

# December 2012



**Motor Sport Group**

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**John Robson Navigation & Historic Rally 10th November 2012**  
**I.Guthrie/G.Couser Volvo Amazon**

**Photo GMS (GrizeMotorSport) : [grizemotorsport@aol.com](mailto:grizemotorsport@aol.com)**

**Vol. 02 Issue 12 December 2012 Maurice Ellison**

# Sportlights

# Chairmans Chat

Where has this year gone ? I can't believe we are almost at the end of the season with just three events, a stage rally, an autosolo and an autotest, to go over the first weekend in December. Following these events any claims for marshalling points need to be submitted as soon as possible so we can establish all the championship award winners. The Presentation Evening for the 2012 season will be held on the 22<sup>nd</sup> February 2013 and it will be a great evening with a very special guest speaker.

A draft 2013 calendar is included so competitors can start planning their attempt at the various 2013 championships. The majority of the dates are sorted with the exception of the road rally rounds which need to be confirmed. A 2013 Championship Registration Form is also included so there's no excuse for registering in the near future, the fee of just £5 gets you into all of the championships and the money allows us to retain a high standard of championship awards.

Being the last '**spotlight**' of 2012 it gives me the opportunity to thank everyone involved in any way with SD34 MSG over what has been a good year including an increase of both the number of members clubs and championship registrations. A special vote of thanks goes for the support given by Gazzard Accounts, who have agreed to continue their support next year.

Finally can I wish you and your families all the very best for Christmas and let's look forward to another successful motorsport season commencing in the New Year.

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



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Gazzard Accounts Ltd

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# SD34MSG - Member Clubs & contact details



## Accrington MSC

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Website : www.accrington-msc.org

## Bolton-le-Moors MC

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## Bury AC

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Email : matthew@buryautoclub.co.uk  
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## CSMA (NW)

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## Clitheroe & DMC

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Website : www.cdmconline.com



## Fylde MSC

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## Garstang & Preston MC

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## High Moor MC

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## Lancaster MC

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## Lancs & Cheshire CC

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Tel. : 0161-2919065  
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## Lightning MSC

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## Manx AS

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Email : pdschris@aol.com  
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## Motorsport (NW) Ltd

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



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## Pendle & DMC

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## Wallasey MC

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## Warrington & DMC

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



## Comprising the following Clubs



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



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



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



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



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



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



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



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



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

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

## ADVERTISING in the 'SPOTLIGHT'

1/4 page (ish - we are very flexible) advert for a full 12 issues (1 year) costs just £50  
Sent to all **20 member clubs** and then forwarded to club members + another **4000+** on the distribution list (20 X 100 + 4000 = 7000+ readers)  
All advertising revenue helps to fund SD34MSG  
Contact either Les Fragle, Maurice Ellison or Steve Johnson for more details

**Steve Johnson**  
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**Les Fragle**  
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**Maurice Ellison**  
07788-723721 sd34news@gmail.com

**WANTED YOUR Clubs:-**  
News, Views, Reviews, Club Profiles, Events, Birthdays, Anniversaries. Club Nights  
Send to : Maurice Ellison  
[sd34news@gmail.com](mailto:sd34news@gmail.com) 07788-723721



# CLITHEROE & DMC

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

## CDMC Clubnight 13th November



### Forthcoming Events

#### December

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

This years annual awards night  
**Saturday 19th January,**  
Adelaide Suite,  
Accrington.

3 course dinner, dancing and disco,  
all for £25.00  
Names ASAP,  
to Heidi Woodcock or Dave Barritt.

**Rod Breerton** enthralled the members present with his full and frank opinions on all things Motor Sport and humorous tales from his time competing. Most of the tales seemed to include a certain Mr. Malcolm Graham of Springhill MSC  
If you look closely at the photo above you can see that Alan Barnes and Maurice Ellison are sat next to each other, having 'kissed & made up' at the end of the 'Black Sheep Road Rally - so the riot police that were on standby were stood down!

Presentations of Awards to the Best Club Member and the Best Junior Member were made at the Clitheroe & DMCs AGM by outgoing Chairman Daniel Harper



*Best CDMC Member - Steve Butler*



*Best CDMC Junior Member Matt Worden*



## Club Development Roadshow Tuesday 5th February 2013

At CDMC, Waddington Village Club  
103 / 730 436.5

8pm for a Prompt 8-30pm Start  
Open to ALL Motor Clubs & their Members

**This is NOT a presentation to tell you 'how to do it'**  
It is two hours of thought provoking, open minded discussion intended for all members of any car club, from the established 'workers' to the new member just learning what their club does  
Richard Egger will lead a stimulating evening where clubs and members are invited to share ideas, highlight frustrations, explore new strategies and ideas, identify where help is needed, shoot down some long standing myths and HAVE FUN.  
Plus you get a free Pie & Peas Supper

# National Motorsport Week 2012 MSA Clubs - £500 prize winner



Following on from National Motorsport Week 2012, thank you for getting involved and also submitting your application for the £500 prize. We received a number of entry forms from MSA clubs who took part, and due to the high standard of applications, this initially proved difficult for our judges to decide upon an overall winner. Please accept our apologies for the delay in responding.

The judges were so impressed with the quality of the top six, that they feel all should be publicly commended:-

- Aintree Circuit Club Ltd
- East Ayrshire Car Club
- Lancashire & Cheshire Car Club
- **South of Scotland Car Club**
- Under 17 motor Club Northwest
- Weston-Super-Mare Motor Club

It is however the judge's opinion that one of the above candidates just edged into the lead, because they succeeded in getting members of the public to compete on the day in their own cars. Therefore the winner of the £500 prize is **South of Scotland Car Club**, congratulations.

As the standard was so high this year, we would also like to present the 5 runner-up Clubs (listed above) with a consolation prize of £100 each. These prizes will be sent out in the near future, and the cheques will be made payable, by cheque, to the individual clubs, unless we are otherwise directed.

We would like to take this opportunity to congratulate and thank all the clubs who took part in National Motorsport Week 2012.

**Helen Jones**

Motorsport Industry Association

## SD34MSG

**Prize Presentation Night  
Friday 22nd February  
8-00pm**

**Blackburn Rugby Club  
Guest - Mick Briant**

**3 times Motoring News Rally Champion  
Tickets £5 each (inc. Supper)**

**Available from**

**Terry Martin**

**terrymartin01@aol.com**

**Chris Woodcock**

**pdschris@aol.co or 01254-681350**

**Or your Clubs SD34MSG Rep**

## Lancashire & Cheshire Car Club



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

## Lancaster MC



meet at the **Golden Ball Hotel**,  
Lancaster Rd, Morecambe, Lancashire LA3 3ER



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

## Garstang & Preston MC



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

## Bolton-le-Moors MC



**The Club Meets at 9-00pm**  
every Thursday @ **Horwich RMI Club**,  
Chorley New Rd, Horwich. M/R109/6111

## Fylde MSC



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

## WARRINGTON & DMC



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

**SATURDAY JANUARY 26th 2013**

Following the success of last years prize giving and dinner dance, WDMC will again be holding its annual event at **THE MACDONALD LYMM HOTEL**. Deposits to be paid to Ann McCormack whenever possible (preferably monday nights).

To help us organise a real showstopper we need as many advanced bookings as possible.



**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

## WALLASEY MC



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

## SD34MSG 2013 Draft Calendar

Date	Type	Leag	Club	Title	Venue - Notes	Date
20-Jan	Autosolo	No	Knutsford	New Year Autosolo	Knutsford, Cheshire	20-Jan
27-Jan	Autosolo	Yes	Bolton-le-Moors CC	Bolton January Autosolo	Camelot Theme Park, Lancs	27-Jan
08+09-Feb	Stage	Yes	Motor Sport (NW) Ltd	Legend Fires NW Stages	Lancashire	08-Feb
15+16-Feb	Stage	Yes	Manx Auto Sport	Chris Kelly Stages	Isle of Man	15-Feb
17-Feb	Autotest	Yes	CSMA NW	Autotest 1	Blackburn Services, M65 Jt 4	17-Feb
9-Mar	Stage	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs	09-Mar
17-Mar	Road Rally	No	Kirkby Lonsdale MC	Lonsdale Belt	(possibly not running in 2013)	17-Mar
17-Mar	Autosolo	Yes	Bolton-le-Moors CC	Bolton March Autosolo	Camelot Theme Park, Lancs	17-Mar
17-Mar	Stage	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales	17-Mar
24-Mar	Stage	Yes	Stockport 061 MC	Legend Fires SMC Stages	Weeton barracks, Blackpool	24-Mar
14-Apr	Road Rally	No	Matlock MC	VK Derbyshire Rally	Derbyshire	14-Apr
21-Apr	Autotest	Yes	Bolton-le-Moors CC	Bolton Autotest	Trafford Centre, Manchester	21-Apr
4-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales	04-May
5-May	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales	05-May
11-May	Stage	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan	11-May
10+11-May	Stage	Yes	Manx Auto Sport	Manx National	Isle of Man	10-May
18-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Lancs / Derbys / Cheshire	18-May
19-May	Autosolo	Yes	CSMA NW	Autosolo 2	Lymm Services	19-May
19-May	Autotest	Yes	CSMA NW	Autotest 1	Lymm Services	19-May
15-Jun	Road Rally	Yes	Garstang & Preston M	Memorial Road Rally	Lancashire	15-Jun
16-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	TBA	16-Jun
16-Jun	Autotest	Yes	Bolton-le-Moors CC	Bolton June Autotest	TBA	16-Jun
23-Jun	Autosolo	Yes	CSMA NW	Autosolo 3	Lymm Services	23-Jun
23-Jun	Autotest	Yes	CSMA NW	Autotest 2	Lymm Services	23-Jun
30-Jun	Autotest	No	Knutsford	Tim Sargeant Memorial A/T	Wrexham, Cheshire	30-Jun
7-Jul	Sprint	Yes	Mull Car Club	Gravel Sprint	Isle of Mull	07-Jul
7-Jul	Stage	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit	07-Jul
20+21-Jul	Stage	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man	20-Jul
21-Jul	Road Rally	No	Morecambe CC	Morecambe Rally	Lancashire/Cumbria	21-Jul
21-Jul	Autotest	Yes	CSMA NW	Autotest 3	Blackburn Services, M65 Jt 4	21-Jul
18-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield	18-Aug
25-Aug	Autosolo	Yes	Accrington MSC	Summer Autosolo	Blackburn Services	25-Aug
25-Aug	Autotest	Yes	CSMA NW	Summer Autotest	Blackburn Services	25-Aug
31-Aug	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales	31-Aug
1-Sep	Sprint	Yes	Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales	01-Sep
08+09-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade	08-Sep
8-Sep	Road Rally	No	Spadeadam MC	Countdown Navigation Rally		08-Sep
15-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Camelot Theme Park,	15-Sep
28-Sep	Road Rally	Yes	Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks	28-Sep
29-Sep	Autotest	Yes	Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweeks, Wrexham	29-Sep
29-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool	29-Sep
11-13-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull	11-Oct
13-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Camelot Theme Park, Lancs	13-Oct
13-Oct	Stage	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan	13-Oct
19-Oct	Road Rally	Yes	Bolton-le-Moors CC	Bolton Road Rally		19-Oct
20-Oct	Autosolo	No	Knutsford	Autosolo		20-Oct
20-Oct	Autotest	No	Knutsford	Autotest		20-Oct
20-Oct	Road Rally	No	Morecambe CC	Illuminations Rally	Lancs, Yorks, Cumbria	20-Oct
9-Nov	Stage	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park	09-Nov
10-Nov	Road Rally	No	Hexham & District MC	John Robson Navigation Rally	Northumberland	10-Nov
17-Nov	Road Rally	Yes	Lancaster MC	Black Sheep Rally		17-Nov
23-Nov	Stage	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs	23-Nov
8-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4	08-Dec
8-Dec	Autotest	Yes	CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4	08-Dec

### Key

Confirmed 2013 date

2012 date

# SPOTLIGHT ON 'Nick West'

**NAME :** Nick West

**CLUB/s :** BSMCC (Blackpool South Shore MC)

Born in Burnley in 1959

Live in Fleetwood, Lancashire

Married with a daughter and baby due over xmas holidays

Work in Property management and lettings

## How did you get interested in Motor Sport

I used to watch Formula One. I knew nothing about Rallying but was advised to try the RAC. I went to watch a "Mickey Mouse" stage on the Sunday morning, and I was so impressed by it I carried on to Donnington to watch one there. I returned home, packed my waterproofs and boots, rang work Monday morning, and didn't return till after the rally!

**First Car ? :** My first car was a Singer Chamois (Hillman Imp). The rear engine machine provided much early driving fun, but was followed by a Humber Sceptre, Simca Estate, and Rover TC. They were all my Dads cast offs really, and the first car of my choice was a MG Midget which was the car I spent that whole RAC in!

**First Competition Car :** My first competition car was a Mark 2 RS2000, built from a road car that I had been steadily uprating. I was going out every weekend watching as many rallies as I could, sometimes 3, with a night rally and two stage events.

**First Event :** My first event was the Safari Rally, well to be precise the, Knowsley Safari Rally. I suppose it seems a bit unusual to choose a multi venue stage event rather than a Road Rally or a Single Venue but an experienced friend who was building a new rally car had an entry and his car wasn't finished. So he and I took my car and both did some driving and navigating to show me the ropes. We finished with big smiles after a great day of fun and I now knew what all the fuss was about.

**Most Frightening Moment :** My most frightening rally moment was probably in a Group N Sierra. It did around 150mph and we were flat out in top approaching a chicane. It was raining heavily, I was aware of the speed and braked nice and early and not too hard. Despite that, the back end came round really quickly, and we started to spin. The most frightening thing was the speed of the spins and the sheer length of time it took, completely out of control, with so much to hit hard. We were lucky to escape with glancing blows off the scenery before the lower speed final impact.

**Biggest Accident :** My first accident was on a Road Rally in the 1980's when I went straight on at a T Junction shortening the car. We only had one car at the time, and I was spending all our money on it, so for several weeks after, we were hitching lifts and borrowing other peoples cars. The most recent was ripping off the front corner, and blocking the stage, on the IRC Barum Zlin Spectator Special in front of about 20000 spectators in the Czech Republic.



**'Spotlight On' Nick West  
Continued on Page 9**



**The best event** I have done was the Monte Carlo Rally. The sheer challenge and scale of the event can't be beaten really, the length of the stages, the changeable grip, the weather in general, a whole host of great memories. The four day Circuit of Ireland was an epic rally and I am thankful I have had the privilege of quite a few brilliant events now but one of the best was Rallye du Valais in Switzerland. Driving up to Verbier ski stations on an icy gravel road on tarmac tyres is an experience I won't forget.



**I don't have one hero in particular**, never have. My rally heroes are the organisers and marshals that make all this happen. I think all competitors should do some every year. One year, before the Internet, we were competing in the East Midlands. They insisted you marshal one of the rallies to score points in the championship. Our event was the Premier Forest Stages so, after a fair drive to the Mansfield area, we arrived at our map reference for meeting up. No one was there. We got the map, located the stage start, nobody, went to the Start venue, nobody. They had cancelled the event at the last minute and not rung to tell us!



### One of my funniest Rally moments

was on the 1992 Ypres Rally when I truly learned what being "well off" was. It was a very hot night and servicing was taken on road sections. At the end of one stage, in a village, we saw our van next to a highly professional looking outfit with a host of mechanics. Unfortunately none of them were ours as they were in the pub nearby! When the professional outfit's car arrived the driver got out, took off his racesuit and stood there in his underpants while one of his mechanics used a bucket and sponge to wash him down.



**My biggest Influence** was reading about Rallying in the press, in the days before Internet there were some great Motoring News reports to read and great atmospheric articles written. I particularly remember Russell Bulgin's articles and features on ordinary men like Noel Francis who did Monte Carlo and the RAC in an open top Panther Lima and the Safari in a home built Datsun Violet.

**My biggest regret** is not being able to afford more rallies, or be able to fund a team that could compete on rough and long haul events. Going back in time, I would have really loved to compete on the Motoring News Road Rally Championship. Ironically I had decided to enter it just before they banned Targa Timing.

**The people who have helped me** are too numerous to mention really, but one outstanding one, must be Jerome Touquet the Chief FIA Scrutineer who helped us compete on the Monte Carlo despite us having the wrong roll cage certificate. We had failed scrutineering, it was closing in 30 minutes, and without being asked he got hold of a fax of the correct one to Rally HQ which he personally verified.

**If you were starting all over again** – what would you do different : I would get myself adopted by a family who had won the lottery and owned a Garage ! I would also to go Ice driving at an early age.

**When I did the Monte Carlo Rally** I decided that I should write a hit list for my future events. I decided to just concentrate on doing those. My hit list relates back to the old Rally Sport magazine and the reports of European Championship rallies of that era. It has things on it like Corsica and San Remo. I have always been interested in all the foreign rallies and followed them. My ambitions were to compete on those events with the most history but things move on and change. For example Rally Poland is the second oldest rally after Monte Carlo but in its glory days it was a tarmac road race, now it is a forest event in a different area of Poland.

**I have competed on a few championships over the years, SD34, ANWCC, EMAMC, ANEMMC, Motoring News Tarmac, Welsh Forest, ANCRO Forest and won a few awards along the way.**

**My advice to newcomers to the sport** would be to concentrate on the driving and not on the car. I think there are many competitors out there who spend their money on the car's performance and not on their own driving



# 2012 Championship Tables

## Stage Rally Championship

Following BLMCC Neil Howard Memorial Stages

Last updated 11th November 2012

O/A	Driver	pts	Class	Club
1	Steve Quigley	135	C	CDMC
2	Ian Savage	106	D	HMMC
3	Steve Johnson	105	B	CSMA
4	Gary Jakeman	79	A	HMMC
5	Keith Dowthwaite	52	C	Wall MC

O/A	Co-Driver	pts	Class	Club
1	Terry Martin	162	C	CDMC
2	Garry Heslop	134	C	HMMC
3	Neil Bye	107	C	BLMMC
4	Tony King	54	C	Wall
= 5	Mathew Jakeman	52	B	HMMC
= 5	Steve Butler	52	D	CSMA

## Road Rally Championship

### Final Positions

O/A	Driver	pts	Club
1	Pete (James) Tyson	60	Lanc MC
2	Pete Jagger	56	BLMCC
3	Simon Boardman	55	CDMC
4	Steve Hudson	37	GPMC
5	Andie Ritchie	36	Lanc MC
6	Paul Brereton	26	Lanc MC
7	Rob McClean	14	G&PMC

O/A	Navigator	pts	Club
1	Alan Barnes	59	G&PMC
2	Maurice Ellison	54	Lanc MC
3	Tom Byrne	42	G&PMC
4	Susan McClean	17	G&PMC

## Individual Championship

Following Neil Howard Stages - Oulton Park

Last updated 26th November 2012

O/A	Competitor	pts	Club
1.	Steve Johnson	102	CSMA
2.	Stephen Mather	78	CDMC
3.	Steve Price	74	CDMC
4.	Steve Lewis	72	CDMC
5.	Terry Martin	62	CDMC
6.	Gary Heslop	47	HMMC
7.	Steve Quigley	44	CDMC
8.	Maurice Ellison	28	LMC
9.	Steve Butler	26	CDMC
10.	Michael Tomlinson	25	PDMC
=11.	Tony Archer	24	WDMC
=11.	Rob Jones	24	WDMC
13.	Gary Jakeman	22	HMMC
14.	Matthew Worden	16	CDMC
15.	Graham Chesters	14	GPMC
16.	Chris Woodcock	10	CDMC
17.	Paul Buckel	5	CDMC

## SD34MSG AGM

Wednesday 16th January  
(3rd Wednesday of every other month)

8-00pm,

Hartwood Hall Hotel, Chorley.  
Just off M61 at J8 109 / 583 181



## AGM

Monday February 14th

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

## ANCC

Next Meeting

28th January 2013

Whitcliffe Hotel, Cleckheaton (104 / 186 255)



## Non Race/Rally Championship

Last updated 23rd Oct - Following Autosolo

O/A	DRIVER	pts	Events	Club
1	Steve Mather	83.16	(8)	BLMCC
2	Steve Johnson	80.65	(8)	CSMA
3	Steve Lewis	77.95	(8)	CDMC
4	Steve Price	77.77	(8)	BLMCC
5	Steve Kennell	49.17	(5)	CDMC
6	Hazel Johnson	39.36	(4)	CDMC
7	David Goodlad	28.74	(3)	BLMCC
8	Mick Thomlinson	19.47	(2)	PDMC
9	Charles Andrews	18.20	(2)	Lanc MC
10	Steven Butler	10.00	(1)	CDMC



Gazzard Accounts Ltd

Tel. : 0161 643 0151 or 07973-816965

# SD34MSG

## MARSHALS CHAMPIONSHIP

Last updated 16th November

### Accrington MSC

David Barratt 40

### Bolton-le-Moors MC

Steve Mather	50	Peter Sharples	40
Julie Sharples	30	Eric Wilkinson	30
Hannah Speaker	20	Joe Evers	20
John Richardson	20	James Sharples	20
Steve Price	20	James Swallow	10
Martin Beamish	10	Jack Mather	40
Martin Beamish	10		

### Bury AC

### Clitheroe & DMC

Steve Butler	30	Chris Woodcock	30
Gordon Hawcroft	30	Robin Stanley	30
Angie Stanley	30	Dave Barritt	20
Janet Barritt	20	James Gardner	20
Matt Worden	20	Michael Judson	20
Martin Berry	20	Martin Whittaker	20
Dominic McTeer	20	Jason McTeer	20
Dion Wild	20	Steve Lewis	10
John Ashton	10	Steve Quigley	10
Craig Wroe	10	Terry Martin	10
Paul Buckle	10	Steve Flynn	10
Paul Flynn	10	Matt Flynn	10
Sandra Campbell	10		

### CSMA (NW)

<b>Eve Fisher</b>	<b>70</b>	<b>Graham Bray</b>	<b>70</b>
Greg Holden	20	Graham Maxwell	20

### Fylde MSC

### Garstang & Preston MC

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

### High Moor MC

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

### Lancaster MC

Maurice Ellison	20	Simon Barnes	10
John Byram	10		

### Lancs & Cheshire MC

### Lightning MC

### Manx AC

### Mull CC

### Motorsport NW Ltd.

### Pendle & DMC

<b>Ian Brown</b>	<b>60</b>	<b>Andrew Brown</b>	<b>60</b>
<b>Rod Brereton</b>	<b>60</b>	Alan Shaw	10
Mick Tomlinson	10	Les Eltringham	10
Ray Duckworth	10		

### Stockport 061

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

### Wallasey MC

### Warrington & DMC

<b>Billy O'Brian</b>	<b>90</b>	<b>Robert O'Brian</b>	<b>90</b>
Anne McCormack	50	Allan Burns	40
Denise Burns	40	Mark Carter	40
Joanne Mackman	40	Steven Price	30
Dave Read	30	Phil Clayton	30
Paul Cox	30	Sandra Witherspoon	30
Sheila Cox	20	Gordon Pirie	20
Dave Bates	20	Ian Heywood	20
Colin Burgess	10	Colin Cresswell	20

### Wigan MC

Alan Bibby	30	Lance Rawlinson	30
Martin Fox	30	Helen Fox	20
Tony Ralph	20	Mike King	20
Colin Strath	20	Rob Jones	20
Tony Archer	20	Dave France	20
Denis Higson	20	Sue Roberts	20
Tony Lynch	20	Chris Cooke	20
Steven Sheehan	20	Stuart Pinder	10
Mark Hewitt	10	Mike English	10
Dayle Trayner	10	Adrian Spencer	10
Alan Heyes	10	George Thewis	10
Nick Archer	10		

## 2300



# SD 34 MSG Inter Club League

Last updated 26th November 2012



# 2012 SD34MSG Remaining Championship Rounds at a Glance

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	758	1	1
Bolton-le-Moors CC	658	2	2
Stockport061	449	3	3
Warrington & DMC	416	4	4
Accrington MSC	260	5	9
Garstang & Preston MC	207	6	11
Division B		Position	
Club	Points	Div	O/A
CSMA (NW)	319	1	6
Wallasey MC	308	2	7
Lancs & Cheshire CC	292	3	8
Pendle & DMC	222	4	10
High Moor MC	165	5	12
Manx AS	109	6	14
Division C		Position	
Club	Points	Div	O/A
Wigan MC	377	1	5
Lancaster M.C.	141	2	13
Mull CC	88	3	15
Bury AC	50	4	16
2300	16	5	17
Lightning MSC	13	6	18
Fylde MSC	0	=7	=19
Motorsport NW Ltd	0	=7	=19

## SD34MSG None Race/None Rally

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

## SD34MSG Stage Rally Championship

Date	Event	Club
<b>December</b>		
1st	Hall Trophy	Clitheroe & DMC

## THE PAUL COOMBES AWARD Nominations required

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

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

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



Class 4 and 7 MOT Testing | Private Hire Testing | Servicing and General Repairs

**Steve Price**

**Tel: 07814 953346**

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



## Gazzard Accounts

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# 2013 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

Please Tick this box if you  
are under 18yrs of age

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

Please register me for the SD34 Championships listed below;

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

CHAMPIONSHIP	Tick to Register	Driver Co-Driver/ Navigator Delete as appropriate	Class Delete as appropriate	Official SD34 Use only
STAGE RALLY		DRIVER CO DRIVER	A / B / C / D (Cls) A / B / C / D	
ROAD RALLY		DRIVER NAVIGATOR	Exp / Semi / Nov Exp / Semi / Nov	
NONE RACE / RALLY			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.

**None Race/** A = saloon cars up to 13ft long and up to and including 1400cc.

**None Rally** 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.



# UTS Cheviot Keith Knox Rally



At 8.00am on the Sunday morning, John Indri was all for putting his car back on the trailer and heading home from the UTS Cheviot Keith Knox Stages. Ice had formed overnight on the roads on the Otterburn Military Ranges and he didn't think they were the place to be in his powerful two wheel drive Darrian. Eight hours later Indri and co-driver Steve Hartley were celebrating victory after a late charge to end all late charges!

Following a delayed start, the first couple of stages still warranted treatment with respect – Indri was down in 33<sup>rd</sup> place after SS1 – but then the sun's rays began to work their magic and speeds increased to the point that, with just the final long stage to go, Indri/Hartley were in 3<sup>rd</sup> place, 63 seconds behind event leader Simon Chapman in his Metro 6R4.

Over the final 14.5 miles, Indri set FTD by a massive 52 seconds from his nearest rival, demoting Chapman

to runner-up spot by just four seconds and ending a dismal season on a high! He also gained sufficient points to confirm him as the inaugural Millington Darrian Challenge champion.

Magnanimous in defeat, a stunned Chapman was left to rue what might have been.

However, for leading an event of this calibre for the first time, he received the John Horton Motorsport Management 'Star Performer' award at Prizegiving in Otterburn.

Peter Taylor's first Championship outing in his Citroen DS3 R3T netted 4th overall, while other Top 10 finishers included Mark Borthwick whose Mitsubishi Lancer was 7th and, one place behind, the Impreza of Adrian Spencer/Mark Hewitt.

Chris Jones/Ashley Trimble's cautious approach to the event paid dividends – as the 2012 REIS – Get Connected MSA Asphalt Rally Championship drew to a close, the pair did enough to move up to 3rd in the overall points table in their Ford Focus STI – a fitting end to a season that had started badly with a roll on the Tour of Epynt.

Tim Daltry/Emma Morrison had an excellent run to finish just outside the Top Ten and take another maximum points score in the AB Motorsport Peugeot 205 Challenge, ahead of Craig Jose/Nigel Hewett who have been their main rivals throughout the year.

Richard Felgate/Mark Mason (BMW M3) were confirmed as BTRDA RWD Challenge Champions and, after a trying day, Matt Beebe/Paula Swinscoe (MG ZR 190) did likewise in the FWD Challenge.

Late entry Kevin & Charles Tappin's nine-hour journey up from Holsworthy proved beneficial as the pair clinched the Millington Escort Challenge with a maximum points score to round off their year.

Season-long rivals for Class B9 honours, Stuart Spyer/Peter Williams (Vauxhall Corsa) and Steve Brown/Paul Stringer (Nissan Micra) were both out for the final time, with the title going to the former crew as they finished less than twenty seconds apart after 90 miles of stages.

Although listed as a retirement on the Cheviot following a roll which saw co-driver Andrew Edwards hospitalised for a short while, mention must be made of Richard Clews whose Impreza led the rally outright, from a start number of 19, after the first couple of stages. Fortunately, in spite of the DNF, Chris Jones' elevation to 3rd overall sees Richard as Class B13 champion.

Thirty-one BTRDA Asphalt Championship-registered crews were present on Otterburn – just over 50% of the total entry Andy Fraser/Terry Martin - Darrian T9 parked it on the grass on SS2 after sliding off on a fast bend and no amount of pushing and shoving by marshals could get it back on the road - The car was not damaged (see Photo above) but it was another none finish for Terry Martin



## SD34 MSG CHRISTMAS MEAL

19th December - 7pm - Hartwood Hall

Following the suggestion and the interest shown at the last SD34 meeting for a Christmas get-together night at the **Hartwood Hall (Chorley)**.

**Just off M61 at J8 109 / 583 181)**

I have looked up the menu and costs on their web site, it's very good, not all Turkey - see link for more details. <http://www.fayre-square.com/Media/menus/pdf/Festive-Fayre-Band-3.pdf>

The cost for a two course Christmas meal with all the trimmings is £9.99 and the full three course would be £11.99 each - The 19th of December, the 03rd Wednesday was suggested and a 7pm start would be best.

I'm more than happy to take names and do the table bookings just let me know - I can be contacted by this site or directly on **w.wilmer@btinternet.com** or just let Les Fragle know if you prefer.

**It is open to any members of the SD34 clubs and not just the SD34 delegates.**

Best Wishes and Merry Christmas

# Neil Howard Memorial Stages Rally

## Saturday 10th November



I arranged to meet Steve (Quigley) at about 3.00pm and then to do noise and scrutineer (which opened at 4.00), as soon as possible, and get back to Steves house in Audlum, about 15 miles away, load up the truck, a bit of tea, then hit the bright lights (Audlums two pubs) for about 7.00/7.30 a quick gallon, and early-ish night. Well, all good plans eh, . . . .

After sampling some old speckly fart, or what ever it was, and then taking on the locals at darts, dragging Steve away, from a couple of not so spring chickens, (must of been grab a granny night ,or something) it turned into a not so early night!!

So, up at 6.30, bit of All bran, to keep me regular, and off to Oulton park.

I left Steve to unload, while I went to check the start times, and any amendments. First car away, Nigel and Clive 8.55 in their Escort WRC. Back at the Clio, Andy/Andy/Dave, the service crew, were sorting the tyres out. Steve had decided on using Michelin super softs, with a few cuts to the edges, on the front, and soft's on the rear.

The first 4 stages were run the normal way round the track, in the clockwise direction. We were seeded at car 15, first in the 2.0 class, sandwiched between two big engined Escorts. Up to the start line 54321 and away we go. On our 2nd lap car 20 (WRC type Escort) pulled off the start line in front of us, anyway we caught him up at the first chicane. Out off the chicane he pulled away in the damp, then the next chicane right up his exhaust pipe. We didn't get passed till the last bend.

Back in service and all the talk was of Jon Indri (car 2 ) who had gone the wrong way at a split, turned round and gone back against rally traffic. Was he excluded or was he going to be given a maximum. The look on Neil Byes face said it all. He was excluded. He wasn't the only one to go WD though, I think there were nine cars that went wrong on SS1. SS2 same as 1, and the same on the track, this time it was an Evo holding us up, until Steve out braked him on the greasy surface.

SS3 & 4 slightly longer and using the fast hairpin right at the bottom of the track.

SS5 & 6 were reversals of the previous two stages, but now, with a bone dry track, going up the hill to the chicane. Steve out braked himself, tyres/bales all over the show, and one stuck under the car. We dropped 30s to our class rivals, dropping us down to 18th o/a and 3<sup>rd</sup> in class.

Back in service the lads set about repairing the car, duct tape all over the front end, and a change of tyres again, mediums on the front, new softs on the rear.

The last two stages, no dramas, pulled up to 16th o/a and 3rd in class, the result giving us both the SD34 MSG Stage Rally Championship.

As for the pink Clio, that now being broken up and the bits sold, the newer shaped ex Clio race car, is being converted to a rally car, with some six pot callipers and Rieger suspension arriving this week, and the engine out of the pink one being mated up to the sadev 6 speed box, should be quite a weapon!!!



Steve Quigley / Terry Martin



Photos courtesy of Neil Johnson - Lancashire Telegraph

# Neil Howard Memorial Stages Rally

Saturday 10th November



Awaking @ 4.45am, it was rather a foggy and frosty morning on opening the curtains. Quick shower and breakfast, off to Shaw to meet up with Ian and Jono Savage @ Roundabout Tyres at 5.45am. Van and rally trailer/car attached, then off to nearby petrol station to obtain fuel and some food, then off to Oulton Park for the 60/65 min journey to get to scrutineering for our "appointed time" of 7am – 8.20am. I was looking forward to competing @ Oulton Park in a SV Rally for the first time in almost 20 years.

I reminisced about doing results on High Moor MC stage events @ Oulton Park with the late Ken Biden, when Kim and Yvonne Mather were usually successful in their twin engine VW Scirocco.

With the completed entry form for this event, we had paid an additional £30 for use of a pit garage. We had been allocated No.16, so managed to park relatively close to our allocated garage. Before going off to scrutineering, we got some items and equipment out of back of van into the garage. Both vehicle and MSA licence documentation on my clipboard, and rally overalls and Peltor helmets loaded into the car, we headed off to scrutineering.

Upon arrival @ scrutineering, one of the scrutineers told us to "kill the engine", and advised us about the noise curfew prior to 8.30am and after 5pm as per the event's final instructions. That was my mistake !! I presumed that this instruction related to "revving up" vehicles unnecessarily before 8.30am, although Ian had seen a BMW being pushed across the paddock and merely thought it had broken down. A notice in the Rally Office did state that vehicles could be driven to/from scrutineering BUT keeping revs below 2000 rpm ??

No more "alarms" at Scrutineering and/or Signing On, we went back to our allocated garage.

The fog was lingering across parts of the circuit, so Ian and myself took the opportunity to walk part of the circuit looking at the nearest chicane on "The Avenue" and 1<sup>st</sup> split @ the bottom of the hill near Fosters.

Got back to the paddock just in time for the Drivers' Briefing outside the Rally Office.

With fog now lifting from the circuit, decision made to go on "Intermediates" for the first stage.

Ian warned that first couple of corners would be tricky on "cold" tyres, which proved accurate at our first passage around the chicane and split right @ Fosters in a clockwise direction of SS 1.

Emerging from Fosters @ a Merge on the far side of the circuit, we came across Car No.20 who had collided with the chicane just before Druids and was coming back onto the circuit from the grass on RHS. This slowed us down !!

We followed Car No.20 around past the Pit Lane and through Old Hall, through the chicane to the split second time. Both cars were going left this time – Ian took a wider line than Car No.20 but unfortunately the rear end "broke away" faster than Ian thought. We spun in an anti-clockwise direction taking the cones out forming the split with the Evo rear end during the spin. We were broadside across the circuit, with Lyndon Barton/Johnny Vance coming towards Ian's drivers door in their resplendent orange Ford Escort. Ian swiftly reversed the Evo onto the strip on edge of corner to allow them space to pass without incident. Phew !!

Both SS2 and SS3 saw us complete without incident, although some of the chicanes had been disturbed by other competitors having collided with them. The circuit was gradually drying out, especially the back straight.

SS4 saw us go onto slick tyres. Unfortunately we spun at exactly the same place on the circuit as SS1, as we must have just got the OSR tyre onto a wet part of the circuit upon turning left at the split, with similar results.

We "lost" more time on this occasion, as the front of the Evo was facing the barrier so we weren't able to make one turn to get back onto the tarmac (had to wait until it was safe to do so).

SS5 saw the circuit now run in the opposite direction, which can be difficult due to running against the "natural direction" of the outer circuit and barriers. The organisers issued an instruction that they were "tightening up" the chicanes, as 8 cars had beaten the Bogy Time for SS4.

We were struggling for speed, mainly to the combined weight of the car and both occupants.

SS8 (final stage) was completed just before darkness fell. There was a "rush" amongst the "front runners" to complete the stage, to avoid using spot lights.

It was great to see lots of familiar cars and faces once again competing on a SV rally @ Oulton Park.

Thanks to the organisers for a great event, and hopefully look forward to the next there in 2013.

**IAN SAVAGE / GARY HESLOP MITSUBISHI EVO 6 CAR No.21 HMMC**





# Black Sheep Road Rally

## 17/18th November 2012

### Lancaster MC

Photo courtesy of Phil James  
PRO-RALLY PHOTOGRAPHY



1st O/A James Ford/Peter Scott

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## Black Sheep Road Rally

### A 'Terrific Event' - for some

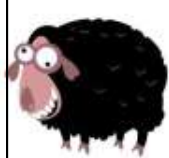
Andy (my driver) rang me at 8-30am on Saturday to say he had started work at 3-30am and hoped to be back in time to get a couple of hours sleep before the event. My next phone call from Andy came at 4-45pm to tell me he had just got in from work. I told him to go to bed get whatever sleep he could but try and be at Tony Harrison's garage for 8-30pm. He turned up at 8pm. We got the car through Noise & Scrutineering and then signed on. He then slept in the back of my car until I finished plotting the route at 11-10pm. Still bleary eyed he dosed up on Proplus and we made our way to TC1 where we discussed the route and the layout of the NAMS.

12-09 and we are off. From TC1 at the Punch Bowl to Mill House, hairpin right and past Russells, slot left and down to Wennington, past Moss House and J Right at Bull Bank. We caught and passed our minute man between Moss House & Bull Bank. Down through Scalebar and Left and Slot Left down to the Crossroads at Burton, past Fourlands, into TC2 (dropped 2mins) then Langber and Nutgill Farm before going over the B6480 and over the bridge at Waterscales (No Code Board), T junction turn left and along the tricky road to Keasden crossroads before making our way south down Gisburn Forest. In the distance we could see the tail lights of another competitor (it turned out to be Steve Hudson - Cant remember passing Car7 - but I had my head well stuck into the map). We get NAM 3 (I was bothered about getting this NAM as it is easy to miss being on a moorland road with very little features to pinpoint it easily. Bottom of Gisburn Forest, half mile dead straight and slot right into the car park just as the road takes a 90Left is NAM 4. As we slot right we meet Steve Hudson coming out. I don't know whether Andy is taken by surprise of meeting Steve head on or what, but instead of hair pining left round the little island and picking up the code board he goes deep into the car park and with expletives aplenty from yours truly, spins it round and heads back to the code board. Unfortunately he fails to see the new burm that is across our way and we beach on the burm. We attempt pushing & pulling to get the car off the bank but to no avail. Eventually along comes Gareth Frank/Sam Spencer who toe us off - thanks lads - we might still have been there, bugger 17 mins dropped. With Dunsop Bridge / the Trough road being closed due to major engineering works it down to Threap Green, then Easington and Marl Hill to Cow Ark to Hesketh Lane and up past Richmond Houses and then Brock Mill before the run over Oakenclough and past the NAM at Parkhead (this time I get it right 1st time). Just the run through Barnacre and Peddars wood and then into Petrol at Forton Services.

Out of Petrol and its up Catshaw Fell, miss the usual run through Abbeystead and turn left at the T at the Trough road. A quick run past Jubilee Tower to Quernmore and slot right as though we are going over Littledale but the route takes a left at the T and down to the crossroads at the bottom of Stock a Bank where we turn right and head towards Caton. Quiet through Caton and we start competitive again going up Halton Park, the quarry at Dunald Mill, (another missing code board) Swarthdale, Red Well and Capenwray to Tewitfield. The next run round Cinderbarrow, Hale Green, Elmsfield and Ellers is magic (I used to use these roads to go to work when I lived at Hale). Up to Crooklands then past Buck Yeats to Goose Green - we don't see the Code Board as we go over the crest after Warth on the way to Goose Green and assume its missing (1 Fail gained) maybe it was the excitement of having just passed Steve Hudson (Car 6) but its then right at Gatebeck and up the yellow to the B6254, turn left and into the control under the M6 bridge. Quiet through Old Hutton and into TC 14. From TC 14 its up to Borrans, turn left then turn right and up Strawberry Bank except we miss the turn left - its only when we get to the crossroads that should be a T that I realise my mistake (another fail). Drop down to Millholme, back up over the M6 and round Killington. The roads around the Killington area are treacherous and slippery with ice and we (along with everybody else) have one or two moments. A quick run round Bandrigg, Essett Hill, Tarneybank Tarn through to Old Town before the road past Kitriding to Fowlstones, Lupton Hall, Tosca to TC15 and the last control at the crossroads above Hot Ridding. A gentle run to the finish at the Punch Bowl to a brilliant breakfast.

A terrific route. Well marshalled (thanks to all the marshals). Then the problems started. Despite a good presentation of the route and a cracking good nights rallying - it all went to pot with the results. I have yet to see a broken down version of the results showing where penalties (either code boards or minutes were acquired). There were errors galore and it eventually finished up with those crews that stayed to the bitter end, going through time cards and working out the results for the organisers. Not an ideal situation. I purposely kept away from this as I knew I already had one fail which was down to my error (it could have been very easy to have copied another competitors code board into my missing spaces) and even after they had all been checked I discovered that I had been awarded 3 fails on the results sheet that did not appear on the Time cards. Error corrected and result eventually declared final. I am sure that the issue of a competent results team can and must be resolved before Lancaster Motor Clubs next event. They should also look to how they send out Final Instructions. I don't think British Rally Forum is an acceptable method - I was fed up with having to give details of the Start venue, Noise & Scrutineering out to competitors (who had not seen the post on BRF) over the phone on the day of the event

**Maurice Ellison Car 9 LMC**



## Black Sheep Road Rally 17/18th November 2012 Lancaster MC

Well, first of all, Chris Paskin, you deserve a HUGE well done . I'm sure many will say that organising an event and taking on the role of CoC is a thankless task, but to organise a brand new event and do the whole thing pretty much single headedly other than from what you've said the last sort of two-three weeks is a massive achievement. You, your team and Lancaster MC should be very proud of this event . There are always going to be teething issues with an events first running but I think the issues you encountered are pretty easily rectifiable for next time. Stick at it!

The route was absolutely fantastic, in fact, probably one of the best I've done and certainly the best this year! Every TC marshalled, all RC's in the correct place, the 2 hours plotting time was more than enough time to get the route down, but the long sections, the roads, slots, and codeboards/NAM's made sure that every navigator was kept well and truly busy all night long, oh and the sub zero temperatures could also have kept the drivers on their toes too!

To have every control manned as I've already said is another massive tick in the 'good event' box and a huge achievement . I've done too many events where controls have been missing due to a lack of marshals. I'm not sure if you deliberately kept the number of TC's low for that reason and made the sections longer, but it worked and having longer sections gave us competitors something to get stuck into as well. Just how I like it.

Whilst I'm on the subject of marshals a HUGE thank you to each and every single one of you who stood out in those temperatures so we could have our fun. It was bloody cold inside the car last night so I don't want to imagine what it was like outside, I'm sure some of you are still thawing out now.

We had an eventful night, a few moments here and there on the ice and mud, some good cat and mouse battles with the Bryne's in their Micra in the first half, but most of all we had FUN and loads of it! In the end we managed to get rid of all our fails after a couple of query's after it was discovered that we did get all the RC's which gave both Pete and I our best ever result on a road rally of 4th overall and I think gives Pete 2nd Driver in the SD34 Championship.

Well done to Fordy and Peter on the victory, match made in heaven thanks to me in the middle of last week.

One final thanks, and possibly the biggest thanks of all, to Pete for chauffeuring me around so ably and faultlessly all night and had the little French 1400cc's giving everything they could give, and sometimes more in a couple of places. It was a pleasure.

All in all, definitely worth the 3 & a half hour journey from my new southern home, and in my eyes that's a good enough reason to say the event in general was a massive success. What's the date for 2013? We'll be back and hopefully so will Chris and the team with an even better and more challenging route and a whole load more entries. The event deserves it.

**Chris Williams (Car 11 & 4<sup>th</sup> O/A)**

The female dentist prepares the needle to give the bloke with the toothache an anaesthetic injection.

"No way! No needles, I hate needles!" the guy said.

So the dentist starts to hook up her nitrous oxide gas and the man objects again. "I cant do the gas thing either."

The thought of having the gas mask on my face makes me faint!"

She then asks the guy if he has any objection to taking a pill.

"No objection," the patient says. "Im fine with pills."

When she returns she says, "Heres a Viagra and a glass of water."

The guy says, "Wow! I didnt know Viagra worked as a pain killer!"

"It doesnt" she said, "But it'll give you something to hold on to while I pull your tooth out."



## ANCC

### Stage championship coordinator Required:

Our Stage Championship Coordinator Paul Slingsby has made a return to Driving this year and has decided he would like to make a serious attempt on the Overall title in 2013. He therefore has asked that he stand down at the end of this year. Anyone who may be interested in taking over can either contact Paul or Chris Woodcock. It would be good if his replacement could work with Paul for a few months to get a grasp of things.

My mate went to get a tattoo of an Indian warrior on his back. Half way through he said "Don't forget to put a big tomahawk in his hand".

The tattooist said "Give me a chance mate, I've only just finished his turban"

Police have just released details of a new drug craze that is being carried out in Yorkshire nightclubs.

Apparently, Yorkshire club goers have started injecting Ecstasy just above their front teeth.

Police say the dangerous practice is called "e by gum"

### Black Sheep Rally Results

1.	James Ford	Peter Scott	25:00
2.	James Taylor	Duncan Dewhurst	26:00
3.	Steve Mitchell	Ian Mitchell	29:00
4.	Pete Jagger	Chris Williams	30:00
5.	Bill Chadwick	Henry Carr	30:00
6.	Derek Long	Andy Long	41:00
7.	Steve Hudson	Phil Martin	45:00
8.	Tony Harrison	Paul Taylor	1F 14:00
9.	Pete Tyson	Neil Harrison	1F 16:00
10.	Simon Boardman	Alan Barnes	1F 23:00
11.	Paul Brereton	Bob Hargreaves	1F 29:00
12.	Mark Bryne	Tom Bryne	1F 30:00
13.	Gareth Frank	Sam Spencer	1F 38:00
14.	Andy Ritchie	Maurice Ellison	2F 36:00
15.	John Ingham	Paul Threfall	2F 59:00
16.	Danny Iredenko	Paul Blanchard	26F 45:00



# Black Sheep Road Rally 17/18th November 2012 Lancaster MC

## Missfires and Missing tyres

Saturday night the 17<sup>th</sup> of November saw myself and Phil Martin head to Bentham to compete in the Black Sheep road rally. With scrutineering completed and noise passed we then had two hours to get the route down on the maps. Phil managed to get the route down in plenty of time, fair play. We had been seeded at car 6 due to Phil's expert status with running alongside the fast and furious Myles Gleave. I was a bit apprehensive about starting at such a high number but what will be will be. I wasn't to complain though, as I believed the msa had had enough winging and moaning about the rally's seeding from other competitor who was probably more concerned in pot hunting than getting the run. The first car away was Myles at 12.01 with us away at 12.06. As soon as we pulled away the car was overfueling, causing a misfire that stopped with us until petrol (my fault I had left the ecu temp switch wire off whilst changing it).

The route in the first half, saw us fly past Bentham to Chipping and Longridge before heading past home to Scorton and Forton Services for petrol. Things looked pretty good for us with not being passed and still coming into controls on our minute behind Tony and Tyco. After a quick brew and the craic with Mark Standen and the panda (Ian Farnworth) we where back at it, heading up past our farm and my mother's house to the control just outside of Caton. I made sure I had it lit for the kids stood waiting to see us pass our gate end. In fact we had it flat all the way from Brock Bottom to Caton and putting on a show for the fans through Pedders Wood and Jubilee Towers. We were still smashing eggs with big sticks until we got out round Hale where the roads where waterlogged and yes another misfire. This time we dropped a cylinder and it took a good twenty miles for her to clear and sods law as soon as it cleared we get a puncture. As things where against us now, we decided to keep going on the rim with the end in sight and try and keep her on the straight and narrow. "How far Phil" – "Not far" he kept saying. "Two miles you said - two miles ten mile ago". "I know" was his reply "its just round the corner". Still some while later it was all over. Job done. The end, and the best fun I have had with constant witty comments and banter coming from Phil all night.

We arrived back to the Punch Bowl pub in Bentham to a heap of laughter and back slapping from the lads who had come out to see us throughout the night. The routine breakfast was served by young Ayrton Harrison and what a breakfast to complement the best route of the season.

In the end I finished second expert and 7<sup>th</sup> overall - not bad for a novice who struggled to remove the monkey from his back in the novices. I'd done what I wanted to do and proved that both myself and the car are capable of a top ten result finishing the season in the expert class coming home with first place in the sd34 novice championship and a pot for our second expert.

And what for the future well the new shell is being prepared as we speak and a new motor is being ordered from Paul Gardener. My plans are to build a multi purpose car for both the lanes and stages with a view on doing mull at the end of next year.

I would like to thank Phil Martin for guiding me round on the night top job top bloke. Alan Barnes for getting me started in the sport and firing me up enough to go out and prove a point on Saturday night and also for mull next year (just remember the two flash rule you wont get a third lol) and Lee Jones and all the lads at Newton Motorsport for preparing the car all season top job top blokes. Also a big thanks to all my family and friends who have stuck with me and sacrificed things to allow us to go rallying especially my wife Kirsty and my good pal the Beaver without you both it wouldn't of been possible. Roll on next season.

**Steve Hudson (Garstang & Preston MC)**



*3 Wheels on my wagon (at the finish)*

Father Murphy walks into a pub in Donegal, and asks the first man he meets, 'Do you want to go to heaven?' The man said, 'I do, Father.'

The priest said, 'Then stand over there against the wall.'

Then the priest asked the second man, 'Do you want to go to heaven?' 'Certainly, Father,' the man replied.

'Then stand over there against the wall,' said the priest.

Then Father Murphy walked up to O'Toole and asked, 'Do you want to go to heaven?' O'Toole said, 'No, I don't Father.'

The priest said, 'I don't believe this. You mean to tell me that when you die you don't want to go to heaven?' O'Toole said, 'Oh, when I die, yes. I thought you were getting a group together to go right now.'

# John Robson Navigation Rally

## Hexham & DMC 10/11/12



Plan 'A' was to compete on the John Robson and Help with the Black Sheep Road Rally. When it was made obvious that my help was not required Plan 'B' was put into operation.

Plan 'B' was to go and Marshal on the John Robson, however, following the cancellation of the KLMCs Devils, Paul Brereton (my ride on the Devils) rang to ask me if I would sit in the silly seat for him on this event.

I think it is well known that P&B is not my favourite format but after a long discussion – I eventually agreed – Plan 'C' was now in force - to compete on both events .

Saturday 10th November – Maps all marked up, potty packed & batteries changed in head lamp and the phone goes. Paul (following a dose of Flue) has pains in the back of his chest and is off to Hospital for a check up. Pleurisy Diagnosed – Not running. Bugger. So its back to plan 'B'. I make a flask of Coffee, Burgers & buns out of freezer and I'm off to the wilds of Northumbria and the pleasures of marshalling.

The journey up the M6 is awful – heavy rain and lots of spray – and to make matters worse I am running behind time (my son borrowed the car and returned it later than agreed) so I am pressing on a bit chasing a Beemer. Glance at the Speedo and we are doing a bit too much over the speed limit. Decided to back off to a more sedate pace. The following car keeps on coming and it's a Police Range Rover. Goes past me and 2 miles further on the Beemer and the Range Rover are on the hard shoulder – bit of luck (for me at least) for a change

Arrive at the start and the rains of Lancashire & Cumbria have not made it to the North East. Clear skies and without the light pollution we suffer in good old Morecambe the stars are out in all their magnificent glory.

I let Ed Graham know I am not running and then sign on as a Marshal. Clock, Control Board, Reference to TC9 and pens sorted and off I go.

7pm & I arrive at control point and unload camp chair, table, camping stove and the burgers are soon frying. The people in this neck of the woods keep stopping (a total of 5 stopped) and ask if I am OK – no I am not broken down, I'm marshalling on a Rally. Very impressed - I could be sat at the roadside down at home for ever and no-one would think of checking that everything was fine – I would probably be reported to the police for something.

Course car comes through and I await the action. First to arrive is Pete Tyson/ Neil Harrison (at this point they had dropped a minute in total) and then I have nothing for a further 6 minutes when cars started to arrive thick and fast. Slight gap and then it's the first of the Road Rally crews – Tony Harrison & Paul Taylor (they had also only dropped a minute) – methinks this could be tight at the top – this event would decide the Kirkby Lonsdale MC Championship between these two crews.

Nothing of any excitement happened after that other than the none arrival of Alan Barnes who was sat in with Simon Boardman – Alan & I have been nip & tuck all year in the SD34MSG championship – so (whilst I don't wish them any harm) my spirits are raised - even more raised when CofC Ed Graham confirms to me, after the results went final, that they are not classified as Finishers - Not visited 3/4 of Controls - slight chance of catching Alan on the Black Sheep, although its still not going to be easy - I will need to finish 1st SD34 and Alan 3rd or worse to be in with a chance. I have been trying all sorts to put him off his stroke but the Illuminations being cancelled certainly did not help my cause, or our exclusion on the Countdown.

Finish my stint and its off for a bit of spectating. I chose a difficult to spot 'Slot Right' leading down to a Ford near the finish. Difficult to spot ! Not many of the crews got it the right the first time and there was plenty of tooting and froing trying to find this slot – it looks like the road required is the access to the back of a row of cottages and 200 yards further up the road is a far more tempting turning.

Great night, Great roads, Great people and Ed Graham is (probably unknowingly) a brilliant comedy act, highly amusing and great entertainment.

The roads up around Hexham are empty on a Saturday night - and you can drive for miles with nothing on the roads other than the odd sheep and a crazy guy having a Bar-B-Que in the middle of nowhere at the start of winter.

**Maurice Ellison LMC**



*Pete Tyson / Neil Harrison  
Photos GMS*



*Tony Harrison/ Paul Taylor*



*G.Eland/A.Bradford  
Alfa Romeo GTV*



*P.Jones/A.Longstaff*



*Dave Marsden/M.Garstang*



*P. & D. Humphrey—Volvo PV544*

# John Robson Road Rally

## A bit of a do and supper too.....

That was my experience of our recent visit to Allendale near Hexham for the John Robson rallies. Yes I did say Rally's - 3, of them, Historic/Modern open/ and 12 car.

A something for everyone approach to rallying all with a similar rally format.

The start was in the village square surrounded by three public houses full of friendly folk.

Scrutineering and official sign on, again in the square at the local garage that was buzzing with activity.

Giving all the chance to look at the smart local talent, well prepared rally cars, added to a very agreeable and enjoyable start to the evening.

All was well, cars starting at minute intervals from 1900 hours, Historics first to go.

The route instructions were given at the off.

A regularity to get us under way set at 29mph.

Quite a relaxed start for most, all armed with a complete road book set of simple navigation sheets with tulips/spot heights and a 6 figure plot for the time controls.

Unfortunately we missed the regularity through some map confusion and got lost.

We had to cut to the time control and collected a bag full of penalty's but hey ho that's how it goes sometimes.

From the second section on, the pace was hot, great roads, a bit slippery with a mixed bag of twitchy stuff but plenty of long straights and ninety's which added to the excitement .

We settled into a good pace approaching finish controls with minutes to spare giving time for the navigator to plot further sections.

All was going well but the brakes were hot, The smell causing the navigator to feel ill. We only just got the door open in time.

Petrol next , just down the main road we pushed on and in amongst early numbers we thought we were very late, only to find at the control that our clock had jumped an hour so we had plenty of time to spare.

The second half was much the same as the first.

We seemed to be keeping it together and on time until we had a map change which caused no end of trouble, missing a loop we had no option but to cut to the finish.

Steak pie chips and peas for supper at midnight followed by provisional results.

Home and bed for 3 o'clock after a very enjoyable evenings sport, now that's what I call Rallying.

A very good and friendly affair. Well marshalled, on some great roads, with straight forward navigation.

With no oncoming traffic, which is hard to believe running so early in the evening, Well worth the journey we shall return next year.

Congratulations to Tony/ Paul Peter/Neil with rally wins on foreign ground.

### Ticker

**David & Peter Whittaker (Clitheroe & DMC)**

The dates for the 2013 Motoscope Northern Historic Rally Championship have been provisionally announced and are as listed below.

The Championship Presentation & Dinner is now confirmed as Saturday 26th January 2013 at the Golden Lion Hotel in Northallerton.

The organisers are producing the menu list and also some flyers for next year's championship which will be available on the Roger Albert Clark Rally.

### **2013 Motoscope Northern Historic Rally Championship (provisional, best six scores to count)**

26th January 2013 - Championship Presentation & Dinner, the Golden Lion, Northallerton

17th February - Riponian Forest Stages (Gravel)

2nd March - Malcolm Wilson Rally (Gravel)

23rd March - Border Counties Rally (Gravel)

28th April - Tour Of Hamsterley (Gravel)

4/5th May - Pirelli Historic Rally (Gravel) (MSABHRC round)

31st May/1st June - Jim Clark Historic (Asphalt) (MSABHRC round)

29th June - RSAC Scottish Historic Rally (Gravel)

7th July - Greystoke Forest Stages (Gravel)

28th September - Trackrod Historic Cup (Gravel)

3rd November - MEM Malton Stages Rally (Gravel)

22/23rd November - Roger Albert Clark Rally



### **Overheard at the USA Grand Prix**

TV News Interviewer, during a chat with Mark Webber:

"Where are you from, Mark?"

"Australia", says Mark.

Wow, I'm really impressed by how well you speak English", says the woman Interviewer!

### **WIRE TOWING EYES**

We are all reminded endlessly that motorsport can be dangerous, but nothing is more frustrating than to see damage done to your competition car while it is being recovered, whether from a ditch beside a special stage or from a gravel trap at circuit trackside. Sturdy towing eyes are already required in many forms of motorsport; now the rules are being amended to require non-rigid towing eyes, to prevent damage to other cars in a collision or to marshals during recovery. Fred Henderson - who was a well-known race and rally driver before turning his hand to vehicle recovery - has developed the ideal solution: wire towing eyes, flexible, strong and unaffected by the weather or impact. Flexible wire towing eyes are already used by competitors in the British Touring Car Championship, were they have been used for two seasons with no failures and no problems; they are now available for all forms of motorsport. The range currently includes three styles (single-mount, double-mount and extended-mount). Other styles are available to order. contact: Fred Henderson Tel: 0191 384 6319 Email: fred@fredhenderson.co Website: [www.fredhenderson.com/pages/wiretowingeyes](http://www.fredhenderson.com/pages/wiretowingeyes)

I was going for a meal with a girl last night. It was my first ever date so I decided to ask my older brother for some advice.

He looked at me and said, "You're going to need a squirt of deodorant for starters.

"Thank god I asked! I would've chosen soup of the day.

## This year was a rally of mixed fortune...

The run up to the Tunnocks Mull rally 2012 had been fairly good to us, a win on the Isle of Man in February, a 5<sup>th</sup> overall on West Cork and a 2<sup>nd</sup> on the Enville stages at Anglesey stood us in good stead, however a front outer CV failure on the Pokerstars rally back on the Isle of Man in July created a little concern. It was decided to replace the front drive shafts completely before Mull, along with a gearbox check and other routine maintenance. A good recce the week before saw me and Rob Fagg chilled and ready to go and have another crack at getting the elusive win on Mull. With no problems through noise and scrutineering on Friday morning it left us kicking our heels for 8 hours.

Friday night start was wet and horrible for the large crowd that gathered for the ceremonial start and autograph signing (it was like a WRC round)! in Tobermory. Intermediates were the tyres of choice.

All was going well halfway through the first test over the Mishnish Lochs stage when on an approach to a hairpin left, the car understeered and I had to apply the handbrake, the car snapped sideways and left us pointing to the inside of the bend, setting off again I knew immediately that there was something wrong. We had dropped a chunk of time but still managed 7<sup>th</sup> quickest.

I later found out at service what I had feared, another outer CV failure on the same side. In between, before we got to service was another stage, a whopping 14 mile test over the 'Hill road and loch Tuath' this we managed but only 29<sup>th</sup> fastest, dropping us down the leader board to 17<sup>th</sup> overall. At service, the guys set to work and replaced the complete shaft with plenty of time to spare.

Stages 3 to 7 went well, no problems and setting good times to move us back up to 8<sup>th</sup> overall. The 8th test of the night was Griburn Rocks where we experienced another drive shaft problem, this time it was both rear shafts, the bolts had come loose and one had dropped off 2/3rds the way through the stage, however and surprisingly we didn't drop that much time and still held our 8<sup>th</sup> overall.

The emergency service after stage 8 was frantic, bodies everywhere crawling over the car establishing just exactly what was wrong and then, fixing it in double quick time.

The guys did a sterling job to get it done but it left us with a 12 mile road section to do in just 12 minutes, a feat which we nearly achieved, dropping just 1 of our 5 minutes lateness. The last stage of the night was a 22 miler, the Calgary bay/Glen Aros stage. Thankfully all went well and we finished the night in 8<sup>th</sup> Overall. With Friday night being so fraught, we were hoping for a good clean run for the rest of the rally. Saturday was also wet so we stuck on the same 4 tyres that had done Friday night. A good run on the daylight stages saw us move up from 8<sup>th</sup> to 4<sup>th</sup> including a fastest stage time on SS10 J

By Saturday night the rain had stopped but the roads were damp, so the big decision was going to be tyre choice. I opted for slicks, feeling brave! However on the drive down to Salen I was very much undecided, it was very slippery under the trees yet you could see a very distinct dry line appearing. By the time we got to the start it was drizzling, albeit very fine and I lost my bottle, so a quick change back to inters by the chase crew settled my mind. It was to be the right decision, it was very slippery. On stage 16, the penultimate stage, Tony Bardy put his Nissan Sunny GTiR off the road and promoted us to 3<sup>rd</sup> overall, Calum/Iain Duffy taking the win from a flying John MacCrone/Stuart Loudon in his fiesta R2. We held onto 3rd to the finish, a brilliant result considering our problems on Friday night.

Thanks must go to all the team for another valiant effort – Dean of Geoprep, Andy, Richy, Ben, Tony/Rhys and Rob for sitting in with me.

Another year goes by and the Holy grail remains just that. One year, maybe!



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John Cope/Rob Fagg Car 4

# The 2012 Season

## Alistair and Dave Oram - Warrington & DMC

### Winter 2011-12

Over the winter break, the ZF diff was removed and serviced at Harry Hockly's. I found the RH engine mounting was cracked, so that had to be repaired, and the car generally checked over and tidied up.

### Roskirk Stages, Three Sisters

After a couple of months tlc, the season started well at the beginning of March, at Three Sisters for the opening Roskirk Stages. Here we had 9th overall, and 1st in class, beating the club's BTRDA star, Justin Lawson!

### D'Isis Stages, MIRA

Next up was the D'Isis Stages, later in April, where the weather was remarkably good. We were up against the 'Super Nova' of Ken Sturdy, and the 205 of Marcus Tinsley. Ken was well away from the start, taking 1st in class, and Marcus drove well taking 2nd in class by 8 secs from ourselves. Still, a good result at a 'power' event.

### Cetus Stages, Three Sisters

The Cetus Stages in May, at Three Sisters, clashed with a motorcycle rally in Wales, which I have done every year since 1994, so for this event, Alistair had his partner, Charlotte, as co-driver. They did very well, and matched the Roskirk result, with a 1st in class, and 9th overall again! However, after Cetus, we found the RH front disc was very badly worn, and required replacing, so another pair of Brembo Max discs was bought, to be fitted just before the next event at Anglesey, the Enville Stages.

Unfortunately, I didn't remember to get new Carbon Lorraine pads at the same time, and had to fit a set of unused and still in box, but a couple of years old, Ferodo DS2500 pads. This turned out to be a disaster! A short road test to bed them in resulted in 50% wear, and semi disintegration. This was the morning of the trip to Anglesey! So, we had no choice but to call at Demon Tweaks on the way to Wales, and get a fresh set of Ferodos – not what we wanted, but there was no choice.

### Enville Stages, Anglesey

Another beautiful weekend's weather greeted the Enville Stages, but the jinx seemed to have stuck with us. The new pads were just hopeless – having been used to the performance of the Carbon Lorraine sintered pads, it felt like we were running out of brakes, and had a close encounter with a tyre on SS1!

To cap it off, 300M after the start of SS2, the throttle cable pulled out of the linkage nipple!! This was a new cable fitted as a 'sensible precaution' during the winter maintenance – the old one had been in since fitting the fuel injection, 6 years ago. We got going, but decided to retire, as the brakes were too much of a worry, and the cable was frayed and probably wouldn't have lasted the event either, so that was a DNF.

### August - MOT Time

We now had a break for a couple of months before the Prom, so I decided to renew the front callipers with reconed items, together with new Carbon Lorraine pads. The MOT was duly passed in August, so we were OK for another 12 mths.

### Promenade Stages, New Brighton

The Promenade Stages were another success for us, albeit not without the perennial gear selection problems at the hairpin on SS6. For the third year running, the box managed to select reverse at the apex – not very nice – and on release, get stuck in 5th, which meant we had to complete the stage in that gear, losing about 34 secs. Still haven't figured out how this happens!

Still, we were maintaining a respectable 2nd in class to Graham Muter, and when he retired with gearbox problems, we held 1st in class to the finish. From SS7 onwards, Alistair had to drive holding it in 1st and 2nd gear, as it had started to jump out on the overrun, so the result was even more rewarding for his efforts. A really impressive drive with very good stage times, and we had a 1st in class, and 29th overall.

*Continued on page 24*



Cracked front mount



Cracked Mount - After repairs



ZF Diff.



Old Diff. clutch discs



Enville Stages, Anglesey

# The 2012 Season

## Alistair and Dave Oram - Warrington & DMC

*Continued from Page 23*

### Gearbox Repairs

Before we left Alistairs, to return home to Cornwall next morning, I whipped the gearbox cluster out, and could see the problem, the 1st and 2nd selector dogs were rounded off, and so a service was required before the Adgespeed Stages. I sent it to Harry Hockly's and in a couple of weeks it was done. Apparently, we've done very well with it. We've had the Quaife dog box in the car for 2 ½ years from new – in the days of the RAC in Wales, they would be changing 1st and 2nd gears after a day's stages, approx. 70 miles!!

### Adgespeed Stages, Three Sisters

Another fine, but initially cold day greeted us for the Adgespeed Stages. Alistair drove quickly but with caution straight off the blocks, and held 1st in class throughout. We were looking set for 8th overall, when halfway round the final stage, SS12, the RH front axle nut and thread sheared off – we think somewhere around Lunar curve. By the time we approached the hairpin, the hub sheared at the wheel bearing with a bang, causing the wheel to jam on the calliper. We were immobile in a dodgy place, and had to be dragged to safety by the tow truck. That'll be another DNF then!

So it just goes to show, if it needed saying, to win, first you have to finish! Our last event was the Neil Howard Memorial Stages at Oulton Park. A re-built drive shaft, new hub and new wheel bearing were fitted on the Thursday before, and fingers crossed.

### Neil Howard Memorial Rally, Oulton Park

Expecting the worst from the weather, I had applied for, and was lucky enough to get a pit garage. We have to tow and service using a car, not ideal, so not needing the gazebo makes a big difference. Real luxury! The weather was as good as could have been expected for the time of year, with treacherous, slippy conditions for the first 3 or 4 stages, which I suppose favoured the little Nova. As the day dried out the power nature of the circuit opened the times out a bit, but Alistair drove very well, and we kept 1st in class from the start to finish, with 28th overall from a seeding of 56. A really good event in the form that was presented – let's hope they don't ruin it with any gravel or rough stuff next year.

*Alistair and Dave Oram - Warrington & DMC*

After having their 11th child, a couple from Burnley decided that enough was enough. The husband went to the Doctor and told him that he and his wife did not want any more children.

The Doctor told him there was a procedure called a vasectomy that would fix the problem but it was expensive. A less costly alternative was to go home, get a firework, light it, put it in a beer can, then hold it up to his ear and count to ten.

The man said to the Doctor, "I may not be the smartest guy in the world, but I don't see how putting a firework in a beer can next to my ear is going to help me."

"Trust me. It will do the job", said the Doctor.

So the man went home, lit the banger and put it into a beer can. He then held it up to his ear and began to count, 1, 2, 3, 4, 5, at that point he paused, and placed the beer can between his legs so that he could continue counting on his other hand.

The only cow in a small town in Ireland stopped giving milk. The town folk found they could buy a cow in Scotland cheaply. So, they brought the cow over from Scotland. It was absolutely wonderful, producing lots of milk every day and everyone was happy.

They bought a bull to mate with the cow to get more cows, so they'd never have to worry about their milk supply again.

They put the bull in the pasture with the cow but whenever the bull tried to mount the cow, the cow would move away.

No matter what approach the bull tried, the cow would move away from the bull, and he was never able to do the deed.

The people were very upset and decided to go to the Vet, who was very wise, tell him what was happening and ask his advice.

"Whenever the bull tries to mount our cow, she moves away.

If he approaches from the back, she moves forward.

When he approaches her from the front, she backs off.

If he attempts it from the one side, she walks away to the other side."

The Vet rubbed his chin thoughtfully and pondered this before asking,

"Did you, by chance, buy this cow in Scotland?"

The people were dumbfounded, since no one had ever mentioned that they had brought the cow over from Scotland.

"You are truly a wise Vet," they said.

"How did you know we got the cow from Scotland?"

The Vet replied with a distant look in his eye:

"My wife is from Scotland"



Promenade Stages, New Brighton



Pit Garage - Oulton Park



Neil Howard Memorial Rally





Photos - DRH Photography

THE ARMSTRONG GROUP

# GALLOWAY HILLS RALLY

The Galloway Hills was my first event in the Subaru in the forest.  
 I got off to a good start and managed 5th fastest on the first stage  
 Unfortunately I got a double puncture on stage 2, both on the rear.  
 I only just managed to scabble to the end of the stage and I only had 1 spare wheel in the car.  
 Luckily dad (as Chase car) was at the end of the stage , but he only had 1 spare in the chase car. With no service until after Stage 4 it meant I had to do stage 3 and 4 with no spare wheels and tyres.  
 So the sensible thing to do was to drive steady through stages 3 & 4, pick up no more punctures – so I could not risk giving it all – resulting in dropping way down the leader board.  
 Got new set of wheels in service and had a good push through stage 5 which was 14 mile to see me claw back a load of places (from 28<sup>th</sup>) and finish 6th overall and awarded 3rd in class.  
 Can't wait till the Premier Stages and the Grizedale Stages to get some more forest miles under my belt.

*Arron Newby*



[www.drhphotography.org.uk](http://www.drhphotography.org.uk) Or 07858-880511

# TEG SPORT



2012 FIA World Rally Championship

07/11/2012

The FIA has entered into exclusive negotiations with Sistemas Integrales de Telecomunicación to provide the timing and safety tracking services for the FIA World Rally Championship from 2013. The Spanish sports technology group would also be responsible for delivering this all-important data to the Championship Promoter, the content being an integral part of its vision to develop and enhance the television and digital product.

Based in Madrid, Sistemas Integrales de Telecomunicación has 78 employees dedicated to providing high-level technology across a broad range of sports. With its own fleet of seven airplanes and eight helicopters, the company's experience in delivering rally-related expertise dates back to 1985. Its various telecommunications technology, timing, tracking, results, broadcast transmission and real-time internet services have since been used on the Spanish Rally Championship, Rally Cataluña, Rally de Portugal, Baja España, the Race of Champions and La Vuelta a España, a multi-stage cycling event which is part of the UCI World Tour. The company is also the exclusive Tag Heuer Timing representative for Spain since 1992.

Sistemas Integrales de Telecomunicación will use proven UHF radio wave technology, familiar within the World Rally Championship and frequently used for television broadcast purposes.



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# 1

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# Dave Corris Autos Forest Stages



Forest rallying returned to the Isle of Man after a 3 year absence on Saturday (10th November) when the Dave Corris Autos Forest Stages Rally made up the final round of the 2012 Manx Rally Championship. In the Junior (Under 25) Rally Drivers category local man Connor Corkhill was leading the field with another Manx driver in second place, Walter Bridson, but in third position was Cockermouth driver Richard Barnard, 24, looking to see if he could win this prestigious award in his last year as a junior. To do so would mean that Connor Corkhill would either have to not finish the event or finish behind Richard by at least 5 places, a tall order but one worth going for thought the Cumbrian driver. Walter Bridson didn't make it to the start of the rally as his car wasn't ready in time following problems earlier in the year on Rally Isle of Man. The very quick Vauxhall Nova of Martyn Jones in fourth place wasn't totally out of the equation so his result could also have a bearing on the final outcome.

Having never competed on a forest event before and with his own car being unsuitable for this type of surface Richard hired a forest specification Subaru Impreza from John Pye Motors and had Manx co-driver Seb Turner in the hot-seat to guide him around. Valuable support from Britain's Energy Coast in West Cumbria meant this challenge could go ahead as without it them it would have been unlikely this final effort would have been possible.

10 special stages in a number of plantations on the island faced competitors as the event left the Douglas TT Grandstand start on Saturday morning and a steady run through the first two stages saw Richard start to acclimatise himself to a different car on a very different surface. The unfamiliarity with the car led to a stall at a hairpin bend on stage two but back at the first service area the team were around the top ten with no major issues. Connor Corkhill wasn't faring so well and had some suspension problems which resulted in him dropping out from the main results and continuing for the rest of the day for fun. Martyn Jones had also had a problem on the early stages and he too dropped from the main field. This meant it had to be a steady run for the remaining 8 stages for Barnard and this very nearly didn't happen with a big 'moment' at a junction on stage 3 when the Subaru crew went too quickly into a left hand corner going off the road, over some logs and between some trees before emerging unscathed and back in the fray.

There were few dramas for the Cumbrian driver over the remaining stages and when results were posted in fading light at the TT Grandstand finish they showed that Richard had finished 7th overall, 2nd in Class E and picked up the Best Newcomer Award as well. But, more importantly he had gained enough points to leapfrog the 2 drivers in front of him in the Manx Junior Rally Championship and finish up 2012 Manx Junior Rally Champion. This award has never been won before by an off island driver so a fantastic first for Richard and his team. At the rally awards ceremony at the Creg ny Baa Hotel on Saturday evening Richard said 'I am absolutely delighted to have won the championship and know that I have a lot of people to thank for helping me achieve this. The businesses and organisations who have sponsored me this year, the guys who have prepared and run the cars for me and the co-drivers who have sat in with me. Obviously I would also like to thank the organisers and marshals on the rallies without which we couldn't go out and enjoy ourselves.'

The result from the Isle of Man will also help Richard in the West Cumbria Motor Sports Club Stage Rally Drivers Championship as points scored on the Isle of Man count towards it as well. Richard is well placed and in this championship and is also currently leading the Association of North West Car Clubs Junior Rally Drivers Championship He will now have to sit and wait to see if anyone can pip him at the post to these titles and if not give him a unique treble for the 2012.

**Richard Barnard** (West Cumbria Motor Club)

## Sea to Sea or the 2012 Coast to Coast Classic Tour Morecambe to Scarborough



The twentieth running of this popular event saw a good entry list of nearly sixty cars, and was blessed this year by mainly fair weather, unlike the monsoon conditions that beset last years run. Held on the 14th July it was noticeable that there were no entries from France, apparently it was Bastille Day, and they were too busy with the Fete Nationale!!

Many regular Coasters were on parade with Steve O'Connell and Neil Warren making the long journey 'Up North' from Buckinghamshire, if they were looking for mill chimneys they were in for a shock, gorgeous rural vistas and delightful villages were the order of the day on this route put together by Chris Lee and Martin Wylie. Starting from The Midland Hotel, Morecambe the route meandered it's way through Arnside, and onwards to the first check point at The Fat Lamb, Ravenstonedale. Where proceedings were interrupted by a short, sharp shower. Lunch at Akebar Park provided picnic opportunities for some, before passing over the North York Moors to Scripps Garage at Goathland, thence on to Robin Hoods Bay, and finally to East Ayton Lodge, where the Mayoress presented trophies to Richard Wilkinson. With his BMW Frazer Nash, Paul Hough with his Lea Francis, David Williams with his Jaguar XJS and Paul Kennady with his Bentley Speed Six

**Source - All Torque**

***the Lancashire Automobile Clubs Newsletter***

no control, so you can't hang about. All in all, without going into a more detailed description of Tour, I would wholeheartedly recommend it to Others. All these events may seem quite expensive, but this relates to the costs of running - circuit time hire, personnel etc., and it is certainly not making the owners a profit as I know, they are lucky to break even. Thanks must also go to the many marshals who give their time out of love of the sport, this year in absolutely foul torrential rain in parts. Mini Britannia, the one day event in October, is perhaps the bargain starter and I would exhort members to look at it on line on [www.tourbritannia.com](http://www.tourbritannia.com). It is based at Silverstone this year. Date to be confirmed. One personal satisfaction is that our humble Rapier V ate a few 911's, Astons, Ferraris and other exotics. We finished fifth out of eighteen in Regularity, which I think is quite good going for the Rapier's first outing in Geoff and my hands. My thanks to you Geoff, hopefully more will follow with you and Rob and it is just the beginning for the Rapier.

## RALLY BRITANNIA



Essentially the Tour was originally organised by Alec Poole for virtual competition cars with linking road sections between four circuits a day, where the emphasis was on track use followed by a serious race. A Regularity route between circuits was developed for a second category and this is a strict Regularity event with set timings - spot checks and also Consistency at two or three of the circuits visited by the competition class. Having navigated for a friend on the 3 day 2011 Tour I soon discovered that Regularity Navigation was a black art to me and best left to wiser heads. So Mini Britannia in October, which is a one day event, was accomplished as a driver with an old navigator friend, Rob Salaman, and we both learned a little The appetite was therefore well and truly wetted and as Rob's timetable couldn't accommodate the 2012 Tour I set out in search, knowing that I needed someone with Regularity experience. I was more than fortunate to find this in the person of Geoff Awde, who has many years experience both as a navigator and driver and is a real expert in Regularity Navigation.

Immense discipline is the key to success, as every second counts to the final score and the prime need is to lose as few as possible. Consistency is the driver's most fundamental requirement and the ability to produce this at the navigator's command. Although we hadn't worked together before, Geoff and I swiftly established a good rapport, although I am a bit deaf and needed the odd shout (just like home!). So the 2012 Tour commenced in what can only be described as the most appalling combination of weather conditions. An initial first night timed circuit at our base, Rudding Park, saw us slithering all over the place on an unbelievably slippery track, but staying on course and in time with minimal penalties

Others weren't so lucky with one 911 rear ending a tree with substantial damage, but thankfully no injuries. Thus chastened off we went at 7a.m. starting with a back to front descent of Harewood Hill Climb with a surprise timed stop midway. The day then went on with a set route book based on tulips - but pro navs study the full route on the O.S. maps for terrain etc., all of which is crucial to know when there are both set and unexpected stops, for checks en route on Regularity. We covered some distance and this requires effort as the speeds needed between stops at circuits are of course governed by the legal limits but don't leave a huge amount of time for inadvertent delays over which one has

**John Cook - Lancashire Automobile Club**



## MSA British Rally Championship Korhonen vows to win 2013 BRC

Reigning MSA British Rally Championship Pirelli Star Driver Jukka Korhonen

has announced today that he aims to be the first Finn to win the BRC since Marko Ipatti in 2000. The declaration came at the launch of his 2013 programme at the Helsinki Finnish Motorsport Show, where he unveiled the Citroën DS3 R3T in which he and Marko Salminen plan to make their assault on the championship. The 28 year old from Siikajarvi will contest all seven rounds of the BRC, as well as Rally Finland, at the wheel of the DS3 run by the UK's Autosport Technology, the team behind Keith Cronin's 2012 BRC title. Jukka Korhonen with his 2013 Citroën DS3 R3T in Helsinki on Friday Bringing plenty of rallying experience, he first competed in the British Rally Championship in 2011, when a one-off appearance on the Pirelli Rally was sufficient to secure him a place in the Pirelli Star Driver Shootout – proving his pace there with victory. Now, with a season at the wheel of his Pirelli-funded Škoda under his belt, he says that he is ready for a title assault: "My focus next year will be the British Championship. It is an important step to move forward in rallying and I am looking forward to driving the Citroën DS3 and working with Autosport Technology. They have proved many times that they can win and I think together we can take the title." 1999 British Rally Champion driver Tapio Laukkanen was at the launch and said: "We Finns have been drawn to rallying in Britain for many years and I think it is still the best domestic championship in the world. The move to two wheel drive has revitalised the series and I believe that it is the best place for up and coming drivers.

"I obviously hope that Jukka can add his name to the trophy. It has been a long time since me, Kaj (Lindström) and Marko (Ipatti) won and even longer for Pentti (Airikkala), Hannu (Mikkola) and Ari (Vatanen)."

For more information on the MSA British Rally Championship visit [www.rallybrc.co.uk](http://www.rallybrc.co.uk)

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## MSA British Rally Championship Annual Awards Ceremony

The annual MSA British Rally Championship awards night, affectionately known as "The BRC Bash", took place on Saturday (17th Nov) at the Manchester Hallmark Hotel and was universally hailed as a great success. Dinner was combined with two awards sessions, overall and class trophies interspersed with Greenlight Television's excellent footage and Jakob Ebrey's stunning photos. But aside from the prestigious and solely performance-based trophies, came awards that had a more subjective basis. The British Rally Championship's Rally of the Year award, first presented in 2003, went across the Irish Sea for the third time in four years, as Todds Leap International Rally N.I. took top spot again. Also nominated were the Pirelli and Jim Clark International Rallies, votes cast by competitors and officials who had experienced all six 2012 BRC events. All the BRC rallies were represented at the ceremony, each receiving a memento photograph of their event from championship manager Mark Taylor. Elfyn Evans went away with a haul of awards in addition to those for BRC Class 6 and Fiesta SportTrophy. The newly dedicated Rory Galligan Award for Outstanding Performance was probably the most significant; given to the driver who shows real spirit, whilst not necessarily being the fastest. In reality, Evans could probably have won the overall championship in an R3 car, but opted for the trusty R2 Fiesta to stay match fit for his successful assault on the WRC Academy. His results in the 170 horsepower car were astonishing, taking two podium places despite a power deficit to his R3 rivals. It was Evans who took the Greenlight Television Award too, partly because of his excellent results, but also for his consummate professionalism in front of camera, microphone and notepad.

Proving that the BRC has support at the highest levels in the motoring industry, the three registered manufacturers, Citroën, Ford and Renault were all represented on stage during the evening. Citroën UK's Press Officer Katie Read collected the MSA British Manufacturers Rally Championship trophy, while former Ford of Europe Motorsport Director Mark Deans presented the NGK Spark Plugs BRC Challenge awards and Renault UK's Communications Director Jeremy Townsend was also on hand to present the Twingo Trophy awards. The biggest prize in British rallying is yet to be decided, so while the 2012 Pirelli Star Driver nominees were all honoured with a Greenlight TV montage, the finalists must wait until after the shootout on December 5th & 6th to find out who will take the funded Citroën DS3 drive in 2013.

## BRC season review on Sky Sports

The 2012 MSA British Rally Championship season review will be shown on Sky Sports on Monday 3rd December starting at 20:00hrs on Sky Sports 4HD, repeated later on Sky Sports 2HD.

Split into two consecutive one-hour programmes, the Greenlight Television-produced programme is hosted by Mike Brewer and Robbie Head and celebrates a fantastic season, won by the third time by Irishman Keith Cronin, Northern Irish co-driver Marshall Clarke taking his first title.

You can also catch up now with Greenlight TV's excellent mini-review, originally produced for the end of season awards ceremony, but now on the championship's own YouTube channel for everyone to enjoy at [www.youtube.com/BRCMedia](http://www.youtube.com/BRCMedia)

**What a month I have just had.** First the Devils Own was cancelled so put in an entry for the John Robson with Moz Ellison.

On the eve of the Robson I was 'proper poorly' so on the morning of said event I was at the emergency doctors at Furness General Hospital where I was told that I had pleurisy. I had heard of it but my god I didn't realise it could be agony. Anyway I was forced to withdraw from the event and leave Moz to go and marshal. This proves to me that Moz is definitely a jinx or is that a Jonah ?

Two events down the pan and The Black sheep coming up

On the following week with Bob Hargreaves taking the silly seat. In the week building up to the Black Sheep my own doctor had put me on some Tramadol tablets and oh boy, do they put you out of the game! So I made the decision that I would stop taking Tramadol 36 hours before the Black Sheep so that I had a sporting chance of knowing what day it was on the event. I was still getting some discomfort so at the start I took three Anadin extras having got through the day on Co-Codomol.

The start at Tony Harrison's complex was nice and relaxed with plenty of time to plot and crews were speculating that there could be 24 winners. Once out on the road it very quickly became apparent that this was going to be a very competitive event. I know there are other reports on the event so I will keep it brief. The route was absolutely fantastic with some very challenging roads on four maps and Bob was kept very busy. It was a really exciting event and when we got to petrol I was beginning to think there was no way I could keep going to the finish but I necked another three Anadin and off we went again. It was rather interesting around Killington where the road was like a skating rink. A very chilly night for the stout band of marshals, who were superb. We managed to miss a code board which is pretty unforgivable but we console ourselves that we were not alone in this.

Chris Paskin is to be congratulated for putting on a superb event and although there was a little controversy over the results I feel it would be churlish of me to make any criticism as Bob and I both thoroughly enjoyed the night and I finally got to actually do an event before the end of the year. As I write this another week has passed since the Black Sheep and this is the first day I have not felt my age since the onset of pleurisy. I definitely recommend that you try to avoid it. OK Moz I forgive you and accept that my woes could be age related !

## The Barrow Taxi Column

*aka Mr Paul Brereton*



### S.A. Gas Premier Rally Sunday 18th November.



**Arron Newby from Lancaster Motor Club** competed on **The Premier Stages**, co-driven by Craig Drew, in their **TEG Sport** Subaru Impreza, as well as three other TEG Sport Subarus driven by Rob Swann, Karl Simmons and Gary Wayne. The rally organised by Dukeries M C took place in the Clipstone Forest / Sherwood Pines area on the 18th November. Arron had a tough first stage when his car slid on ice and hit a gate post, causing damage to the steering but able to continue at reduced pace dropping 15 seconds, but after great work by the TEG Sport service crew went on to set two top three times over the next three stages, despite the number of more powerful and lighter WRC and Open Class cars on the entry list. Stage 5 had a sting in the tail for Arron as a pothole just after the stage start broke a bottom track control arm, but undaunted Arron continued at a steady pace, bringing the Impreza back to service where Arron took maximum lateness from the 20 minute service to be ready for the sixth and final stage.

No dramas on the last stage resulted in a dead heat on time for 4th place with Karl Simmons in his TEG Sport Subaru. Karl was awarded 4th and Arron 5th as a result of 1st stage time, to achieve such a good result was an early 18th birthday present for Arron, and the TEG Team were also delighted with Rob Swann winning the rally outright, and all four cars in the top ten, Gary Wayne coming home in 7th place.

Arron would like to send his thanks to the very busy service crew who valiantly kept all four cars in the event, and also a big thank you to Pirelli, Sunoco, and PIAA who have helped a great deal.

The next challenge for Arron and Craig will be The Coppermines Grizedale Stages on December 1st where the

crew have been seeded at 9.

**Paul Moon LMC**

**TEG SPORT**



South of England  
**TEMPEST RALLY**



## Our Man 'Darn Sowf'

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

**aka James Redman**

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

High speed rally action proved a popular attraction in Hampshire on Saturday 3rd November 2012 as some of the country's leading rally teams took part in the Aldershot-based JLT Tempest Rally. The event attracted a host of WRC cars, the very latest in 2WD technology, classic rally models and an unrivalled combination of established and rising rally drivers and co-drivers together with the popular Armed Forces Rally Team.

Two individual rallies – one for two wheel drive cars and a second for the more powerful four wheel drive cars, produced two worthy winners after 10 high speed stages in forests on the Hampshire Surrey border.

19 year old Daniel O'Brien finished first overall in Tempest4 in his Focus WRC while Callum Black was the leading driver in Tempest2 at the wheel of a Citroen DS3.

Rally manager Barry Guess said the event had once again been a great success for competitors and for spectators with bright sunny weather adding to the high octane atmosphere.

"The event ran well from start to finish and the feedback from everyone involved has been tremendous," said Barry. "Daniel and Callum are both worthy winners of their respective events but neither win was easy and we had some close competition throughout."

Daniel O'Brien was runner up in Tempest4 last year when his father Michael won the event and the youngster said he was delighted to have moved up to the winner's spot this year and kept the trophy in the O'Brien family.

Together with co-driver Mark Glennerster he secured victory in the closing stages of the event after early leader Jason Pritchard slowed with mechanical problems.

"Jason was really unlucky and that last stage was hard to drive," said Daniel. "I've been happy enough all day and it's been good fun."

In Tempest2 there was also a late change at the front after last year's victor Russ Thompson set the early pace with co-driver Andy Murphy in the Renault Clio. But there was always pressure from the DS3 of Callum Black and co-driver Paul Wakely, who took the lead ahead of the final high speed tests.

A delighted Callum admitted it had taken a while to get into the groove but said he was pleased to win the event at his first attempt.

Elsewhere all five Land Rovers from the Armed Forces Rally Team completed the stages safely with top ten finishes for local drivers which included Wug Utting, Max Utting, Will Nicholls and Mark Spencer.

### Tempest 2 Results

1 Callum BLACK Paul WAKELY	Citroen DS3 3T	00:42:55
2 Russ THOMPSON Andy MURPHY	Renault Clio	00:43:10
3 Will NICHOLLS Nick BROOM	Ford Escort	00:43:22
4 Mark SPENCER Stuart ANDREW	Ford Escort	00:43:25
5 James POTTER Bob DUCK	Ford Escort Mk11	00:44:04

### Tempest 4 Results

1 Daniel O'BRIEN Mark GLENNERSTER	Ford Focus WRC	00:39:57
2 Jason PRITCHARD Dale FURNISS	Ford Focus WRC	00:40:17
3 Robert SWANN Darren GARROD	Subaru Impreza N14	00:40:21
4 Kevin ROWLEDGE Andrew BARGER	Subaru Impreza WRC	00:41:15
5 John LLOYD Adrian CAVENAGH	Subaru Impreza WRC	00:41:35



**Callum BLACK Paul WAKELY**  
**Citroen DS3 3T**  
**1st O/A Tempest 2**



**Daniel O'BRIEN Mark GLENNERSTER**  
**Ford Focus WRC**  
**1st O/A Tempest 4**

**James has Photographs Available from the Tempest Rally Premier Rally**  
**And the 2012 Roger Albert Clark**  
**And many, many more events**  
**He will also be at Blyton for The Hall Trophy**  
**You can contact him at**  
**[www.pprs.moonfruit.com](http://www.pprs.moonfruit.com)**

**MORE from 'Our Man Darn Sowf**  
**On Page 31**  
**The Premier Stages Rally**  
**&**  
**The Premier Historic Stages Rally**

***James Redman***

**MOTORSPORT rally fans** turned out in their thousands to see Robert Swann and Darren Garrod (Subaru Impreza) retain their crown as the SA Gas Premier Rally returned to Sherwood Pines. Although they led from the start of the event they were chased all the way by Andrew Fenwick and Andrew Roughead (Hyundai Accent WRC) on what was their first forest event for 5 years. Third were John Lloyd and Adrian Cavanagh in a Subaru Impreza S11 WRC.

Event sponsors Karl and Guy Simmons, in an immaculate black Subaru Impreza in SA Gas colours, finished in a tie for 4th place with **rising young star Aaron Newby** (Subaru Impreza) but came out ahead because of their faster time on SS1. Other Dukeries members in the top 10 included Gary Wayne and Andy Smith, in the Select Cars sponsored Subaru Impreza N15, Shelly Taunt and Julie Murphy, (Subaru Impreza) and Andy McArthur and Philip Rushton in another Impreza, who finished seventh, eighth and ninth respectively.

Mark Mazzitelli and Pete Butler (Ford Escort Mk2) were 16th overall and 2nd in Class 3 ahead of Stuart Ranby and Ian Bass in another Ford Escort Mk2 who started and finished in 20th position. (Good work by Toby the Cat !)

Stage 4 was halted and red flagged following an accident involving car 21 the Talbot Sunbeam of David Welch and Stuart Proctor. Dave suffered severe back pains and was taken to Kings Mill Hospital as a precautionary measure. After a thorough check up and X rays he was released with just strained and bruised back muscles.

Cliff Richards and Steven Holmes (Ford Escort Mk2) finished 23rd overall and were one of the few Reserve crews who managed to get a late entry into the event which had filled up the 60 places in just 9 days.

David and Matt Wood (Opel Corsa) who have recently won the 2012 ANEMMC Rally Championship, scored an exact repeat of their last years result. They finished 1st in Class 1 and 23rd overall and won the Premier Garage Trophy for the highest placed front wheel drive car. Emlyn Evans and Bridie Hall (Peugeot 306) had a consistent run through all the stages to finish 36th overall despite only finishing off the preparation of the car on the previous day.

The Premier Historic Rally was won by the pre event favourites Jason Lepley and Howard Pridmore in a Ford Escort RS who finished just 22 seconds ahead of Chris Langthorne and Brian Spademan in an Escort RS2000 with both crews providing a spectacular display of Historic rallying. Brian, who now lives in Cyprus, was co-driving while over here on holiday.

Jim Hinchliff and Stephen Mazzitelli in the red MG Midget, which was the oldest car in the rally, finished in eighth spot and won the trophy for the leading Historic Category 1 car.

A full list of all the event results can be found on the event website [www.premier-rally.co.uk](http://www.premier-rally.co.uk)

The format for the SA Gas Premier Rally, which again used a compact route entirely within Sherwood Pines, received praise from competitors and spectators alike, and many are already looking forward to the event in 2013.

#### Premier Rally Results:

1. Rob Swann/ Darren Garrod	Subaru Impreza	31:32
2. Andrew Fenwick/ Andrew Roughead	Hyundai Accent WRC	31:56
3. John Lloyd/ Adrian Cavanagh	Subaru Impreza S11 WRC	32:28
4. Karl Simmons/ Guy Simmons	Subaru Impreza	33:14
5. Arron Newby/ Craig Drew	Subaru Impreza	33:14

#### Premier Historic Rally results:

Jason Lepley/ Howard Pridmore	Ford Escort RS	34:44
Chris Langthorne/ Brian Spademan	Ford Escort RS2000	36:41
John Baker/ Seyyan John	Ford Escort Mk2	38:10
Charlie Gabb/ Dave Boyes	Toyota Corolla	38:19
John Taylor/ Lindsey Watson	Ford Escort Mk2	38:20

## S.A. Gas Premier Rally and Premier Historic Rally

Sunday 18th November.



**Rob Swann/ Darren Garrod**  
Subaru Impreza 1st O/A



**Arron Newby/ Craig Drew**  
Subaru Impreza 5th O/A



**Jason Lepley/ Howard Pridmore**  
Ford Escort RS 1st Historic

**Report and Photographs**  
by Our Man 'Darn Sowf'  
*aka James Redman*  
[www.pprs.moonfruit.com](http://www.pprs.moonfruit.com)

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



**Last month I mentioned my disappointment about two event that I planned to compete on that did not run.**

The Devils (KLMC) on the 4th of November and the Illuminations Rally (MCC) on the 20th/21st October.

**The Devils** was originally planned to run earlier in the year but was postponed to the 4th of November because of some problem or other with the msa Permit. Because of a lack of entries for the November date it is has now been rescheduled to run on the **17th of March 2013**

The Illuminations Rally was postponed from its October date to the 8th/9th of December because of a shortage of help and entries . On Tuesday the 16th of October we received the following

*"Thank you for your interest in competing on this years "Illuminations" Rally, unfortunately not enough people registered to be involved in it so I had no other option but to postpone the event. However with all the work involved in putting an event on like this and not wanting to waste the Club's money, I'm looking to run the "Illuminations" Rally on the new date of December 8th 2012, providing I get the entries and help required."*

With 27 entries for the October date I would have thought that the Illuminations would have run. It was only 3 entries short of its published minimum and, from past experience, would have probably picked up those extra competitors before the 20th of October. Was the clue to not running the "help required."

On the 1st of November we received the following *"despite the revised date to hopefully run this event, sadly I have to inform you that it will not take place this year. Results of my second appeal for competitors and marshals resulted in just 24 from 600+ emails recipients (Yes, thats Twenty-Four).*

*6 Offers to marshal, 3 from competitors who can't attend on that date, 3 who may be able to compete but don't know, 12 offers to compete*

*Not compelling reading for a 60 year old club running a prestigious event, which for the first time in it's history (that I know of) has had to postpone because of lack of entries and most importantly, people to make the event happen."*

**These days**, Clubs do not have the masses of volunteers to help that they used to have, money is tight and both competitors and marshals have to work to a budget. I feel for both sets of organisers in having to postpone these events. A lot of time and effort goes in to putting an event on and from what I hear and remember, Clerks of Course almost do everything single handed until the night of the event. An onerous task.

Now I don't want the two clubs involved to think for one moment that I am having a go at them because I am NOT, anyone who is prepared to put on an event deserves praise just for doing that BUT in both cases the amount of pre-event information was somewhat sparse. Both clubs should look at the amount of pre-event publicity that Ed Graham has churned out for the John Robson Rally. Hardly a week goes by (and this has gone on for at least the past 6 months) without another email arriving telling me about this 'Wonderful' event or a message via Facebook or another mention on BRF - there were even printed Regs available (a rarity **these days**) at the start of the Clitheronian and Countdown Rallies - it has been very, very difficult to ignore.

As I said earlier, money is tight, and speaking as a competitor I decided at the start of the season which events I was going to contest. The events I was planning to do were relatively evenly spaced out, not just for cash reasons but also to ensure (or try to ensure) that the car was ready (*not entirely a success on the G&PMC Memorial Rally where we broke down in the middle of Ford*).

Despite what people think - I do have other commitments outside of motorsport and it is not always possible to reconcile those commitments with re-arranged dates. (Try telling your daughter that you cant attend your only grandsons birthday party because the Illuminations has moved dates - especially after she had arranged the party to fit in with my rallying)

One of the problems that both clubs will now have to face is competitors confidence in these events. It is bad enough, **these days** (*Far too many 'these days' - must be getting Old - next thing I will be saying is 'I can remember when!*), that entries don't seem to be sent in until the last moment but when an event is cancelled, it undermines competitor confidence in that event to run in the future . The result is a downward spiral in early entries and then in total entries received. Eventually the event does not run at all, and we are all the poorer for it

The only way, as I see it, is to improve the quality of events and for organising clubs to keep competitors and marshals informed. The better events fill up with entries very quickly and with the larger entry they also seem to attract the necessary number of marshals. The other upside to an event being seen as 'good' is that it can also attract a premium in entry fees. Quality attracts quantity and people want to be involved with success - an upward spiral - you get the competitors, volunteers to help with organising and the marshals and a good return on your investment. The other factor is knowing what people want but then the hard part is delivering it.

**One way or another Dan Willan provides it with the Lonsdale Belt, Sasha Herriott and Sam Collis deliver it with the VK Derbyshire, and Paul Buckel did it with the Clitheronian.**

Remembering back to my time (*told you so*) as a Clerk of Course - I seemed to spend every spare moment working on the event, but I have found that the greater the effort you put into it, as anything in life - the greater the rewards

**Continued on Page 33**



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



*Continued from Page 32*

**Perfect Planning Prevents Piss Poor Performance** (which probably accounts for my result on the Countdown! - NB NOT the Organisers Performance - I mean My Performance)

AND to add to my disappointment I was going to do the John Robson with Paul Brereton, but on the afternoon of the event he rang to cancel (see 'the Barrow Taxi' report (page 30 & John Robson Report page 19) but I did enjoy a spot of Marshalling in the North East instead.

I mentioned in the John Robson report that 'It was all very tight at the top of the SD34MSG Road Rally Championship. To win I had to finish the Black Sheep Rally as the 1st SD34 registered navigator and Alan Barnes had to finish at least two places behind me. If you have read the reports (page 17 to 19) You will be aware that Alan gained 1st SD34 place and I finished in a lowly 14th O/A

**So Alan Barnes is the 2012 SD34MSG Road Rally Champion Navigator.  
Well done Alan.**

**On a more positive note** - a few months back I attended a Club night at **Warrington & DMC.**

Whether you know it or not, Warrington & DMC have had a rather turbulent couple of years and Dave Reid returned as Chairman with Malcolm Hague to help him to steady the ship.

The meeting I attended elected a new committee with George Jennings as Chairman.

Following an interesting and very lively evening the new committee was formed.

Judging by the Website, Facebook page and chatting with members of Warrington & DMC - the new committee has risen to the challenge with gusto and are full of enthusiasm and ideas, going forward at a pace and a half

Enthusiasm and a positive attitude can achieve wonders. Keep up the good work and don't get disheartened by the knockers who never cease to tell you "we don't do it that way"

**(oops - errr - that could mean me! - so I had better shut up NOW)** **MO**

My wife has been badgering me to paint the lounge but keeps insisting that I use muted and neutral colours.

I gave in eventually and packed her off to her mother's while I decorated.

She telephoned me on the first evening. "So what colour have you chosen?"

"I've gone for 'mushroom'? Will that be OK?" I queried.

"Actually, that sounds nice. See you tomorrow."

I hope she likes it. It took ages to paint the white dots on the red background.

I am sorry to say that there is no report on Marshalling this month from Gareth Adams.

Whilst outside having a ciggy break at the end of the Black Sheep Rally Gareth drove past.

He was on his way home from work but found time to stop and pop into the Punch Bowl for a chat.

For the first time in ages he has been required to work nights for the Month of November.

This has severely curtailed his Marshalling activities. He will have finished nights in time for the Roger Albert Clark Rally.

Normal Service will be resumed soon

# CONTROL



## MARSHALLING POST With Gareth Adams

Following our excursion onto the burm (grass bank) in Gisburn Forest Car Park on the Black Sheep Rally, we thought it best to have the car checked over before venturing down to the Preston Rally organised by Chelmsford MC.

Only cosmetic damage done, but we are going to fit some stronger front springs and new engine mounts.

Brake & Fuel lines must move inside

The LSD will have to wait until after Christmas

My seat needs repositioning - Felt as though I had run a marathon on Sunday after the Black Sheep - I had been pressing down with my legs so hard to keep myself braced - they were still aching on Tuesday

Might need to think of a method for cleaning lights and number plates and we also need to get the office side of the car more organised. I hope to have a report with a bit better result than of late for the January Issue **Mo**

## PLEASE NOTE

**Deadline for copy is**

**Thursday 27th Dec**

**even earlier would make my and Les Fragles  
New Years Eve a lot easier**

**(he has to proof read it before I send it out)**

**for the January edition which is due out on  
Monday 31st December 2012**

**PLEASE Email Reports etc. to**

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

Doctor: "Your wife's in hospital".

Me: "How is she?"

Doctor: "I'm afraid she's critical".

Me: "Ah, you get used to that..."

Walking into the bar, Mike said to Charlie the bartender, 'Pour me a stiff one - I've just had another fight with the little woman.'

'Oh yeah?' said Charlie, 'And how did this one end?'

'When it was over,' Mike replied, 'She came to me on her hands and knees.'

'Really,' said Charles, 'Now that's a change! What did she say?'

She said, 'Come out from under the bed, you little chicken.'

## The 'PENTRAETH KIA Glyn Memorial Trophy Stages' 2012:

Saturday 03 & Sunday 04th November.

To all those who attended this event whether it was one or both days would have seen the wonderful views of the snow covered tops of the Snowdonia Hills. Once again the weather was very kind to us, although a little cold and apart from a small shower on Saturday afternoon we mostly had wall to wall sunshine most of the time.

The event was full of incidents to keep us all on the ball even to the last stage were Car 2 which was not only leading the event but also the Welsh Tarmac Championship lost both of these when one of his front wheels came off and made it's own way towards the stage finish. (See photos below)

A very big large thank you to all who attended this event it was a pleasure to have worked with you all again. I normally don't mention individuals but on both days we had our own new probationary radio controller Ian Winterburn in control doing a splendid job, well done Ian. See you all again on this event next year, God willing. Bill Wilmer -- Gemini Communications



& the winner is



## OUT & ABOUT With Gemini Part One

Part two on Page 35

## Forthcoming Events

If you can help on the Hall Trophy please let me know:-

### Hall Trophy Stages Rally Blyton – Lincolnshire,

Clitheroe & DMC  
Multi Use Venue,

Sat 1st December

### Golden Microphone Awards Thursday 27th December Dressers Arms Nr. Chorley

It's very rare we have the opportunity to run a stage rally on one of the top race circuits in the country and the Neil Howard Memorial Stages Rally turned out to be a very special day for us.

The event had attracted a full quality entry one of the best I have seen in years. The stages all day ran on time and all 8 of them were covered before the 5 pm closedown time.

In our radio control, which we had set-up in the Race Control tower, apart from a exceptional view we also had 18 close circuit TV's showing us the full course and additional move and zoom in facilities, both Dave Crosby and our new probationary controller Mark Wilkinson were in their elements.

I would just like to thank everyone who helped on the event, not only the radio crews but the marshals who turned up in droves, they had an endless job constantly replacing the chicanes all day, an excellent effort by all. Someone even saw Chris Woodcock in the paddock giving out leaflets for our next Gemini teams outing at Blyton for the Hall Trophy on the 01 December, please come and help us on this if you are free.

Sincerely Yours

**Bill Wilmer**  
**Gemini Motorsport Communications**

## Gemini

### Communications Team

MOTORSPORT MANAGEMENT SAFETY SYSTEMS

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

Bill Wilmer 07973-830705

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# OUT & ABOUT With Gemini Part Two

## Radio Crews taking Photographs.

As we all know it is founded upon that marshals and radio crews should not be taking photographs whilst on duty on an event. Well we are all there to record the happenings at your post and if we see anything we think contravenes the event regulations it is our duty to record and pass it on. As we all know we don't pass on the identity of infringing competitors over the radio and a written report can take some considerable time to be viewed by the Clerk if one is on a stage miles away. So what can be better than to record the evidence on a camera and better still if this can be forwarded electronically from your phone to the C of C so that immediate action can be considered. This can't be mixed up with a radio marshal standing outside the car photographing every car, this should not be considered as taking evidence.

On the 2010 WRGB rally a large amount of after event communication was exchanged regarding radio crews taking photo's, at the time I did make my feeling know about the benefits where a photo can save a thousand words to the right ears. A couple of weeks ago the MSA had a seminar for Radio Controllers in the Manchester area, six licensed Gemini Controllers attended, the use of cameras as a means of recording evidence and passing it on by electronic means was discussed and everyone agreed that this is now an excepted practice.

## 81.575 Mhz. and another safety channel.

For at least 15 years the MSA Radio Co-ordinators have been requesting that the MSA should purchase an extra radio channel for event safety purposes. I'm pleased to be able to tell you that this is now on the cards. There are not much more details to add at this time but we are hoping it will be coming out soon in the new year. It is also hoped that we would not need new sets and it will be a low band channel so that it can be programmed into our 81 sets. As I get more info on this I will pass it on.

Best Wishes

**Bill (Gemini One.)**

## Championship Positions to date:

1st,	Gemini 56 - Tony Jones	- 33 points
2nd	Gemini 48 - Peter Langtree	- 24 points
3rd	Gemini 13 - Stuart Dickenson	- 20 points
4th	Gemini 6 - Dave Crosby	- 19 points
= 5th	Gemini 39 - Alan Shaw/Les Eltringham	
	Gemini 23 - Ian Davies	- 18 points
7th	Gemini 9 - Keith Lamb	- 17 points
= 8th	Gemini 18 - Eve and Graham	
	Gemini 59 - Maurice Ellison	
	Gemini 12 - Chris Jarvis	
	Gemini 31 - Duncan Stock	- 16 points
=12th	Gemini 4 - Ian Winterbottom	
	Gemini 14 - Adrian Lloyd,	- 14 points
=14th	Gemini 3 - Les Fragle	
	Gemini 33 - John Ellis	- 13 points
16th	Gemini 11 - Mark Wilkinson	- 12 points
17th	Gemini 37 - Dave Chappell	- 11 points
18th	Gemini 7 - Tony & Avril Lee	- 9 points
=19th	Gemini 2 - Graham Cookson	
	Gemini 21 - D.Bedson	- 8 points

## John Hart - Gemini 47

I'm sorry to tell you that John Hart has passed away - his daughter Sue phoned me with the sad news.

John who ran with a radio call sign of Gemini 47, he had a stroke a few years ago but was a keen track marshal prior to this, he took up radio work as he still wanted to be involved with the sport and found this way as a means to continue with his hobby.

## ANWCC Marshals Monthly Draw Peter Langtree Gemini 48

Peter's name came out of the hat for the marshal's prize draw for October.

Cheers,

Dave V Thomas

Championships Co-Ordinator

Association of North-Western Car Clubs

I am ever so pleased for Peter, he was the guy who was on the Gt. Orme on last year's Cambrian Rally and went ill and finished with some 5 months in hospital and needed a quad by-pass.

## A date for your new 2013 dairies Plains Rally

**Saturday 18th May 2013**

Please accept this as an invitation to help with Communications for the 2013 Plains Rally. I know the event is a fair way off yet, but I want to ensure that everyone is aware of the date as soon as possible. Stages will again be in Dyfi, Garth, Hafren / Sweetlamb Forests along with the famous Woodyard Stages.



**DOES YOUR EVENT REQUIRE  
RADIO SAFETY CREWS  
contact**

**Gemini Communications**  
**Bill Wilmer 07973-830705**

**w.wilmer@btinternet.com**

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### Ferry Strike Fails to Halt the MSA Euroclassic

The 20th anniversary MSA Euroclassic went ahead successfully last month despite an unanticipated ferry strike that threatened to derail the event.

UK-based entrants were due to travel by Brittany Ferries from Plymouth to Santander before taking the start at León in northern Spain. However, news broke two days prior that the ferry would not be sailing due to strike action.

Event organiser International Motor Sports circumvented the problem by arranging hotel accommodation in central and southern France to allow crews to drive through France and into Spain.

All entries and the 13 teams of event officials thus started the event after driving more than 900 miles. Brit Assist, the event's breakdown assistance team, only had to deal with one major car failure en route – fitting a new head gasket to a Healey 3000.

All cars made it to the finish at Vichy after covering a further 1350 miles through Spain and France, taking in the Pyrenees, two race circuits, a hill climb and some variable weather conditions.

IMS would like to thank all those who played a part in the making the event a success. Plans for the 21st running of the MSA Euroclassic in autumn 2013 will be announced soon.

### Rallying booming on Jersey

Rallying is burgeoning in the Channel Islands, with more than 30 locals due to take their BARS test next month following a highly successful 30th anniversary Jersey Rally in October.

Jersey Motorcycle & Light Car Club and Multi Surface Rally Committee member Charlie Fox has arranged for Bill Gwynne of Bill Gwynne Rally School to deliver the test on Jersey on 8-9 December.

"We had a very strong Jersey Rally this year so I thought it best to capitalise on that encouraging some of those who came and watched the event to take their BARS tests and get behind the wheel themselves," said Fox. "Bill Gwynne will be running the test in a local quarry called Ronez using XR2i and Peugeot 106 rally cars, and with 35 people confirmed, which means 35 more rally drivers here in the Channel Islands."



### McLaren offers exclusive tour for BSKC 2013 winners

The winners of the 2013 British Schools Karting Championship (BSKC) will be rewarded with a VIP tour of the McLaren Technology Centre, home of the Vodafone McLaren Mercedes Formula 1 team.

The winning team will go behind the scenes at McLaren Racing, including a look at the team's state-of-the-art 145-metre wind tunnel.

"At Vodafone McLaren Mercedes, we've long supported ways for young people to learn about, understand and break into motor sport," said Team Principal Martin Whitmarsh. "The British Schools Karting Championship is a great way to encourage older school children to engage in a competitive racing environment without the financial burdens that accompany the sport at all levels. As such, we're pleased to once again be able to offer a tour of the McLaren Technology Centre to the winners in 2013."

**VODAFONE McLAREN MERCEDES**

### MSA offers Intern opportunity

The MSA is inviting applications for a three-month Internship based within the governing body's Development and Communications Department.

Working on projects related to the MSA Academy, Go Motorsport and various communications activity, this is an introductory position that would suit a recent graduate with a strong interest in motor sport who is looking to gain work experience within the sport.

Interested candidates should send a CV and covering letter before the end of November to [media@msauk.org](mailto:media@msauk.org).

### Shootout preparation

Three members of the MSA Academy prepared for this week's McLaren *Autosport* BRDC Award shootout by gleaning knowledge and advice from past contenders. The MSA arranged a get-together at Motor Sports House for 2008 winner Alexander Sims and 2011 finalist Alex Lynn to share the benefits of their own experiences with Academy members Jake Dennis, Josh Webster and Jordan King.

The results of the shootout will not be announced until the Autosport Awards evening on 2 December.

"I think it was a very useful session," said Team UK driver Alex Lynn. "The insights that Alexander and I could offer will not make any difference to the guys' abilities in the cars, but it should help them to be as prepared as possible for the event which can only help them in performing to their best potential and doing themselves justice on the day."

# AUTOSPORT

INTERNATIONAL

10-13 January 2013, NEC



## Sir Jackie Stewart confirmed for ASI

Three-time Formula 1 world champion Sir Jackie Stewart will headline the star driver line-up at Autosport International in January.

Stewart will be appearing across both public days of the show, 12-13 January, to share memories of his illustrious career and talk about the work of the Grand Prix Mechanics Charitable Trust, which provides financial support and medical assistance to former Grand Prix mechanics in need.

A major feature celebrating Stewart's career will take pride of place within the show's main halls at Birmingham's NEC, including a selection of his F1 World Championship winning cars as well as his race-winning Stewart Ford from his second F1 career as a team owner and constructor.

"Motorsport has been a part of my life for over 50 years and I am amazed at the progress the sport has made during this time," said Stewart. "Autosport International is always an enjoyable day out. I am looking forward to being part of the show and sharing the fantastic work of the Grand Prix Mechanics Charitable Trust, as well as seeing and hopefully inspiring the next generation of British racing talent." Stewart joins two-time Le Mans 24 Hours winner Allan McNish and BBC F1 anchor Jake Humphrey at the show.

MSA members qualify for a £5 discount on trade tickets by quoting the code MI3A.

For more information call 0844 581 1420 or visit [www.autosportinternational.com](http://www.autosportinternational.com)



## ASI to honour Burns

A tribute to 2001 World Rally Champion Richard Burns will form the traditional rally feature at Autosport International 2013. Headlining the seven-car display will be the factory Subaru Impreza WRC-S7SRT in which Burns became the second British – and only English – driver to win the WRC title. A Tribute to Richard Burns will feature in conjunction with the Richard Burns Foundation. Created following Burns' passing in 2005, the RBF raises funds to help people who are affected by serious illness or injury gain access to the best possible care.

## IMBW to attract leading motor sport minds

Some of the brightest thinkers in world motor sport will converge at ASI in January for the third annual International Motorsport Business Week (IMBW).

Each year, IMBW brings decision makers and innovators from global motor sport and high-performance engineering together, with John Iley, Ulrich Baretzky, Geoff Willis, Jon Hilton, Giles

Simon and Sergio Rinland among the past speakers.

This year's programme of events comprises symposiums, conferences and seminars, along with focused networking opportunities for the leaders of the industry:

January 7-8: Race Tech World Motorsport Symposium

January 9: MIA International 'Low Carbon' Racing Conference

January 10: MIA's Business Awards Dinner

January 20-11: Autosport Engineering in association with Racecar Engineering

January 10-11: UKTI International Business Exchange (IBEX)

January 10-13: Autosport International

January 11: Motorsport Safety Fund 'Watkins Lecture'

For more information visit

[www.internationalmotorsportbusinessweek.com](http://www.internationalmotorsportbusinessweek.com)



### Evans claims WRC Academy crown

Team UK's Elfyn Evans became the first British rally driver to win a world title since 2006 when he took the WRC Academy Cup crown with victory on the Rallye de France Alsace, his fourth win in a row. Evans, 23, only needed to extend his 35-point championship lead to 38 points in France but left the event with a 50-point cushion after picking up 25 points for the win and three more for stage wins. "It's a fantastic feeling!" said Evans. "From the start of the year when we had a disastrous rally in Portugal, to turn around and have four wins in a row is just unbelievable. [The Rallye de France Alsace] felt very, vet long, so I was very happy to see the end of the last stage."



### Dennis wraps up FRenault title

Team UK driver and AASE graduate Jake Dennis claimed the Formula Renault 2.0 NEC title at Spa in Belgium despite retiring from a chaotic first race. Fellow MSA Academy racer Jordan King needed a pair of wins to stand any chance of denying Dennis the title but came home 12th in race one. Dennis's hopes of taking the championship with a top-three finish were dashed by a gearbox glitch on the final lap of the incident-ridden race that caused him inadvertently to take out Fortec team-mate and pole sitter Mikko Pakari. "It was just such a bad way to win the championship," said Dennis, who is backed by the Racing Steps Foundation. "It's certainly not way I wanted to win, that's for sure. The trouble was, I couldn't change down and just went straight on at one of the corners and that let him through. Then when I tried to get the place back round the outside I couldn't stop and went straight on. Unfortunately as I came back on track, all four wheels left the ground and I collected him." Dennis adds the NEC title to the inaugural InterSteps championship which he claimed last year after stepping up from karts to single-seaters.



### B&DCC capitalises on student influx

Bournemouth & District Car Club's on-going recruitment programme, aimed at bringing more people into motor sport, continued at the recent Bournemouth University Freshers' Fair. B&DCC used the Freshers' Fair to promote both the sport and the fact that the club offers a discounted student membership in recognition of Bournemouth's high student population. The club use its promotional trailer – grant-aided by the MSA Club Development Fund – and handed out Go Motorsport promotional materials, leading to a number of enquiries. "The event was a great success from the point of view of raising the profile of B&DCC, the MSA and motor sport and there seemed to be far more interest shown than when the unit is taken to local motor shows and carnivals," said Club Vice

Chairman, Alan Spratt, "As a consequence B&DCC will continue to work with the Students Union and others to tap into the huge potential of the local student community."

## Competition Car Log Books

An old-style log book was recently returned to the MSA by a vigilant Scrutineer who came across it at an event. The document, a fourleaf folded paper booklet that was issued from the 1980s up until the early '90s, has not been valid for a number of years now. If you are in possession of such a document please be advised that your vehicle will need to be re-log booked by an MSA Scrutineer. However, log books of the current two-leaf folded card format remain valid even if they have the old RAC or MSA logo.

## Helmets

The MSA Technical Department has received a number of reports of competitors presenting one helmet at scrutineering and subsequently being found using a different, non-compliant helmet post-scrutineering. Competitors are advised that in such circumstances Scrutineers have been reminded to inform the Clerk of Course and impound the non-compliant helmet as per (K)10.

It is, however, acceptable for competitors to switch between helmets of the correct standard during a meeting, provided that they have each been produced and approved at scrutineering.

## Regulations for consultation

The latest regulation changes proposed by the Kart Committee are now available for consultation at [www.msauk.org/regulations](http://www.msauk.org/regulations).

Any comments should be submitted to [KartConsultation@msauk.org](mailto:KartConsultation@msauk.org) by the closing date, 21 December.

## On board cameras

The MSA Technical Department wishes to remind competitors of General Regulation (J)5.20.5, which is applicable to all categories and states that any on-board camera must be authorised by the Chief Scrutineer and Event Organiser. The MSA Technical Department is aware of competing cars that have been fitted with cameras carried on suction mounts, and in one instance the camera became detached and flew off during a stage rally. This both proves that suction mounts cannot be relied upon and highlights the potential for injury to marshals and spectators.



## ASI stand to focus on volunteers

The Go Motorsport stand at January's Autosport International will focus on the various volunteer roles that make motor sport happen, showcasing everything from rescuing and recovering to flag marshalling to scrutineering. There will also be a central information and help desk where potential volunteers can go to explore their options.

Show goers will also get the chance to experience live motor sport from inside the car, with Go Motorsport having arranged for a number of motor clubs to give passenger rides on a Clubmans AutoSOLO. "This year we used the Go Motorsport stand to introduce people to the huge variety of grass roots disciplines that allow you to get behind the wheel for relatively little money," said Richard Egger, MSA Club Development Officer. "In January we'll be turning our attention to volunteering and showing everybody that there are other ways of getting more closely involved in motor sport for almost no money at all. And we'll also be giving people a taste of real competition by running an AutoSOLO and offering free passenger rides."

## MSA seeks South West Development Officer

The MSA is seeking a Regional Development Officer (RDO) to cover the Central Southern and South West region on a part-time freelance basis. A total of 10 RDOs are spread across the UK, tasked with working with clubs, associations and venues to develop motor sport in their areas as well as delivering the Go Motorsport message to schools and colleges.

The successful applicant will need a strong knowledge of UK motor sport, ideally have held positions within local motor clubs, be confident and articulate and have their own car. Strong contacts within the South and South West motor sport communities would be distinctly advantageous.

A full job description, together with details of the application process, can be found on the news pages of [www.GoMotorsport.net](http://www.GoMotorsport.net). Closing date for applications: 30 November.

## Join the Go Motorsport campaign

There are many ways for you to play your part in encouraging more newcomers into all areas of motor sport:

- Direct anyone interested in competing, volunteering or visiting a live motor sport event to the 'Go Drive', 'Go Help' and 'Go See' sections of the Go Motorsport website, [www.GoMotorsport.net](http://www.GoMotorsport.net)
- Help us to set up a visit to your local school by emailing the relevant contact details to [info@GoMotorsport.net](mailto:info@GoMotorsport.net)
- Promote the initiative by running Go Motorsport decals on your competition car. A selection of free decals is available from [info@GoMotorsport.net](mailto:info@GoMotorsport.net)
- Include Go Motorsport advertisements in your event programmes. Artwork is available from the 'downloads' section of [www.GoMotorsport.net](http://www.GoMotorsport.net)
- Establish web links to the Go Motorsport website where relevant or possible.
- Distribute Go Motorsport and Let's Go Karting promotional materials. Flyers, pencils, DVDs and other materials

# National Court

## MOTOR SPORTS COUNCIL NATIONAL COURT

SITTING MONDAY, 5TH NOVEMBER 2012

CASE No. J2012-20

### Bala & District Motor Club

This case was referred to the National Court for an Investigatory Hearing in accordance with General Regulation C9.

**The PK Memorial Rally** took place on 30th June/1st July 2012 and was organised by the Bala Motor Club.

The event was a National 'B' status event.

The Competition Authorisation Office (CAO) of the MSA received the route application on 24th February 2012.

The application was duly processed on 4th April 2012.

The Police Authority for North Wales, together with the Snowdonia National Park Authority, were also sent details of the route within their areas by the CAO.

Re-routes providing revised event route details were received by the CAO on 4th May 2012 and processed on 8th June 2012. The event authorisation in accordance with the Motor Vehicles (Competitions and Trials Regulations 1969 (as amended) was issued on 25th June 2012. On 9th July 2012 the MSA Observer's report was received by the CAO together with:

1. A map of the event, showing the complete route with the locations of each time control and passage control location.
2. A route handout document as given to the competitors at the event. The aforesaid paperwork was analysed in detail by the MSA.

### General Regulation R1.2

#### National Courses states that

'The selection of any route for a Competition is subject to MSA approval. In requesting approval a detailed itinerary must be submitted giving the exact distances to be covered. Where appropriate, The Motor Vehicle (Competitions and Trials) Regulations must be complied with in all respects.'

According to the MSA the above regulation was breached in that:

1. The route over which the Rally took place was not as submitted for approval and authorisation by the MSA.
2. The Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended) were not complied with in that:
  - a. 6 control sections were timed in excess of 30mph,
  - b. 3 control sections on the route used were less than 2 miles in length.
  - c. The locations of 2 control points were different to the locations submitted and accepted for authorisation.

The National Court was greatly assisted during this enquiry not only by representatives of the MSA, but by representatives of the Bala & District Motor Club who attended before the National Court in force and provided frank and honest evidence as to the events of 30th June and 1st July 2012.

### The National Court found that:

1. Although the route over which the Rally took place was strictly not as submitted and subsequently authorised by the MSA, it should be noted that this was so only because of the placement of controls and not because the Rally deviated from the designated course.
2. Some control sections were longer than they should have been, whilst others were too short.
3. There were rather more than 2 control points which were different to the locations submitted and accepted for authorisation.
4. On the basis of 1-3 inclusive above, there had been a breach of the Regulations.

The Court noted that:

1. According to the MSA observers' report this event was:  
'very good for a small team using a compact route on good roads with excellent start/finish venue for the level and type of event.'
  2. The Bala & District Motor Club has a good reputation for properly organised events.
- In the premises the National Court directs that:
1. The Bala and District Motor Club shall be prohibited from organising any road events (as per R7.1) for a period of 2 years.
  2. The prohibition at (1) above shall be suspended on condition that the Bala & District Motor Club organise their events appropriately and do not breach any of the relevant regulations.
  3. There shall be a contribution by the Bala & District Motor Club to the costs of the Investigatory Hearing in the sum of £250.00.

The National Court wishes it to be known and remembered by all those involved in the organisation of rallies that:

1. The practice of moving time control points without modifying the approved time and distance schedule contravenes both the MSA Regulations and also the Motor Vehicle (Competitors and Trials) Regulations 1969 (as amended).
2. The temptation of club officials and/or organisers to use the technique of (1) above to increase the average speed between controls beyond that permitted by the Regulations must be resisted.
3. Club officials and/or organisers must:
  - a. Be careful to ensure that competition routes and time schedules comply with both the MSA Regulations and the Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended).
  - b. Manage their events so that the approved routes and time controls are actually observed throughout their event.
4. Steps will be taken to monitor the organisation of events and compliance with the prevailing rules and regulations.
5. Failure to abide by the prevailing rules and regulations will expose both Clubs and Officials to disciplinary proceedings before the National Court.

The decision was set down at 15.30 on Monday, 5th November 2012.

**GUY SPOLLON, CHAIRMAN**



# National Court

## MOTOR SPORTS COUNCIL NATIONAL COURT SITTING MONDAY, 5TH NOVEMBER 2012 CASE No. J2012-21 Dovey Valley Motor Club

The Rali Bro Dyfi took place on 16th and 17th June 2012 and was organised by the Dovey Valley Motor Club.

The Competition Authorisation Office (CAO) received the Rally Route Application on 16th April 2012 which was processed on 4th May 2012. The Police Authorities for Dyfed Powys and North Wales together with the Snowdonia National Park were duly notified of the event and the route to be used.

Re-routes providing revised event route details were received on 14th May and 24th May 2012. These re-routes were processed on 23rd May and 29th May 2012 respectively. The Event Authorisation Document was issued on 11th June 2012.

On 27th June 2012 the MSA requested sight of all relevant event documentation from the Dovey Valley Motor Club.

Some paperwork was received in response and the outstanding items by 3rd August 2012 after sending further requests. In addition to the event paperwork the CAO also obtained a copy of the route handout as given to competitors at the start of the event.

Upon studying the results the CAO noted that the majority of the competitors dropped a lot of time on sections which should have been straightforward given the location of the authorised control points. Accordingly, the CAO undertook a detailed analysis of the event paperwork.

According to the MSA there had been a number of breaches.

A. General Regulation R1.2 which states:

'The selection of any route for a Competition is subject to MSA approval. In requesting approval a detailed itinerary must be submitted giving the exact distances to be covered. Where appropriate, the Motor Vehicles (Competitions and Trials) Regulations must be complied with in all respects.'

The alleged breaches were that:

1. The route over which the Rally took place was not as submitted to (and authorised by) the MSA for approval.
2. Contrary to the Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended)
  - a. 4 control sections were timed in excess of 30 mph.
  - b. 2 control sections on the route used were less than 2 miles in length.
  - c. The locations of 10 control points were different to the locations submitted and accepted for authorisation.

B. General Regulation R11.4 which states that a manned control established to prove a competitor's adherence to the correct route cannot be located less than 500 m from any other manned control.

The alleged breach was that there were 4 instances where a manned control was less than 500 m away from another such control.

Although it was initially suggested that there had been a breach of Regulation R14.1 relating to the use of Forest Commission Property without approval this allegation was correctly withdrawn.

Although the Dovey Valley Motor Club were not represented before the National Court, a detailed statement from the Vice Chairman of the Club (who was also the Clerk of the Course for the event in question) was submitted in which the majority of the breaches alleged by the MSA were accepted.

The National Court undertook a thorough examination of all the paperwork submitted and concluded that:

1. All the allegations made by the MSA were proved.
2. It was appropriate to deal with the matter without further delay.

The National Court took into account the Dovey Valley Motor Club's:

1. Admitted failure to comply with the Regulation.
2. Previous record of providing well organised events.

The National Court could not, however, overlook the extent and nature of some of the breaches and, accordingly, directed that:

1. The Dovey Valley Motor Club shall be prohibited from organising any road event (as per R7.1) for a period of 3 years.
2. The prohibition at (1) above shall be suspended on condition that the Dovey Valley Motor Club organise their events appropriately and do not breach any of the relevant regulations.
3. There shall be a contribution by Dovey Valley Motor Club to the costs of the Investigatory Hearing in the sum of £250.00.

The decision was set down at 17.00 on Monday 5th November 2012.

**GUY SPOLLON**  
**CHAIRMAN**

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## MOTOR SPORTS COUNCIL NATIONAL COURT SITTING MONDAY, 5TH NOVEMBER 2012 CASE No. J2012-22 Dovey Valley Motor Club

This matter was referred to the National Court for an Investigatory Hearing in accordance with the General Regulation C9.

On 5th August 2012, the Dovey Valley Motor Club applied to the MSA and was issued online with a Certificate of Exemption for a Gymkhana to be held on 19th August 2012. On 14th August 2012 the MSA contacted the Dovey Valley Motor Club and requested copies of the Gymkhana Tests.

None were forthcoming. A further unsuccessful attempt to obtain copies of the Tests was made on 17th August 2012.

On 20th August, after the apparent date of the event, a representative of the Club contacted the MSA by e-mail, indicating that there had been a misunderstanding and that their event had actually taken place on 12th August 2012 without any permit in place. The MSA responded and indicated that the Dovey Valley Motor Club must:

1. Put checks in place to avoid any repetition of events being staged without the relevant permits.

*Continued on Page 42*

# National Court

## CASE No. J2012-22 Dovey Valley Motor Club *Continued from Page 41*

2. Provide the MSA with a copy of the 'Gymkhana Tests' and instructions for the event of 12th August 2012.

On 10th September 2012 the Gymkhana documentation was forwarded to the MSA.

A Gymkhana is an event defined in the Nomenclature and Definitions Section of the Blue Book as 'An event held wholly on private ground and in which no test is determined solely by the speed of the competing vehicle, or by the skill of the Driver in controlling the vehicle, and in which if there are to be timed tests, there will be at least an equal number of untimed tests. No test may be timed to an accuracy of less than 5 seconds.'

The test documentation submitted by the Dovey Valley Motor Club clearly showed a driving test where speed and manoeuvrability were the determining features and the e-mail to colleagues that accompanied the diagram stated that the layout was the only test being used, twice in each direction.

Although representatives of the Dovey Valley Motor Club were unable to appear before the Court, correspondence was sent to the Court in which there was a frank admission that their event took place without a permit.

### **The National Court concluded that:**

1. The Regulations had been breached in that there was no permit for the event staged on 12th August and that further the event was not a Gymkhana but an AutoTest.

2. As the Dovey Valley Motor Club had accepted responsibility for their omission, had a good reputation for organising events and appeared to be taking action to avoid any further contraventions of the Regulations, a fine of £250 and a contribution of £100 towards the costs of the Investigatory Hearing payable by the Dovey Valley Motor Club was considered appropriate.

3. Officials and/or organisers of events must undertake the necessary research and make the appropriate enquiries so that the relevant permits are obtained for their event.

The decision was set down at 16.00 on Monday, 5th November 2012.

**GUY SPOLLON CHAIRMAN**

## **MOTOR SPORTS COUNCIL NATIONAL COURT SITTING MONDAY 5TH NOVEMBER 2012 *Steve Stringwell (Chairman)* *Mike Garton, Nicky Moffitt* CASE No J2012/26 Ross McEwen**

In respect of the Scottish Formula Ford Championship race meeting held at Knockhill on 23rd September 2012, the MSA referred matters to the MSC National Court for an Investigatory Hearing in accordance with General Regulation C9 regarding judicial procedures followed by senior officials in respect of and following, an Eligibility "protest" by competitor Alistair Dow against competitor Ross McEwen in race 10 (who had been included in the results and subsequently excluded from the results following the protest)

The National Court received a considerable amount of written evidence from SMRC Officials, Scrutineers, the MSA Steward and the two competitors Ross McEwen and Alistair Dow.

At the National Court Investigatory Hearing, evidence was received in person from Ross McEwen, Alistair Dow, and their representatives.

The National Court found that a number of irregularities had occurred in dealing with the protest by Alistair Dow that did not comply with MSA judicial procedures as set out in the General Regulations. In particular, the National Court was not satisfied that a hearing had taken place in connection with the protest as prescribed in C5.4.

After due consideration the National Court finds the decision to exclude Ross McEwen was unsafe following the failure of the Officials to comply with the relevant judicial procedures set out in the Regulations.

The National Court orders SMRC re-instate Ross McEwen, competitor 74 in the race results of race 10 of the Scottish Formula Ford Championship on the 23rd September 2012.

Further the National Court order costs of £500.00 against SMRC to be paid.

This decision was set down on 5th November 2012 at 15.55 hours.

**STEVE STRINGWELL  
CHAIRMAN**

## **MOTOR SPORTS COUNCIL NATIONAL COURT SITTING MONDAY 5TH NOVEMBER 2012 *Steve Stringwell (Chairman)* *Mike Garton, Nicky Moffitt* CASE No J2012/27 R Holland**

Following a referral from the Stewards of the Meeting at the Trent Valley Kart Club Super One held on the 23rd September 2012, the MSC National Court convened on 5th November 2012 to hold a Disciplinary Hearing against Robert Holland, competitor no 5 at the Meeting.

The National court considered documents and reports from the Meeting Officials, and also viewed a video of the incident, in which the National Court considered Robert Holland deliberately, and with intent, drove into Jay Goodwin, kart no 21, which in turn collided with two other karts causing damage and injuries to two drivers.

The Stewards on the day suspended the competitor's licence for 30 days and referred the matter to the National Court for consideration of further penalty.

It was noted that in the above Hearing the competitor had admitted that the "red mist" had descended.

In his submission to the National Court, Robert Holland fully admitted the offence.

Actions of this nature cannot and will not be tolerated by the Motorsports Governing Body the MSA.

The National Court finds that the action of Robert Holland justified a further penalty under C2.6.2 and orders Robert Holland's licence to be suspended for a period of 24 months, of which the second 12 months will be suspended.

In addition the National Court orders a fine of £500 and costs of £500 to be paid by Robert Holland.

This decision was set down on 5th November 2012 at 11.00 hours.

**STEVE STRINGWELL CHAIRMAN**

## Thundersport GB series final

The final of the Thundersport GB series was in sight and I was still cycling regularly but with the temperature dropping my morning ride to work had started to get slightly uncomfortable. One morning in particular I got caught in heavy rain at Helsby (the mid-way point) and was soaked to the skin by the time I arrived at work. When commuting by motorbike I've been hit by waves of water from trucks passing in the opposite direction, when wearing waterproof gear the effects are nowhere near as bad as when wearing lycra shorts and vented cycling shoes. I sought some warmer wear and lights, determined that I'd not let the dark/cold/wet winter spoil my hard won summer fitness. The most amusing of these purchases was a set of cycling tights, note that they are cycling tights not just tights! Not being a regular tight wearer I wrestled about getting into them on the first day for some part of this process I was laying on my back appearing to be doing the caterpillar! I reckoned that I would never become a cross dresser but now know how they must feel, I feel your pain guys! Now my winter ride is a breeze my knees are no longer purple on arrival at work and I can take the, expected amount of, abuse from my colleagues. I did find that they left my ankles slightly exposed though. Day two in my new winter attire saw Jo burst into laughter as she walked in to find me with tights on and socks on the outside, looking like a throwback from Fame (they weren't fluorescent socks by the way). "Socks on the outside Mackers, really?" she quipped. I countered "To be fair Jo it's broad daylight and I'm wearing tights I don't think that the sock thing really makes a difference. Only Peter Pan, Robin Hood and I are in this position!" you comedy genius Mackers I thought to myself.

So onto Mallory Park I had a deficit of 31 points in the GP1 championship to sort out. The Mallory round earlier in the year had been, for the most part, wet. I'd got a good idea on set up and with now a few rounds under my belt now on the Kawasaki I was happy enough that I'd be somewhere near the pace required. I entered the test morning on Friday to check the bike over as I'd had to carry out some fairly extensive repairs after the Cadwell crash. Maxton had built a new fork leg during the break, the left hand leg had taken the biggest hit and had bent both the upper and lower leg. With this in mind and a small adjustment to the fork oil level the bike was feeling pretty good. Qualifying went well and I ended up fourth on the grid with a time just shy of my personal best. Alongside me was Mark Littler, Luke Stapleford and John Ingram, none of which were Thundersport regulars so I was happy to be in front of the riders that "mattered".

That evening Jo and I took Ted, who'd turned three on Wednesday, on his first lap of a race track. He'd learnt to ride his push bike without stabilisers a couple of months earlier and this was our first chance to get him on track. He did a great job, I gave him a bit of a push up the hill to the hairpin but, he kept pedaling all the way to complete the full circuit of nearly 1.4 miles. Jogging alongside down the start finish straight I started to wish I'd brought my own push bike!

The first race on Saturday morning started in slightly patchy conditions with it being more wet than dry most of us were out on full wet tyres. I got a good start but was over-cautious especially in the early stages. I seemed to be struggling to hold a line in Gerard's and could only manage 6<sup>th</sup> place. This put me one place behind Pete Baker, who I really needed to be in front of, it wasn't a disaster but wasn't the start that I'd needed. Race 2 was the re-run of the cancelled Anglesey race. I was having a good weekend at Anglesey so would start this re-run from pole position. The race was run in much better conditions than the morning race had been but there were still a few spots of damp on the tarmac. I got a good start but was again struggling especially in the early stages again. I held my own later in the race to finish in third place but with Pete Baker winning the race it effectively put me out of contention for the title win. I put my problems down to an issue between the seat and the handlebars with my cold tyre confidence having taken a big knock at Cadwell.



Photos courtesy of Glyn Richardson

## Thundersport GB series final - Continued from page 43

Another lap with Ted that evening, he stopped for a wee against the armco half way around Gerard's. With my issues in Gerard's this weekend I could've quite easily pissed on it too! Then we headed back to the paddock to collect my third place trophy. When I came down from the podium Ted was in floods of tears as he'd seen other kids getting taken onto the stage. Oops, I promised him that if I got a podium the following day (which wasn't looking hopeful!) then I'd take him up with me.

Sunday morning warm up was patchy damp again so I gave it a miss, with nothing really to be gained, as the weather was looking to dry up later in the day.

Race 3 began in pretty much the same way as the others had, I started well but got swamped in Gerard's on the opening lap dropping me to eighth by the end of the first lap. I made a move after 4 laps into 7<sup>th</sup> the freight train of riders ran from eighth up to third place. I was having trouble making the bike hold a line especially mid-corner in Gerard's and down through the Devil's elbow. This problem was costing me two or three bike lengths onto the start/finish straight each lap. It was an issue that I'd had all weekend really but with the track not having been properly dry before I'd assumed that it'd been me just not trying hard enough!

In this race I could clearly see that I was fighting to hold the bike on line while others were picking it up and driving away. I made the time back up in other areas but whatever I tried, different lines/approaches, I simply couldn't get the bike to do what others were able to. I crossed the line in 7<sup>th</sup> after being unable to make a successful move on Mark Littler.

Disappointed with how the weekend was going I was now mathematically incapable of winning the title and was only 1 point ahead of third in the overall standings. Don't get me wrong if I wasn't going to win the championship I wasn't overly concerned about what position I ended up in, but there was a certain amount of pride at stake! I decided that things needed to change, the problem wasn't with me (probably) I needed the bike to hold a tighter line which would enable me to get onto the throttle sooner. Looking back through my suspension notes from previous meetings I decided to drop the forks 3mm through the yokes and went a couple of clicks harder with the rear shock damping. My thought was that the bike needed more weight on the front so I could get it turned harder, sooner, so that I didn't end up trying to get the throttle on with the bike still banked over hard and causing the rear grip issues that I'd got. I also fitted a slightly softer compound rear tyre in a hope to maintain the rear grip now the weight bias was heading further to the front.

The race got underway, predictably I was third into the first corner and faded whilst struggling on cold tyres. Getting shoved wide at Edwina's entry (that sounds wrong!) lost me the drive out on the exit and another place was lost. Then as I tipped left, whilst on full throttle in fourth gear, up the hill to the hairpin the rear tyre spun up. Now I'm not sure whether it was me or the traction control but one of us caught it, I reckon it was my lightning fast reactions to be honest! The bike gripped, rear wheel spat back to the left/right/left/right and I landed back in the seat. I got straight back to the throttle with bikes streaming past either side. I was furious with myself, at the last round I'd crashed on a cold left hand side of the tyre, here I was trying to do the same thing again. Only an idiot doesn't learn from his own mistakes! I pressed on and could see Mike Dickinson, who I needed to beat to hold onto 2nd in the championship, in third place then a sea of riders with me tagged onto back on in eleventh! Great!! The good news was that the changes had worked and the bike was a huge improvement. I think if this hadn't have been the case I'd have probably decided that I didn't need this in my life any longer and pushed the bike into the lake! But I was now holding my own out of the Devil's Elbow (never one of my strongest corners) and making time on the exit of Gerard's. I made great progress through the field, putting passes into Edwina's and the hairpin. I got through to fourth place by the 11<sup>th</sup> of 16 laps, with Dickinson a second ahead I pressed hard. The changes to the rear shock, had actually had made the bike slightly more unstable on the bumps exiting Gerard's. A good few times I was exiting hard on the throttle in fifth gear, hit a bump, the bike kicked off the top and started weaving. I was now in a "who gives a sh1t, the weekend has been a right minger and I now really want a podium" type of mood and convinced myself that everything would be fine if I just kept the throttle open as the bike slapped it's way onto the back straight, it was "aving it even if it didn't like it!" I made up the time on third place and made my move on the brakes with 3 laps to go. I pulled a small gap to take third place in the race and second in the championship. What a relief that I'd sorted the bike out, to a degree, and could now ride it the way that I'd wanted to. If only I'd made the changes to the suspension earlier in the weekend. It is all a learning curve and the ZX10 is a much more sensitive bike than my Suzuki ever was.

I kept my promise and took Ted up onto the podium with me. He clapped the other riders up, held my trophy and randomly waved at no-one in particular! All in all a great end to a difficult weekend racing. I was happy to have held onto my second place overall but disappointed that I couldn't have a better go at winning the title. As I'd missed a round of the championship, whilst away at the TT, I didn't expect to be in the running for the overall win. It would've been nice to win though in the knowledge that I was a round down on everyone else. My own mistake at Cadwell really hurt my championship hopes alongside the Anglesey race getting postponed when I was having a great weekend at one of my favourite tracks. But I'm sure that everyone in the series has these same regrets and that is, after all, what a championship season is all about.

So thoughts now turn to next season. Currently I have no confirmed plan except that I will be competing at the TT. The rest of the season may be slightly more disjointed than previous years. I will race as much as I can afford to do in the early part of the season in preparation for the TT. From the TT onwards, I have no plan so far. Financially with a 5 figure sum outstanding on credit cards at the moment I cannot carry on and keep getting further into debt. I love racing but times are hard!

To end the season all that remains is to thank all of the people involved.



## MSA GP RALLYCROSS - CROFT

Well Fox Motorsport Events took the Rally Village to Croft to support the MSA Grandprix Rallycross. With the first onset of winter arriving overnight, we were greeted by a very white Croft on Saturday Morning, however a quick downpour soon washed it away, Sunday thousands of fans descended to Croft to watch the hot action on the track, massive thanks to Kevin Procter [coach2.com](http://coach2.com) for having my stickers on his car all weekend and all Traders exhibitors for making it a cracking event.



## The Under 17 Motor Club Northwest Open Days



**Pre Driver 2 (14-19 year olds) and Production Car Autotest**  
Come and meet the club.

**Saturdays - at 13:00 to 15:00**

**1st December 2012**

**16th February 2013**

**20 July 2013**

In an effort to help new drivers, the Under 17 Motor Club Northwest are holding pre driver training days for 14 to 19 olds who do not hold a full driving licence. This course is aimed at those with limited driving experience or have taken part in the Pre-Driver One course.

This course is an introduction to Motorsport in a controlled environment with highly skilled trainers in dual controlled cars and rally cars. A series of assessments will help develop the young person's skills.

**The course will be assessed in four areas;**

1. Attitude to learn,
2. Following precision instructions.
3. Driving accuracy.
4. Driver improvement.

10:30 to 11:30 Introduction, Set up

11:30 to 12:30 Assessment & First session- (then 30 minute lunch break)

13:00 to 15:00 Practise and instruction – Dual Control or F1000 Rally Car

15:00 to 15:45 Final Practical assessment – Dual Control or F1000 Rally Car

15:45 to 16:00 Site Clear up all help

Speak to our members and find out how we train young drivers 14 and older.

You can sign up for our next available Pre Driver One course (2013 - All school holidays on a Tuesday, Wednesday & Thursday between 14:00 - 16:00) and get a free passenger ride with one of our members.

### Contacts;

Dave Robinson 01254 698907

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Web Site [www.u17mc-northwest.org.uk](http://www.u17mc-northwest.org.uk)





# RETRO-SPEED

The classic on-line car magazine

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## RETRO-SPEED

Classic car and classic motorsport magazine on-line. Daily updates and images from the world of historic motorsport, classic rally news, motor racing, hill climbs, car trials, classic car shows and major classic car and automobilia auctions.

### WRC Promoter

After the problems that took North One Sport into administration last January the WRC has been without a promoter all year and this has shown itself in many areas, especially TV coverage.

The good news from the FIA is that an agreement is almost finalised with Red Bull Media House and the Sportsman Media Group to become promoter from 2013. Whilst it will take some months for the new promoter to start making a difference this is excellent news for the future of the WRC .



Dave & Julie Harwood at  
Road & Stage Motorsport Ltd. Whitegate,  
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[www.drhphotography.org.uk](http://www.drhphotography.org.uk) Or 07858-880511

## News for 2013 WRC Calendar

Wales Rally GB will return to its familiar end of season date next year, and will take place between Friday 15th and Sunday 17th November on the calendar published by the FIA which is listed below;

(The dates are the Sunday of the rally weekend)

20	January	Monte Carlo
10	February	Sweden
10	March	Mexico
14	April	Portugal
5	May	Argentina
2	June	Acropolis
23	June	Italy
4	August	Finland
TBC		Germany
15	September	Australia
6	October	France
27	October	Spain
17	November	Wales Rally GB

### WRC Team News

#### Volkswagen

After over a year of running a test team on WRC events using Skoda Fabias the Volkswagen team will start their full championship programme on next year's Monte Carlo Rally.

Sebastian Ogier was signed by the team at the end of last year and a variety of other drivers have occupied the second Fabia this year most notably Andreas Mikkelsen.

The identity of Ogier's team mate for 2013 has now been revealed with Jari Matti Latvala moving from Ford after 5 years.

#### Citroën

At the Paris Motor Show, Citroën announced that Sebastian Loeb, who became World Champion for the 9th time in France earlier this year, will only contest a limited number of events next year, possibly as few as 3.

It is likely that we have seen the dominant Frenchman compete on his last Rally GB. His record here has not been quite as impressive as other events with "only" 3 wins but his performance on Sunday this year fighting with Peter Solberg for 2nd place showed he still is determined to push every time he gets in the car.

#### Hyundai

The other important announcement at the Paris Motor Show was that Hyundai are planning to return to the WRC with their i20 model. Details are in short supply at the moment but it looks like 2013 will be spent testing before a full programme in 2014.

With Volkswagen entering the sport next year with their Polo WRC car it is great to see another manufacturer decide that the WRC is the place to be.



# GROVE HILL GARAGE

## M.O.T, Service & Accident repair centre

015242 61782

## TRAINING DAYS

**Date: 19 & 20<sup>th</sup> January 2013**

MSA Rescue Training & Assessment  
Rescue

Contact: Stuart Westbrook,  
email: s.westbrook@hotmail.co.uk,  
Telephone: 01524 422 896

Venue: Lancaster

Geographic Area: North West England

Primary Association: ANWCC

Rescue training & assessment by MSA Rescue Panel -  
Authorised Rescue Trainer, Assessor and Verifier

**Date: 26/01/2013**

Rally, Radio

Contact: Derek Machin,  
email: training@brmc.org.uk,  
Telephone: 01625 869720

Venue: Stockport

Geographic Area: North West England

Primary Association: ANWCC

PROVISIONAL DATE

Rally Marshal training (New Marshals, In-Stage Marshals, Radio Marshals, Timing Marshals and new & aspiring Stage Commanders sessions)

# FOR SALE

**SUZUKI SWIFT SUPER 1600 Gti**

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## Disclosure and Barring Service

**On 1 December 2012, CRB is merging with the Independent Safeguarding Authority (ISA) to become the Disclosure and Barring Service (DBS).**

The DBS was established under the Protection of Freedoms Act 2012 and will provide a joined up service to combine the criminal records and barring functions.

What will change?

1. Rebranding: There will be a rebranding exercise and the new DBS logo will be introduced to many existing documents.

2. Application Form: There are some changes to the application form, certificate and some of the language which is currently used by CRB. Of note, the following questions on the application form will change to help you indicate if the individual you are requesting a disclosure on is in 'Regulated Activity' and hence if you can legally ask for information on their barring status

- Question 64 will read "are you entitled to know whether the applicant is barred from working with children?"

- Question 65 will read "are you entitled to know whether the applicant is barred from working with adults?"

What will happen during the transition period?

The service and processes currently provided by the CRB are not changing as a result of the merger.

CRB will continue to deliver their services to customers as normal throughout the transition period and CRB disclosures will continue to remain valid.

### When will the changes happen?

12 November 2012 New DBS application forms will be supplied to Registered Bodies requesting normal supply

1 December 2012 DBS branded certificates will be issued for all checks completed

1 March 2013 Only DBS application forms will be accepted for processing

Please Note: You can use your existing CRB application forms up until 28 February 2013, and then you must start using the new style DBS application forms. Therefore you can continue to order your regular stock but note that the new forms will be sent to you in response from 12 November 2012.

There are changes in terminology to note:

Current Terms	New Terms
CRB, ISA, VBS	DBS
Standard CRB check	Standard DBS check
Enhanced CRB check	Enhanced DBS check
Enhanced CRB check with Barred list check	

Enhanced check for Regulated Activity

ISA Adult First  
Vulnerable Adults

DBS Adult First  
Vulnerable Groups

### What do you need to do?

1. Familiarise yourself with the new application form and communicate to your organisation the changes they need to note

2. Ensure you are aware of new terminology and make appropriate references in your material.

You can download a sample new DBS application form below in addition to further documents from CRB on what is changing and how their services to you will be affected. For more information please go to

**[www.sportandrecreation.org.uk/smart-sport/disclosure-and-barring-service](http://www.sportandrecreation.org.uk/smart-sport/disclosure-and-barring-service)**

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## 2013 PIRELLI INTERNATIONAL RALLY

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

Never slow to come up with innovative ideas, the 2013 Pirelli International Rally will feature a short, sharp punchy format with a Saturday lunchtime start and the rally running through into the evening before an overnight halt precedes a Sunday morning loop with the leading crews arriving back at the Carlisle finish just after lunchtime. The organisers hope that this formula will result in reduced road mileage, reduced costs for competitors and a reduced workload for support teams and officials. For 2013, the Pirelli International Rally will run under a National A permit, opening up the event to a much wider spectrum of competitors and enabling many club drivers to take part in the event. Allied to the new regulations permitting non-homologated cars to enter the British Rally Championship, it all adds up to the potential for a much increased entry. Rally Headquarters for the 2013 Pirelli International Rally will again be at Carlisle Racecourse where the superb facilities are very much appreciated by competing teams and the venue will again host the "Rally Village", introduced this year and an instant hit with rally enthusiasts, it will give spectators the opportunity to view a vast array of rally exhibits and trade stands in between watching the competing cars being worked on in the adjacent Service Area.

The 2013 Pirelli International Rally will run over the weekend of 4th/ 5th May 2013, for further information please visit the event website at [www.pirelliinternationalrally.co.uk](http://www.pirelliinternationalrally.co.uk)

**SD34MSG** 

**Prize Presentation Night**  
**Friday 22nd February**  
**8pm**

**Blackburn Rugby Club**  
**Arterial Road**

**Blackburn BB3 6RJ**

**Guest - Mick Briant**

**3 times Motoring News Rally Champion**  
**Tickets £5 each (inc. Supper)**

Available from

Terry Martin

Chris Woodcock

[pdschris@aol.co](mailto:pdschris@aol.co) or 01254-681350

**Or your own Club SD34MSG Rep**

Tickets will be available on the night but to assist with catering - if you are intending to just 'turn up' could you please let either Terry or Chris know in advance



# Acknowledgements

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

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

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

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**ALL THE PEOPLE WHO SEND IN REPORTS,**  
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League Compiler / Individual Championship  
Compiler (& complaints manager) - Les Fragle

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

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

**Deadline for copy is Thursday 27th Dec**  
**for the January edition which is due out**  
**on Monday 31st December 2012**

**PLEASE Email Reports etc. to**

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

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

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



## Legend Fires North West Stages 8<sup>th</sup> / 9<sup>th</sup> February 2013

We are pleased to announce that the 16th Legend Fires North West Stages will be running again in February as a Multi Venue Sealed Surface Stage Rally, using at least Five different venues and Based at the Norbreck Castle Hotel and the adjoining Norcalympia Exhibition Hall.

- \* 70-75 stage miles.
  - \* 100% Sealed Surface
  - \* At least 4 stages in the Dark on Friday night, plus a full days rallying on Saturday
  - \* New Spectator Stage (details to be announced shortly)
  - \* The Norcalympia Indoor Rally Village, featuring Scrutineering, trade stands, Displays, Champagne finish celebrations etc
  - \* Compact route and Central Servicing
  - \* Fantastic Social atmosphere on Friday/Saturday night
  - \* Accommodation deal at Rally HQ for over 500 rally enthusiasts to stay under one roof.
- Regulations and online entries will be available early December at [www.nwstages.co.uk](http://www.nwstages.co.uk)

### Special Rates at Norbreck Castle:-

- Friday night Dinner Bed & Breakfast  
1 night package - £35 per person
- Friday & Saturday Dinner Bed & Breakfast  
2 night package £58 per person
- 1. Call 0871 222 0031
- 2. Select Option 3
- 3. Please quote LFN0802

## Chelmsford & DMC Preston Rally

1st/2nd December 2012

More info available at

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

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