogues will be available online at www.silverstoneauctions.com.

Enjoy the interview stage, hosted by Moto GP presenter Steve Parrish, which will feature special guests and motorsport quizzes, or visit the hundreds of traders selling everything needed for the coming motorsport season. For those who like to get grease under their fingernails, explore the autojumble for that elusive part or spare component. Adult tickets for Race Retro, sponsored by Peter James Insurance, start at £20 in advance, with children's tickets at £5 for Friday or Saturday and FREE on Sunday. Car parking is free and has been moved to a hard-surface area nearer the halls. The show is open from 9.30am each day; it closes at 5.30pm on Friday and Saturday and 4.30pm on Sunday. To book tickets and for the latest updates, please visit

www.raceretro.com.



Pirelli extends BRC contract

Pirelli and the BRC have agreed a deal for a further two years as tyre provider to the MSA British Rally Championship.

The premium tyre manufacturer has been control tyre to the series since 2007 with the previous agreement due for completion at the end of 2012. However, as part of its ongoing commitment to national-level motorsport, Pirelli has signed a deal with BRC organisers to ensure it is sole tyre provider until the end of 2014.

"Each of the six rallies have different surfaces and challenges that place a whole range of demands upon the tyre," explains Carl Naylor Motorsport Manager at Pirelli. "This not only enables the drivers to learn a range of driving skills and techniques, but means that they have to learn tyre control and strategy; an important part of being a world-class rally driver."

"We have provided the Pirelli Scorpion K6 gravel tyre and K4 tarmac tyre to the series for a number of years now and drivers have found them to be extremely durable and reliable while offering them the grip required of these demanding rally stages. We're really pleased to be able to commit to the BRC for a further two years and believe that with all the changes being made this year, it's going to be a very exciting series to be involved in. This deal also takes in the Pirelli Star Driver programme for 2013 and 2014."

This year, the BRC has decided to make the series for two-wheel-drive cars only, making the sport more accessible to drivers with smaller budgets and to entice manufacturer involvement.

"In this current global environment, it's fantastic that we have secured this three year deal with Pirelli which also includes the coveted Star Driver competition. This agreement is a real testament, it shows Pirelli has confidence in the future direction of the Championship and we are delighted to extend our partnership which is now in its eleventh year," said Championship Manager, Mark Taylor.

As well as providing tyres to the series, Pirelli gives one young driver a fully paid season in the series. This year, 27-year-old Finn Jukka Korhonen won the shoot-out and will contest the BRC as the Pirelli Star Driver in a Skoda Fabia R2.

This year also marks the 21st anniversary of Pirelli sponsoring the Cumbrian round of the championship, which is based near the tyre manufacturer's main UK plant in Carlisle and takes in stages of the Kielder Forest.

Hi

As part of my role as both an MSA Lead Trainer in the motorsport world and as a member of the staffing group with the Jim Clark Rally I would like to inform you that the 'Marshal's Training season' is upon us. There will be a rally marshal's training day near you during the coming few weeks starting with Stockport and York over the weekend of 28th / 29th January. All the training days are free, courtesy of BMSTT and MSA and usually provide free tea / coffee all day, some with biscuits. Lunches are an extra, either on site or from a nearby provider.

The main aim of all training days is to ensure that all marshals are aware of any changes in procedures, responsibilities and roles as agreed with the MSA and to fulfil the requirements of the marshal's registration scheme.

To enrol on any training day you need look no further than the volunteers in motorsport web site via :

www.volunteersinmotorsport.co.uk/index.html, then select 'Training days' at the bottom of the page, then either scroll through all 12 pages of training days or be selective and choose 'Search all training'. Follow that by selecting 'Rallying' from the drop down box in 'Discipline' and then the area of the British Isles you live in or wish to attend a training day. Omit the last 2 drop down boxes unless you know the club running the training and the month it occurs. 'Search Listings' and hopefully you now have little or no choices left. Make a final selection and then complete the form and 'OK'. A reply will be with you within 24 hours, confirming acceptance, date, times, access to a location plan etc. I have given a link to the first two days below. As for Training in the Borders to cover the Jim Clark catchment, I require replies to state how far you are prepared to travel to a single days training, which weekend day you prefer or whether you would like to have an evening training session at your club <http://volunteersinmotorsport.co.uk/tinc?key=nXOK3jBh&formname=stockport> <http://volunteersinmotorsport.co.uk/tinc?key=nXOK3jBh&formname=york>

One of the main aims of the 2012 marshals training programme is to emphasise the differing needs of 'closed road' events and forest / private property events, so if you are involved in the two Scottish closed road events or the multitude of Irish closed road events, this year's training will be of special interest and benefit. Regards Bob Wright Lead Trainer 0845 0 94 00 94 Support@volunteersinmotorsport.co.uk

The 2012 World Rally Championship started in Monte Carlo with doubts persisting over the future of the series.

The uncertainty came after the parent company of North One Sport, the championship's commercial rights holder and promoter, went into administration in December.



North One Sport, owned by Convers Sports Initiatives, was left seeking investment to continue in its role. However, the 10-year agreement it had with the FIA was terminated when motorsport's governing body said it had seen no evidence that a purchase of the company was to take place.

That left the WRC without the required timing and tracking infrastructure needed, not to mention an agreement for TV production and distribution.

Doubts were cast over the staging of the season opener, but it has since been confirmed that Eurosport will cover the week's event in the principality and the Automobile Club de Monaco will provide their own timing and tracking system, ensuring the event can go ahead as scheduled.

The saga has overshadowed the Monte Carlo Rally's return to the series after a three-year absence, and the event promises to be a grueling test for man and machine.

Jason Evans

Motor Sport Photography
j.evansphotography@hotmail.co.uk



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RALLY
CHAMPIONSHIP**



The BRC All New Website
is up and running and ready for
the 2012 Season.

Visit : www.rallybrc.co.uk/



Mikko Hirvonen has completed his first test in a factory **Citroen DS3 WRC**. The Finn covered 500 kilometres over a three-day period late last month although the terms of his contract with former employer Ford means he can't discuss

it publically. Hirvonen joined new team-mate and eight-time world champion Sebastien Loeb during the gravel-based test in the south of Spain. Loeb ran for two days before handing the car over to Hirvonen, who continued testing for a further three days in readiness for the 2012 season, his first as a Citroen driver following his recent switch from rival team Ford. As well as switching teams for 2012, Hirvonen will have to get used to Citroen's DS3 WRC having campaigned a Ford Fiesta RS WRC for much of this year. However, a Citroen team member said that it wouldn't take long for Hirvonen to adapt to the car that carried Loeb and former team-mate Sebastien Ogier to five victories each in 2011 and Citroen to its seventh manufacturers' crown.

ŠKODA STAR SPEEDS TO SNOWY SUCCESS

ŠKODA UK Motorsport driver Andreas Mikkelsen's 2012 rally season has begun in fine style after he scored victory on the opening round of the Norwegian Rally Championship, the Snowy Mountain Rally in Norway.

Co-driven by Ola Fløene, the reigning Intercontinental Rally Challenge Champion won the Gol-based event in his IRC title-winning ŠKODA Fabia S2000, which is now owned by his manager, Erik Veiby, and was run under the team Evenrally banner. Andreas finished 7.2 seconds



Sebastien Loeb has won Rallye Monte-Carlo for a sixth time

Day 1 : Sebastian Loeb driving a Citroen DS3 WRC, the eight-time world champion had been expected to dominate the all-asphalt rally. Instead he found himself on the back foot after a masterstroke in tyre strategy by the rival Ford team amid challenging wintry weather conditions. With ice and snow coating parts of stage two, Jari-Matti Latvala elected to fit a combination of studded and supersoft compound Michelin tyres in a diagonal configuration to his Fiesta RS WRC, which gave the Finn the grip he craved and allowed him to go more than 50s faster than a stunned Loeb, who'd opted for a mixture of the softer option and studded rubber. Latvala's lead of more than 30 seconds wasn't to last. Ten kilometres into Wednesday's final test, the 30.48-kilometre Burzet-St Martial run, the Ford driver's challenge was over. So intent on picking out the ice patches on the road that he failed to react when co-driver Miikka Anttila alerted him to a tightening corner. Unable to regain control in the slippery conditions, Latvala slid wide, struck a wall and rolled, fortunately without injury to either crew. Sordo suffered a scare of his own when he damaged his MINI John Cooper Works WRC's suspension on stage two. He lead Solberg by a one-second margin. Sebastien Ogier was a stunning fourth in his Volkswagen Motorsport-run Super 2000-specification Skoda Fabia with Russian Monte debutant Evgeny Novikov fifth for the M-Sport Ford World Rally Team. Mikko Hirvonen completed the top six on his debut for the works Citroen team after losing time when he broke a brake disc nudging a wall on stage three. Former Monte winner. Portuguese MINI driver Armino Araujo lost time stuck in a ditch on stage two.

Day Two : Sebastien Loeb completed day two with his lead firmly intact following another impressive display in his Citroen DS3 WRC. Loeb was fastest on five of the six demanding stages to open up a lead of 1m37.5s. After snow and ice caused havoc on day one, drier and milder conditions prevailed on day two although several drivers reported a build up of mud on the stages making the road surface slippery. MINI driver Dani Sordo lead Ford's Petter Solberg in a thrilling battle for second place. Sordo and Solberg have swapped position throughout the day but it's Sordo who took a slender 3.4s advantage over his Norwegian rival into the third day of the rally. Mikko Hirvonen was fourth in the second factory Citroen with Evgeny Novikov closing up in his M-Sport Fiesta. The Russian is 6.0s behind the Finn after a measured performance. Volkswagen Motorsport's Sebastien Ogier started Thursday's final stage in an impressive sixth overall in his Super 2000-specification Skoda Fabia only to suffer a high-speed crash approximately five kilometres from the stage finish, thankfully without injury to neither he nor co-driver Julien Ingrassia. French legend Francois Delecour was sixth overall with MINI's Pierre Campana demoting Ott Tanak into eighth after the Estonian's Fiesta stalled at the start of stage 10.

Day Three : Citroen's Sebastien Loeb continued to lead. Loeb had been building his overall advantage ever since his closest rival Jari-Matti Latvala crashed his Ford Fiesta into retirement on Wednesday afternoon. Despite his commanding margin of 2m12.4s over second-placed MINI driver Dani Sordo, Ford's Petter Solberg began day three on a high after winning the opening test to pull clear of Sordo. However, his choice of tyres lacked the necessary grip for stage 12 and he slipped back to more than one minute adrift of his Spanish rival. And it got worse for the 2003 world champion when he broke his Fiesta's front-left wheel rim cutting a corner too tightly nearing the end of stage 13. Evgeny Novikov was in a solid fifth for the M-Sport Ford World Rally Team after another impressive showing by the young Russian

Day Four : Loeb started the penultimate day's stages in the mountains above Monaco intent on avoiding taking any risks in order to preserve his commanding advantage. He failed to set a fastest stage time as a result but was nevertheless highly satisfied at the end of day four. With Loeb continuing to dominate out front, the battle for the final podium places was on. Dani Sordo continued to hold second in his MINI John Cooper Works WRC but Petter Solberg closed to within 19.1s in his Ford Fiesta RS WRC after winning three of Saturday's four stages. Fourth-placed Mikko Hirvonen put Solberg under pressure when he went fastest of all on Saturday's first test only for a spin on stage 16 to drop him back. He vowed to maintain his position to the finish in Monaco on his first event with the factory Citroen team. Russian Evgeny Novikov completed day four in fifth overall with M-Sport Fiesta team-mate Francois Delecour to overcome powersteering issues to hold sixth. Pierre Campana was seventh for the factory MINI team with Ott Tanak eighth. Matthew Wilson demoted Volkswagen Motorsport's Kevin Abbring for 11th after the Dutchman reported a mechanical glitch on the penultimate stage. Wilson, meanwhile, experienced a handful of electrical giggles in his Go Fast Energy World Rally Team Fiesta during the evening's stages.

Day Five : Loeb claimed 25 points for victory plus three bonus points for winning the event-closing Power Stage. Dani Sordo finished second in his MINI John Cooper Works WRC, the marque's first podium on the legendary event since Rauno Aaltonen took the overall victory in 1967 in a Cooper S. Petter Solberg, in a Fiesta RS WRC, bagged the final podium spot on his return to the factory Ford team after an absence of more than a decade. It was the Norwegian's first Monte-Carlo podium. Mikko Hirvonen marked his debut for the works Citroen squad in fourth with Evgeny Novikov impressing throughout to take fifth in his M-Sport Fiesta, which equals his best finish in the WRC to date. The Russian completed his Monte-Carlo debut by claiming the final Power Stage point. French legend Francois Delecour took sixth on his return to the WRC for the first time since 2002. The former Monte-Carlo winner handed driving duties to co-driver Dominique Savignoni for the Power Stage to celebrate the navigator's retirement from competition. Pierre Campana scored a career-best seventh in his factory MINI with Ott Tanak eighth after a conservative run in his M-Sport Fiesta. Martin Prokop edged MINI privateer Armino Araujo in a close battle for ninth place with Matthew Wilson taking 11th overall for the new Go Fast Energy World Rally Team.



Blackburn with Darwen Pre Driver Days

Application Form

Blackburn with Darwen Pre Driver Day will cover general aspects of road safety followed by an afternoon of driving practise with a qualified driving instructor. The driving practise will take place on a car park that is closed to members of the public.

If you are currently learning to drive, you can drive on the road if you bring your provisional driving licence (& paper part).

Places will be limited to 12 per day on a first come first serviced basis; extra days may be held if we get demand.

The charge for the whole day is £75.00 (lunch included) this also covers the cost of the practical driving element.

However, if you are a resident of Blackburn with Darwen or a student here your £75 cheque will be disposed of in our confidential waste on completion of the course.

The course is therefore **Free** as long as you attend on the agreed date.

If you are interested in a place on this course and would like further information before booking please contact:

Casualty Reduction Team on 01254 273223 or by email to

casualtyreductionteam@capita.co.uk

Entry Form

Send your entry form to the address below;

Blackburn with Darwen Casualty Reduction Team,

Capita Symonds, Castle Way House, 17 Preston New Road, Blackburn, BB2 1AU



Extra dates may be added if required

All courses start at 9:15am at castleway house and will be completed by 4:30pm.

☐ 14th February 2012 (sold out)

☐ 16th February 2012

☐ 3rd April 2012

☐ 4th April 2012

☐ 5th April 2012

☐ 24th July 2012

☐ 26th July 2012

☐ 21st August 2012

☐ 23rd August 2012

Sorry I cannot make these dates but could still be interested in extra sessions if they can be arranged. ☐

Name: Date Of Birth: / /

Address:

Post Code:

Telephone Number: (Home) (Moblie)

E-mail address:

Note: This email address or telephone numbers will be used for all correspondence.

Parental Consent Authorisation

I, (Print name) , as legal Parent / Guardian of

(Student name) hereby allow my child to take part in the Pre driver driving course.

I confirm that the above young person has not been banned from driving nor has any driving convictions. Any health issues of the student will be notified to the team before the event. I accept that photographs for publicity purposes may be taken. I am happy to be contacted about further driving courses.

I can be contacted on the following numbers during the day. Tel:

Legal Parent / Guardian / Guarantor (Signature)

Date: / / 2012

I enclose a cheque for £75.00

(This will be disposed of in our confidential waste on completion of the course for Blackburn with Darwen residents & students)

Cheques payable to;

Blackburn with Darwen Borough Council

Send entry form & cheque to;

Blackburn with Darwen Casualty Reduction Team,

Capita Symonds, Castle Way House, 17 Preston New Road, Blackburn, BB2 1AU



SD34MSG Events Calendar 2012

SD34 MSG Calendar 2012 18th Jan

Date	Type	League	Club	Title	Venue - Notes
22-Jan	Autosolo	No	Knutsford	New Year Autosolo	Knutsford, Cheshire
29-Jan	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 1	Camelot Theme Park, Lancs
03+04-Feb	Stage Rally	Yes	Motor Sport (NW) Ltd	Legend Fires North West Stages	Lancashire
17+18-Feb	Stage Rally	Yes	Manx Auto Sport	Chris Kelly Stages	Isle of Man
19-Feb	Autosolo	Yes	CSMA NW	Autosolo 1	Blackburn Services, M65 Jt 4
19-Feb	Autotest	Yes	CSMA NW	Autotest 1	Blackburn Services, M65 Jt 4
11-Mar	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
17-Mar	Road Rally	No	Kirkby Lonsdale MC	Lonsdale Belt	Cumbria
18-Mar	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 2	Camelot Theme Park, Lancs
18-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales
25-Mar	Stage Rally	Yes	Stockport 081 MC	Legend Fires SMC Stages	Weeton barracks, Blackpool
14-Apr	Road Rally	No	Matlock MC	VK Derbyshire Rally	Derbyshire
22-Apr	Autotest	Yes	Bolton-le-Moors CC	Autotest	Trafford Centre, Manchester
29-Apr	Autosolo	Yes	CSMA NW	Autosolo 2	Lymm Services
29-Apr	Autotest	Yes	CSMA NW	Autotest 2	Lymm Services
5-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
6-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
11+12-May	Stage Rally	Yes	Manx Auto Sport	Manx International	Isle of Man
12-May	Road Rally	Yes	Stockport 081 MC	Altratech 081 Road Rally	Lancs / Derbys / Cheshire
12-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Rally	3 Sisters, Wigan
9-Jun	Road Rally	Yes	Garstang & Preston MC	Memorial Road Rally	Lancashire
24-Jun	Autosolo	Yes	CSMA NW	Autosolo 3	Lymm Services
24-Jun	Autotest	Yes	CSMA NW	Autotest 3	Lymm Services
7-Jul	Sprint	Yes	Mull Car Club	Gravel Sprint	Isle of Mull
8-Jul	Autotest	No	Knutsford	Tim Sargeant Memorial Autotest	Wrexham, Cheshire
8-Jul	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
21-Jul	Autosolo	No	Knutsford	Autosolo	Knutsford - DATE TBC
21-Jul	Autotest	No	Knutsford	Autotest	Knutsford - DATE TBC
21-Jul	Road Rally	No	Morecambe CC	Morecambe Rally	Lancashire/Cumbria
End July	Stage Rally	Yes	LMC / BleMCC		Details TBC
19-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
26-Aug	Autosolo	Yes	Accrington MSC	Summer Autosolo	Blackburn Services
26-Aug	Autotest	Yes	CSMA NW	Summer Autotest	Blackburn Services
1-Sep	Road Rally	No	Spadeadam MC	Countdown Navigation Rally	
1-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
1-Sep	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man - DATE TBC
2-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
07+08-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
9-Sep	Stage Rally	Yes	Stockport 081 MC	Stockport 081 Stages	Swynnerton Camp, Stafford
16-Sep	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 3	Camelot Theme Park, Lancashire
22-Sep	Road Rally	Yes	Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
23-Sep	Autotest	Yes	Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham
30-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool
12-14-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
14-Oct	Autosolo	Yes	Bolton-le-Moors CC	Autosolo 4	Camelot Theme Park, Lancs
14-Dec	Stage Rally	Yes	Wigan & Dist MC		3 Sisters, Wigan
20-Oct	Road Rally	No	Morecambe CC	Illuminations Rally	Lancs, Yorks, Cumbria
10-Nov	Road Rally	No	Hexham & District MC	John Robson Navigation Rally	Northumberland
11-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park, Cheshire
17-Nov	Road Rally	Yes	LMC / GPMC		Details TBC
24-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
2-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
2-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

Key

Confirmed date

Date change

Date to be confirmed

Venue change

Championships

Road Rally Non Race/Rally = Autotests, Autosolos, Sprints & Hillclimbs

Stage Rally Marshals = All events

Interclub League = All League events

Individual (All Rounders) = All League events

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 @ Duckworth4870. freeserve.co.uk

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.

ANWCC ROAD RALLY CHAMPIONSHIP ROUNDS 2012

DATE	EVENT	CLUB
Jan 21 /22	Winter Challenge Road Rally	North Wales CC
Mar 10 /11	Moonbeam Rally	Telford AC
Mar 17/18	Lonsdale Belt Road Rally	Kirkby Lonsdale MC
Mar 24 /25	Express Motors Rali Llyn	Harlech & DMC
Apr 14 /15	VK Derbyshire Rally	Matlock MC
Apr 28 /29	E & M Motor Factors Night Owl Rally	Aberystwyth & DMC
May 05 /06	Border 100 Rally	Welsh Border CC
May 12 /13	Altratech 061 Road Rally	Stockport 061 MC
May 19 /20	Eagle Rally	Newtown & DAC
Jun 09 /10	GP Memorial Rally	Garstang & Preston MC
Jun 16 /17	Rali Bro Ddyfi	Dovey Valley MC
Jun 23 /24	PK Memorial Rally	Bala & DMC
Jul 14 /15	Drystone Rally	Mid-Derbyshire MC
Jul 21 /22	Morecambe Rally	Morecambe CC
Aug 04 /05	Barcud Rally	Barcud MC
Aug 11 /12	Y Rali Gogledd Cymru	Rhyl & DMC
Sep 01 /02	E Roberts Memorial Rali Meirion	Harlech & DMC
Sep 09	Cwrt Garage Ystwyth Rally	Aberystwyth & DMC
Sep 15 /16	Rali Môn	Caernarvonshire & Anglesey MC
Sep 22 /23	Clitheronian Road Rally	Clitheroe & DMC
Oct 06 /07	Breidden Rally	Welsh Border CC
Oct 20 /21	Illuminations Rally	Morecambe CC
Oct 27 /28	Cilwendeg Rally	Teifi Valley MC
Nov 03 /04	Dansport Rally	Matlock MC

Reserve Events

Oct 06 /07	Jackson Trophy Rally	Sheffield & Hallamshire MC
Nov 03 /04	E Nixon & Sons Rali Bryniau Clwyd	Broughton & Bretton MC

Download the ANWCC Championship Registration form from :

www.anwcc.org/2012-comp-reg.htm : (SD34MSG Championship Rounds)

A driver was stuck in traf-
fic outside Westminster.
Nothing was moving.
Suddenly, a man knocks
on the window.
The driver rolls down the
window and asks "What's
going on?"
"Terrorists have kid-
napped Parliament, and
they're asking for a 100
million pound ransom.
Otherwise, they are go-
ing to douse them all in
petrol and set them on
fire. We are going from
car to car collecting do-
nations."
"How much is everyone
giving, on average?" the
driver asks.
The man replies,
"Roughly a gallon."

Raising kids is like
being held hostage by
midget terrorists!

Show me a man with
both feet firmly on the
ground, and I'll show
you a man who can't
get his pants off.

Clitheroe & District Motor Club
The Jack Neal Memorial Rally
Sunday 11th March 2012,
at Blyton Airfield

Map Ref. 112/ 877 953 – DN21 3PE

Pendle & Garstang Motor Clubs
The Lee Holland
Memorial Trophy Stage Rally
Sunday 18th March 2012
at Ty Groes, Anglesey

The Twingo Renaultsport Trophy UK has secured a dedicated slot on Sky Sports in 2012 as part of the MSA British Rally Championship's British Rallyzone programme. Greenlight TV's coverage from all six rounds of the championship will be shown in the Rallyzone programme with a dedicated fifteen minute slot for the Twingo R1 & R2 Trophies. The Twingo Renaultsport Trophy UK has secured a dedicated slot on Sky Sports in 2012 as part of the MSA British Rally Championship's British Rallyzone programme. Greenlight TV's coverage from all six rounds of the championship will be shown in the Rallyzone programme with a dedicated fifteen minute slot for the Twingo R1 & R2 Trophies. The programme will also be shown on Renault TV's Motorsport channel alongside everything Renault from around the World including the French Twingo and Clio Trophies. In addition, www.twingotrophy.co.uk is now live and has all the information about the forthcoming 2012 Twingo Renaultsport Trophy UK including news, gallery, car specifications, prices, rounds and more. If you tweet, why not follow www.twitter.com/twingotrophyUK which is also now live. The new website will carry information on the championships including driver profiles, points and useful downloads.

Lonsdale Belt Road Rally
Kirkby Lonsdale MC
17th/18th March

ANWCC, ANCC, KLMC & MCC
Championship round

Start/finish Burton-in-Kendal M6 Services

Pre-plot on maps 96 & 97

Contact Dan : 07834-275102

Marshals Wanted - Steve : 07771-516148

Malton Motor Club
Motoscope Ryemoor Trophy Road Rally
25th/26th Feb 2012.

A 'Nat B' Road Rally on maps 99 & 100, starting & finishing near
York. Regs & Entry forms available to download from the

Malton Motor Club website : www.maltonmc.co.uk

New sponsor Richard Pocklington

from Motoscope (Northallerton) Ltd www.motoscope.co.uk

For general enquiries or marshalling please use

maltonmc@yahoo.co.uk



Organised by the
Cumberland Sporting Car Club



RACECOURSE TO HOST RALLY VILLAGE

The Pirelli International Rally is already one of Cumbria's a major sporting attractions, bringing motorsport enthusiasts from across the UK thronging into Carlisle to enjoy the high octane, thrill a minute action and now the event organisers are planning a major expansion by creating a "Rally Village" at Carlisle Racecourse where the event is based.

There will be a host of attractions for the public to enjoy including a multitude of trade stands plus all sorts of car displays including historic, modified and "Drifters", and there will be lots of "Hands On" opportunities including the famous Pirelli rally car simulator which gives a virtual experience of driving over one of the rallies many off

road "Special Stages". The Rally Village will be a "Must See" curtain raiser before the action gets under way and car enthusiasts of all ages will have the opportunity to get a close up view of all the competing rally cars and crews, take photographs and collect autographs. There will be a host of exhibitions and trade stands plus "Public Participation" opportunities in addition to the unique Pirelli Rally Simulator. The rally service area and the spectacular champagne spraying finish ceremony will all be happening at the same location and spectators can take advantage of the racecourses superb facilities to enjoy a grandstand view of all the action.

21
Years with
PIRELLI

2012 RALLY ISLE OF MAN RECEIVES GREEN LIGHT

Rally Isle of Man, the Island's premier four-wheeled motorsport event, will take place in 2012.

September 21st and 22nd are the planned dates, organisers have confirmed this week.

Much has been happening behind the scenes since the cancellation of last year's edition, not least significant personnel changes. The former Board of Directors of Rally Isle of Man Limited have chosen to retire in their entirety. As a result a new Board were elected immediately prior to Christmas; Chris Boyde, John Gill, Robert Graham and David Thompson. All have been part of the event organising team for many years and have a breadth of rallying experience. Mr Gill is the new Chairman. "We have big shoes to fill, there's no doubt about that!" he admits. "On behalf of the new Directors I must place on record our appreciation of the work of our predecessors. Between them Brian Walton, Roger Barrs, David Gawne and Les Postlethwaite have played a huge part in making this event the revered spectacle it is. We are fortunate that they have all offered to continue to support us where possible." In addition the organising team has been strengthened with Robert Fagg, Kris Killip and Adam Warburton taking on new roles alongside Wendy Fargher. "It is right foot firmly down", confirms Gill. "We have accepted an approach from the British Historic Rally Championship promoters to form the final round of their Water End Properties Asphalt Cup, and we are also delighted to be joining forces with Druidale Motor Club to host the Duke Stages event that forms a round of the highly competitive Eurocars Motorsport Manx Rally Championship." Historic Rally Isle of Man will fall at the heart of the event, but running with the Duke Stages will be a National B status event that will be all-inclusive...there will be classes for all MSA eligible rally cars from 1000cc right through to WRC. "We want everyone to get back to enjoying tackling the best rally roads in the world. Names like Druidale, The Mines, Curragh's and St Marks are famous because of this event, and we hope to welcome competitors, officials and spectators old and new alike to enjoy the thrill and challenge of this unique event."



2012



S G Petch ANECCC Stage Rally Championship

Event	Date	Venue
Jack Frost Stages	22nd Jan	Croft Circuit
Riponian Rally	19th Feb	Yorkshire Forests
Malcolm Wilson Rally	3rd Mar	Lakeland Forests
Brick & Steel Border Counties	17th Mar	Kielder Forest
SG Petch Tour of Hamsterley	13th May	Hamsterley Forest
Jim Clark Reivers Rally	3rd Jun	Scottish Borders
Greystoke Stages Rally	8th Jul	Greystoke Forest
Tyneside Stages Rally	12th Aug	Otterburn Ranges
Lindisfarne Rally	16th Sep	Otterburn Ranges
Stobart Rail Pendragon Stages	3rd Sep	Warcop Camp
UTS Cheviot Keith Knox Rally	4th Nov	Otterburn Ranges
MEM Proton Malton Forest Rally	4th Nov	Yorkshire Forests
Coppermines Grizedale Stages	1st Dec	Grizedale Forest

For further details contact Gordon Dundee on 07799 140427 or e-mail gordon@dundee.fsworld.co.uk full details are also available on the championship website www.anecccstagerally.co.uk

Druidale Motor Club Chairman Kris Killip is also pleased with the outcome. "The Duke Stages has been running for over a decade and both the club and our sponsor are delighted to partner our premier event with the re-birth of Rally Isle of Man, especially with the amazing heritage it has. Hopefully it is the start of a very successful association." The new Board also has an eye on the future. "There is a rapidly changing situation in international and national rallying", admits Gill. "Along with our partners, including the Isle of Man Steam Packet Company and the Isle of Man Government's Department of Economic Development, we are looking to create an enduring future for the event up to and beyond next years 50th anniversary. We are actively considering all options and ideas and would welcome approaches from those within the sport who may want to be a part of that." Further details of this September's event will be announced shortly. For now though put the dates 21st-22nd September in your diary, Rally Isle of Man is back!

LEGEND FIRES

North West Stages 2012

Fri 3rd & Sat 4th Feb.

Based in Blackpool and once again using the fantastic facilities offered by the Norbreck Castle Hotel and the adjoining Norcalympia Exhibition Hall. Plans are for 4 stages in the dark on Friday evening before retuning to the Norcalympia for overnight Parc Ferme. This will be followed by a full days rallying on Saturday.

It is planned that there will be approx 70 stage miles over 5 different locations, all on sealed surface roads.

After the success of the Cetus Rally Village last year we are making this years bigger & better with more trade stands and indoor displays. The rally village will also feature scrutineering and a Rally finish that is uncomparable below International level.

Regs will be available on www.nwstages.co.uk from Mid December

Dave Read

Joint CofC, Legend Fires NW Stages

<http://www.nwstages.co.uk>

2300Club Ltd The Mullard Trophy Road/Historic Rally 29th Sept 2012



Gazzard Accounts Ltd

BRITVIC 2012 18th FEBRUARY

Here it is, the Britvic 2012 is now in planning to run on the weekend of the 18th FEBRUARY 2012!!

Having listened to competitors views on the 2011 event, we will have more relaxed link sections between selectives and smooth out some of the more ROUGH edges but retaining the essence of proper rallying. We are already considering new, additional venues and we are hoping for selective mileage approaching 100+ with a similar, fantastic road rally section during the evening.

It has only rained once in East Anglia in 2011 and that was the 19th February. I promise a dryer Britvic 2012!!! (except in the bar afterwards!!)

'Bulldog Rally

23/24 March 2012

One Event - four individual rallies.

Host Town - Welshpool, Powys.

Rally HQ - Welshpool Livestock Sales.

17th consecutive year of sponsorship by Bulldog Security Products

The date for 2012 Bulldog International Rally of North Wales is confirmed as Friday 23 and Saturday 24 March. The date change was made at the request of the Forestry Commission, who are providing the all-gravel special stages.

The event features four individual rallies:

International - round two of the six-round MSA British Rally Championship *(www.rallybrc.co.uk).

National A - round two of the eight-round Kololi Beach Club MSA British Historic Rally Championship (www.hrcr.co.uk).

National B - qualifying for the Hankook MSA Welsh National Rally Championship (www.wnrc.co.uk), the Production BRC (www.rallybrcproduction.co.uk) and the Association of North Western Car Clubs Championship (www.anwcc.org).

National B - round two of the BRC Challenge (www.brcchallenge.co.uk).

* Regulations and entry forms for the 2012 BRC are now available from their website.

Welshpool welcomes the event's return; to assist with arranging accommodation, the Tourist Information Centre has a booking service on email: ticwelshpool@btconnect.com or call 01938 552043. Please mention "Bulldog Rally" when using this service.

Documentation, Media Office, Scrutineering, Service Area and Rally Control for the International Rally, the BRC Challenge and the National event are all based at the Welshpool Livestock Sales site at Buttington (on the outskirts of Welshpool, on the A483).

The Start and Finish of these three rallies will be in Welshpool.

Details for the Bulldog Historic Rally will be announced as soon as possible.

The partnership with Shropshire-based Bulldog Security Products (www.bulldogsecure.com) began in 1995 and is one of the longest-running sponsorships in the BRC.

For preliminary news and information from the 2012 Bulldog Rally and Copyright-Free images of the winners of the 2011 Bulldog International Rally, please visit: www.bulldog-rally.co.uk.

For more information, please contact Bulldogrally@jhmm.co.uk.

Gemini

Communications Team

MOTORSPORT MANAGEMENT SAFETY SYSTEMS

Serving Motorsport for 45 Years

www.geminicommunications.org.uk

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

Bill Wilmer 07973-830705

w.wilmer@btinternet.com

MANN Construction sponsored Chris Kelly Memorial Stages February 17th and 18th

deals available from just £652 including entry fees, ferry and hotel costs, it has to be the ultimate way to start your rallying year! (*)

Entries open with the publication of regulations by the organisers, Manx Auto Sport, for whom it also starts their 50th Anniversary celebrations. They confirm that their event forms a qualifying round of two championships:

- Eurocars Motorsport Manx Rally Championship (**)
- AWNCC Stage Rally Championship

In addition to championship contenders from on and off island, many UK crews use the event as an extended test given its multiple use of stages, including last year winner Dave Patterson in his Mitsubishi Evo 9 and John Stone in the fearsome Skoda WRC. The event retains its traditional Friday night and Saturday daytime schedule, making for a real challenge. The opening evening is set to feature six tests, two runs over each of three stages. Saturday has a further eight, three runs on two tests and two attempts on another. There are some classics and new roads alike, keep watching for news on them in the next few weeks! In total the rally features over 105 stage miles on just six separate stages, helping to keep reconnaissance to a minimum. Each day will feature centralised service, at St Johns for the opening night before relocating to Jurby motordrome on Saturday. To help further to keep competitors costs to a minimum, there are two recce options available to crews, either the weekend before, 11th & 12th February, or the Thursday/Friday 16th & 17th February. Scrutineering and documentation is also on Thursday evening (16th) with officials sign-up the night before. The social aspect of Isle of Man rallying is always an important element, and the after-rally party and prize presentation will take place at the Villa Marina Arcade in the middle of Douglas promenade. The event offers an ideal testing opportunity for crews preparing for their years programme, not least the REIS Get Connected MSA Asphalt Rally Championship that begins just three weeks later and returns to the island for the Manx National Rally in May. Similarly for crews who have long wanted to take the plunge and compete on the island but haven't yet done so, do it, you won't regret it! Throw in television coverage on Motors TV's Special Stage programme, filmed by MC-Video, and what else do you need for a complete rally weekend? For all the information you need to be a part of the action head to <http://www.manxautosport.org> where the regulations and entry form await you.

Overseas crews seeking further information can also contact Rob Fagg on 07624 480101 or e-mail robert@robertfagg.com

The message is loud and clear – come and join us for some of the best tarmac rallying in the world!

(*) Standard Entry Fee £325 available until 3rd February.

£652 based on 2 nights hotel stay for two people, plus van and trailer ferry return and entry fee.

(**) The Eurocars Motorsport Manx Rally Championship is open to all entrants to events, both on and off-island based, and even better - there is no registration fee!

ANGLIAN LAND ROVER CLUB



ASSOCIATION OF
LAND ROVER CLUBS

MOTOR SPORTS ASSOCIATION
registered club

ASEMC
member club

Please Reply To:
Club Secretary
Andrew Flanders
3 Mortimer Hill,
TRING
Hertfordshire
HP23 5JT

www.angliancr.com

andrewflanders@btinternet.com

Tel 07813 086325

8th December 2011

MSA Inter Regional Association TYRO Junior Team Trial Event National "B" Grade

The MSA will be putting up Trophies for the highest place Team of 3 aged 13 – 20 years

In this team one Vehicle or more will be required to over 99" WB and only one of each team may hold a full Driving Licence, as this event is aimed primarily at unlicensed drivers.

Individual entrants are also welcomed, although entrants in teams will also be eligible for individual awards.

Entry fee per team of three is £50.00. Note each Driver in the team will need to hold a Clubmans Competition licence - application forms will be available at signing on

Entry fee to individual entrants not in a team will be £20.00 - club card only is required

The Anglian Land Rover Club will be organising this event with other ALRC member clubs, open to members of any MSA Regional Associations member clubs

Production Road Legal Vehicles only and each may be driven by up to three drivers in the same team
Venue: - ROUNDHILL WOOD, CHOLESBURY ROAD, WIGGINGTON,

TRING, Hertfordshire, HP23 6JH

Date: - Sunday 1st July 2012

Camping / Caravanning is available on site – Toilets & Water should be available

We look forward to welcoming members of all invited clubs to this event

Andrew Flanders

Secretary of the meeting

For & on behalf of the Anglian Land Rover Club & MSA Cross Country Committee

Port Talbot Motor Club Ltd welcomes you to the opening round of the 2012 REIS-Get Connected MSA Asphalt Championship.

Steve Harkness Competition Tyres Welsh National Tarmacadam Championship, The 2012 King of Epynt supported by Collins Developments.

For 2012 the event is moving its base back to the Castle Hotel in Llandovery. The route will consist of approximately 80 special stage miles over 7 stages, with one central Service Area. The event will Start on the Epynt Ranges & Finish at the Castle Hotel Llandovery, where the awards ceremony will take place.

Port Talbot Motor Club Ltd have kept the same entry fee for a number of years, but with continual increases we face from all suppliers, it is with regret we have had to increase the entry fee by 6% to £345.

We look forward to welcoming both old and new competitors to the event and we would like to wish everybody a successful and enjoyable day's rallying.

The Organisers

Online Entries are available : www.rallies.info/webentry/2012/epynt/index.php

Regs / Entry Form are available :
www.ptmconline.com/regs_entry.asp

Any competitors unsure regarding whether they qualify for Lockton's Insurance, please contact the Organisers or Lockton's directly. Please do not leave this until the day of signing on, as this may lead to disappointment.

February

7/10 Formula One Testing:

Jerez de la Frontera, Spain;
tel +34 9 5615 1100.

17/18 Chris Kelly Memorial Rally:

Douglas, Isle of Man;
tel 01624 640032.

21/24 Formula One Testing:

Circuit de Catalunya,
Barcelona, Spain;
tel +34 9 3571 9700.

23/25 FIA Intercontinental Rally Challenge:

Rally Azores, Portugal;
tel +41 22 950 9515.

24/25 Dulux Trade

MSA British Rally Championship:

Rallye Sunseeker, Bournemouth;
tel 0208 773 3404.

24/26 RACE RETRO SHOW:

Stoneleigh Park, Warwickshire;
tel 01775 768661.

March

3 Malcolm Wilson Rally:

Cockermouth, Cumbria;
tel 01524 410753.

15/17 FIA Intercontinental Rally Challenge:

Rally Islas Canarias, Spain;
tel +34 9 1594 7375.

16/18 FIA F1 WORLD CHAMPIONSHIP:

Melbourne, Australia;
tel +61 3 9258 7100.

18 Brick & Steel Border Counties Rally:

Jedburgh & Kielder, Borders;
tel 0191 488 9596.

23/25 FIA F1 WORLD CHAMPIONSHIP:

Sepang, Malaysia;
tel +603 8526 2044.

30 Dulux Trade MSA British

Rally Championship:

Bulldog International Rally of North Wales,
Welshpool; tel 01902 675470.

Gremlin Rally. March 3rd & 4th

Regulations will be available shortly for the Brecon MC organised Old Forge Garage Gremlin Rally.. The 2012 Gremlin will run entirely to the WAMC rules this year and the club looks forward to welcoming competitors old and new. Put March 3rd & 4th in your diaries!! Regs will be sent out to last years competitors and WAMC contenders. Regs will also soon be available at www.breconmotorclub.co.uk

CSMA NW

Autosolo/Autotest & AMSC PCA

Blackburn Services M65 J4

19 February 2012

Download Regs @ www.sd34msg.org.uk

NESCRO

Historic Motorsport In The North of England And Scotland
Most folk interested in rallying will have heard of NESCRO, the organisation that brings together the various clubs throughout the North of England and Scotland who organise and promote Historic events. Now some folk may think that the Historic scene is the exclusive preserve of the well healed running exotic cars worth sums that resemble telephone numbers and, while a lot of the commercially run events require big budgets running into several thousands, there is also an ever expanding number of "Club" type events for the clubman to enjoy. These events attract a wide variety of cars, many of which are readily available to the average motor club member with the ubiquitous Mini still not only a popular choice but also still an extremely competitive machine. Other makes likely to be seen on the entry lists include MG's (B's and Midgets), Volvo, all manner of early Fords, think Anglia, Escort and Cortina, the Alfa Romeo GTV is a very quick machine, there are a couple of Lancia Fulvias regularly seen while amongst the more upmarket, Porsches regularly appear and, on a recent Hexham event, a Ferrari Dino achieved a podium finish. The same event also featured a Wolseley Hornet, Triumph 2000, a Citroen Dyane and a Clan Crusader. The nature of the events varies widely, some are "Test Only" and in some respects more closely resemble a multi venue autotest, although in some instances, the said "Tests" can more resemble a small stage, I marshalled on one in Scotland a couple of years ago that was nearly 2 miles long! Surfaces vary widely on these tests, lots of them utilise old airfields, some can be on gravel, some use purpose built venues such as the Croft and Langbaugh Racing Circuits or Rowrah Go Kart Track. In Berwickshire they have an endless supply of farmyards, stately homes are always popular and, up in Scotland, the Saltire event runs a test at a whisky distillery, the normal cones being replaced by stout wooden barrels! Other events feature "Regularities", sections where the competing crew are required to maintain a set average speed over the total length and including undisclosed checks where penalties are applied for early or late arrival. Some of these require a change of speed at various points, so a navigator with a good grasp of mathematics is a positive advantage. The regularities give the larger cars a chance to compete on a level playing field with the smaller, more nimble Mini's and Midgets, which are at an advantage on the Test type of events. Lovers of the traditional road rally type of event are not forgotten and are catered for by the NESCRO series by the long established Illuminations Rally which runs over some of the legendary roads in the Lake District including the awesome Hardknott and Wrynose passes while further North, the Hexham Historic makes full use of Northumberland's remarkably traffic free roads and introduces enthusiasts to some great rallying territory in the area round Hadrian's Wall. There has recently been an event in the Yorkshire Wolds run by Beverley & DMC but it appears this won't run in 2012 which is a great shame. The 2012 NESCRO programme kicks off with the Croft Historic, run jointly by the Stockton and Durham clubs and featuring both tests and regularities. The action then switches up to Perthshire and the glorious scenery round Loch Tummel for the Saltire Classic, then it's back down to Yorkshire for the North Yorkshire Classic and the Ilkeley Jubilee events, both of which also feature in the HRCR Clubmans Championship and attract large entries from all over the country.

A full list of events in the NESCRO series pg 41

NESCRO 2012 Calendar



Croft Historic Rally 12th February

Stockton / Durham
Tests and Regularities
Contact Lindsay Burnip
poshbirdincontrol@sky.com
www.stocktonmotorclub.co.uk

Saltire Classic Rally 4th March

Saltire Rally Club Ltd
Tests, Regularities and Pre Plot Navigation
Location Birnam, Perthshire
Contact Colin Wallace 07831 215009
saltireclassicrally@btopenworld.com
www.saltireclassicrally.co.uk

North Yorkshire Classic 1st April

York Motor Club
Tests, Regularities and Navigation with Alternative Run
Location York, Yorkshire
Contact Simon Parson
sparson@staffmail.ed.ac.uk
www.yorkmotorclub.org.uk

Ilkley Jubilee Rally and Run 22nd April

Ilkley & DMC
Tests, Regularities and Navigation with Alternative Run
Location Ilkley, Yorkshire
Contact Henry Carr 01274 586461
carrh@btinternet.com
www.jubilee-rally.org

Pirelli Historic Stage Rally 27th/ 28th April

Cumberland Sporting CC
International & Historic Stage Rally
Location Cumbria, Borders
Contact Brian Huddleston 01768 483292
brianhuddleston@pirelliinternationalrally.co.uk
www.pirelliinternationalrally.co.uk

Berwick Classic 5th/ 6th May

Berwick & District MC Ltd
Event Type Tests and Regularities
Location Berwickshire / Northumberland
Contact Stuart Bankier 01289 382025
stuart@sbankier.wanadoo.co.uk
www.berwickmotorclub.co.uk

Stobs Classic TBA June

Hawick & Border Car Club
Tests Only
Location Stobs near Hawick, Scottish Borders
Contact Jason Ferry 07796 155810
jason@itfc01.fsnet.co.uk
www.hawickandbordercarclub.co.uk

Lake District Classic 15th July

Wigton Motor Club Ltd
Tests Simple Regularities and Navigation
Location Penrith, Cumbria
Contact Ron Palmer 01228 575153
ronpalmer777@hotmail.com
Contact Graeme Forrester 01900 825642
graeme@gtforrester.freeserve.co.uk
www.wigtonmc.co.uk

Devils Own 12th August

Kirkby Lonsdale MC
Tests Regularity and optional Run
Location Kirkby Lonsdale, Cumbria
Contact Mike Kirk 01539 728832
MIKEKIRKRALLYING@aol.com
www.klmc.org.uk

Durham Dales Classic 2nd September

Durham Automobile Club
Tests Only
Location Durham, County Durham
Contact Lindsay Burnip
poshbirdincontrol@sky.com
www.durhamautoclub.org.uk

Doonhamer Classic Rally 23rd September

South of Scotland CC
Tests and Navigational
Location Dumfries
Contact Roland Proudlock 07824 847383r
olandproudlock@annandalefinancial.co.uk
www.soscc.co.uk

The Shaw Trophy Classic Rally 7th October

Whickham & District MC
Tests, Regularities and Navigation
Location Morpeth, Northumbria
Contact Guy Wickham 01661 886845
guy.wickham@btinternet.com
www.wdmc.org.uk/

Solway Classic Weekend 20th/ 21st October

Wigton Motor Club Ltd
Tests Simple Regularities and Navigation or optional Run
Location Cockermouth
Contact Ron Palmer 01228 575153
ronpalmer777@hotmail.com
Contact Graeme Forrester 01900 825642
graeme@gtforrester.freeserve.co.uk
www.wigtonmc.co.uk

Illuminations Rally 20th/21st October (+ SD34MSG Round)

Morecambe Car Club
Event Type Navigational
Location Morecambe
Contact Derek Shepherd 01524 412505
derekshepherd12@btinternet.com
www.morecambecarclub.co.uk

Early Winter TBA October

Border Ecosse Car Club
Night Navigation
Location Coldstream, Scottish Borders
Contact Ewan Leeming
ewanleeming@googlemail.com
http://www.borderecosse.org

Hexham Historic Rally 10th November (+ SD34MSG Round)

Hexham & District MC
Night Navigation
Location Hexham, Northumbria
Contact Ed Graham 01661 833167
edgraham@btinternet.com
www.hexhammotorclub.co.uk

Riponian Stages

Ripon Motor Sport Club are pleased to announce that Procters Luxury Coach Travel will once again be sponsoring The RIPONIAN STAGES RALLY which will be held on **Sunday 19th February 2012**. Once again the event will be based at Thirsk and will use the North York's Moor Forest Stages including a stage not used for a number of years.

Entries Secretary

Annette Beckwith, 69 Clothholme Rd, Ripon HG4 2DN
Tel : 01765 600587

New sponsor for The Three Sisters Rally Challenge at Wigan, Lancashire.

Ian Rowland of 6R4.com suppliers of 6R4 rally car parts.

The free to enter Championship covers the three special stage rallies held at The Three Sisters Race Circuit, cash awards of up to £450.00 can be won by all the class winners in each rally, subject to complying with the regulations. Regulations can be downloaded at <http://www.wiganmotorclub.org.uk> <http://www.bssmc.com> and <http://www.anwcc.org.uk>

The first rally The Roskirk Stages is on Sunday 11-3-2012 the second rally is The Cetus Stages on Saturday 12-5-2012 and the final rally is on Sunday 14-10-2012.

Wolverhampton and South Staffs Car Club

are proud to announce the return of the

Starlight Road Rally, Feb25/26th 2012,

sponsored again by Martyn Billings automotive of Walsall, the event will be closed to club with classes for experts, semi-experts and novices, membership will be £7.50 each for the duration of this membership year. Entry fee is a reasonable £60 to include a breakfast sandwich for each crew member and the event will cover about 115 miles on map 138

Maurice Leach, clerk of the course

Nick Bloxham, asst clerk of the course

<http://www.wsscc.co.uk/starlight-road-rally>

Morecambe Car Club

will be Celebrating
its 60th Year in 2012

On the

16th June

They will be running the
**60th Anniversary
Diamond Jubilee
Illuminations Tour.**

The route is being put together by Mr. Fred Bent and will follow some of the old Motoring News Road Rally Championships Illumination Rally Lake District classic routes

visit : www.morecambecarclub.co.uk



MARSHALS WANTED

Mark Carter (Chief Marshal)

Telephone: 07724 472 756.

Email: marshals@nwstages.co.uk



Acknowledgements

Thanks to all contributors - a big thanks to the Championship Compilers (not an easy job keeping track of all those events and competitors from different clubs)

A Special mention of gratitude to

*THE PEOPLE WHO SEND IN REPORTS,
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Peter Langtree (Gemini 48)

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Sue Carter of Carter Sport,

Lancashire Telegraph

Hazel & Steve Johnson,

Phil James of Pro-Rally,

and last but not least chairman/secretary

Les Fragle

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

