

spotlight



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April 2013

Volume 03 Issue 04 April 2013 Maurice Ellison



Motor Sport Group

Chairmans Chat

I am very pleased to announce that **Lookers Citroen of Preston** are to support SD34 MSG this year, alongside our long time supporter **Gazzard Accounts**, and I wish a warm welcome to the company. See **page 33** for full details of their involvement.

O to be marshalling in t-shirts and shorts under a hot sun but then again we are in Britain in long lasting freezing conditions. I must congratulate all those marshals who withstood awful conditions on the recent Lee Holland and SMC Stage Rallies, without them the events would not run. It was wet in Australia and Malaysia for the F1 but at least it was hot rain !

Mentioning the first two F1 races I see Mr Miserable won the first and Mr "I'm not a team player" won the second. What can be done to make this sport more interesting and exciting ? answers on a postcard addressed to Mr Ecclestone.

After 11 events the top of the Interclub League is close with 4 clubs having already scored over 200 points while in the Individual Championship 5 from the 58 registered contenders have already qualified. There are many more events to run so there is time to register for one or more championship.

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



Gazzard Accounts Ltd

33 Acresfield Road,
Middleton, Manchester. M24 2WT
0161 643 0151 or 07973-816965
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SD34MSG - Member Clubs & contact details



Accrington MSC

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



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Garstang & Preston MC

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High Moor MC

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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



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



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



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

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

ADVERTISING in the 'SPOTLIGHT'

1/4 page (ish - we are very flexible) advert for
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All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison or Steve
Johnson for more details

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Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

SD34 MSG Meeting Highlights

During the last committee meeting there was a discussion about whether individual member club members would be interested in what goes on at these bi-monthly meetings. The outcome was that rather than just copy the meeting minutes I would provide a summary of the more interesting topics to be included in '**spotlight**'. This first summary covers topics discussed at the 16th January and 20th March. Note the meetings are bi-monthly so there will not be a summary in each month's '**spotlight**'. If anyone has any questions about any topic then don't hesitate to contact me.

Meeting 16th January 2013

SD34 MSG Subscriptions were due on the 1st January and 8 clubs had already paid.

Copies of the MSA 2012 Company Report, 2013 Registration Certificate and Blue Books were received.

I had received a complaint that individual championship contenders did not receive updates on positions directly although all club delegates received them. To improve things we would set up an e-mail address list for contenders and they would be included when all position updates were issued. (This has been set up).

There had been problems with the website but work to refurbish it was ongoing.

Details of the Awards Presentation Evening and a Go Motorsport Roadshow were given.

Clubs were invited to run a round of the Interclub Table Top Championship.

Event organisers were reminded to include an advert for Gazzard Accounts in all event paperwork as per the rules.

Meeting 20th March 2013

The Award Presentation Evening made £345 in ticket sales and £247 on the raffle. Thanks to all involved in organising the event was expressed.

A copy of the latest MSA Magazine, Spring 2013, was received.

The ACU has now to submit routes for their events so this may add to the complexity in avoiding route clashes.

The MSA is starting to use digital mapping and one programme available is Mapyx Quo with a free download and maps cost a fraction of Ordnance Survey or Memory Map maps.

Red flags are no longer to be used on stage rallies. Yellow flags are now to be used, including on single venue rallies, in accordance with Blue Book Rule R24.4.5. Notes for organisers and competitors regarding the use of Yellow Flags are included in the associated annex.

There is concern that there may now be an unbiased spread of the disciplines in the Interclub League given the inclusion this year of the PCA's. The situation will be monitored and we may need to adjust the numbers for subsequent years so that there is a fair spread of disciplines as in previous years.

The next ANCC meeting, the AGM, will be on 8th April and the next ANWCC meeting on 14th May.

Clubs were advised that members with an MSA Licence should not enter any events run by Lancaster Motor Club as that club is no longer an MSA Registered Club.

Les Fragle

Chairman & Secretary SD34 Motor Sport Group

YELLOW FLAG PROCEDURE With reference to the 2013MSA Yearbook

Notes for Organisers.

In accordance with regulation R24.4.5.

On any special stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the stage is cleared of competing cars, a system of Yellow Flags must be in place.

These will be located at mid stage rescue points and all locations where a rescue/emergency vehicle may re-enter the stage following a shortcut and at each radio location these vehicles subsequently pass.

They can only be displayed on the specific instruction of the Clerk of the Course or Stage Commander.

Yellow Flags must only be used when there is a possibility of non-competing vehicles and rescue vehicles moving on stage AHEAD of competing cars.

Yellow Flags must be prominently displayed (held out steady not waved) by a designated marshal who MUST wear a marshals' tabard.

Yellow Flags shall measure a minimum of 60cm x 70cm.

(i) Competitors who have been shown a Yellow Flag will be given a notional time for the stage.

(ii) Yellow Flags will be displayed to competitors only on the instruction of the Clerk of the Course or the Stage Commander. The time of the deployment of the Yellow Flags will be recorded and notified to the Clerk of the Course.

(iii) No flag other than a Yellow Flag may be deployed at any point along the route of the special stage.

Notes for Competitors.

In accordance with regulation 25.6.4.

On passing a Yellow Flag displayed by a marshal wearing a marshals' tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage.

Failure to comply with this rule will incur a penalty at the discretion of the Clerk of the Course.

All competitors shown a yellow flag will be given a notional time.



CLITHEROE & DMC

The Club Meets at 8-30pm
Every Tuesday
at Waddington Sports & Social Club
Waddington, Nr Clitheroe
M/R 103 731 437

March Capers

Tuesday 19th March
Guest - Graham Coffey



Graham Coffey entertained Clitheroe & DMC Members. When I say entertained - I really do mean entertained - He was by far one of the most entertaining, knowledgeable and informative speakers (and humorous too) that I have had the pleasure to listen to.

Graham was out with a group of friends watching the 1996 Network Q rally and commented on the lack of pace of some of the lower runners, as we all do - 'I could go quicker than that' was his comment. One of the group challenged him on this saying that he knew where a Rally Car was for sale. Within a week Graham had bought his first rally car. His intention was to compete in the 1997 Network Q Rally. Whilst the result on his first ever rally was reasonably impressive - it was not to repeat itself until some time later. A succession of cars followed and with some tuition from Howard Pattinson at Rally Drive the results gradually improved.

Thanks Graham - Brilliant night!

but nothing the mighty van couldn't handle. A few miles in we found our first stranded victim beached on a grass verge going no further," One less to worry about", I said to moz lol. This left Ian Bruce and James Swallow (we had this pair down as our biggest threat) with us hot on their heels at car two with a couple of minor wrong slots we managed to collect our targeted code boards within the allocated time and the little van had put in a sterling performance much to moz's surprise.

All in all a top night organised by Terry Martin and Clitheroe & DMC. We managed to scrape fourth overall not bad in anybody's eyes. On another note Mat (Beaver) Kiziuk and Gav Holmes taking part in their first ever event in the mighty BRM managed to get round picking up a few less boards learning so much both about the car and what each needs from each other - they came home in 6th. A sterling effort from both lads well done. I would like to say a big thanks again to all at Clitheroe car club and for Maurice Ellison for sitting in with me. I think he enjoyed it by the size of the prize winning smile of his at the end of the evening.

Huge congratulations to **Sam Hargreaves** (17 yrs Old) sitting in with **Paul Gray** in Pauls indecently quick Mini. **1st O/A on his 1st event**, getting more boards/clues & still within time, than the rest (bugger !)

Ian Bruce & James Swallow came 2nd

I don't think we embarrassed ourselves in the van at all. We had a lot of fun. Till next time

Steve Hudson

Forthcoming CDMC Clubnights

Tuesday 2nd April
PS3 - 'Richard Burns Rally'
The second Tuesday of each month is **Committee night**.

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinion.
Why not come along - you might actually like it

Tuesday 16th April
SD34MSG Inter Club Table Top

Tuesday 23rd April
Phil Bowland
(Ex Ari Vatenen Co-Driver)

Tuesday 30th April
PCA & A/T + BBQ

Contact Steve Lewis for details
or go to www.cdmconline.com whats on at CDMC

Scatter - Tuesday 5th March

Well I had my arm twisted by the grumpy old git moz to take part in the well organised Clitheroe & DMC scatter (didn't need much persuasion plus I have to have my name on that trophy as a driver - it's on there already but sat in the other side).

We had been seeded at car three. I was hoping for my car to be finished in time and to use this as a shake down, but sadly things haven't run to plan so I had to do it in my 1300 cc diesel van. Good job I did take the van on the event - we needed the extra room just to fit the oxygen tent, portaloos, Zimmerman frame and medical cabinet for my navigator. The extra weight in the back did help to balance the van a little better but the better balance was at the expense of additional weight Much to everyone's amusement.

Moz soon had our route plotted and we hit the road.

The roads used were quality and very slippery in places,



STOCKPORT 061 MC

The Club Meets at 8pm onwards
Every Thursday

Please note

that back by popular demand weekly

Thursday meetings.

We have also changed our meeting venue to the up-
stairs room at **Rising Sun, Hazel Grove.**
The 4th Thurs of the month is an 'Away' event

April Club Nights

4th Wheel Change Competition

11th Noggin & Natter

18th AGM & Awards Night

25th Noggin & Natter / Committee Meeting

WALLASEY MC



The Club Meets at 9-00pm
Every Monday

Port Sunlight Village Social Club
Bridge St, Port Sunlight CH62 4UP



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

Liverpool M.C.

Club members meet for a (very) informal
natter at The Unicorn Inn, Cronton on the
2nd Tuesday of each month from 8.00pm.



Bolton-le-Moors MC

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



WARRINGTON & DMC



Warrington & District Motor Club
Meet Every Monday

"The Antrobus Arms" on the A559, 8-30pm
between Warrington & Northwich.
CW9 6JD.

Fylde MSC

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



Lancashire & Cheshire Car Club



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

2013 Calendar of L&CCC Events for 2013

- 6/7 April : Display: Passion for Power - Event City
- 11 April : Speed Master Class
- 21 April : Derbyshire Sporting Trial,
Longnor, Derbyshire
- 4 & 5 May : Ty Croes Weekend Sprints
<http://www.ty-croes.com>
- 9 May : Graham's Quiz Night
- 13 June : Team Trivial Pursuits
- July : **Treasure Hunt (date tbc)**
- 8 August : Noggin n Natter
- 30/1 Sept : Ty Croes Weekend Sprints
www.ty-croes.com
- 12 Sept : Indoor Autotest (tbc)
- 29 Sept : Chairman's Challenge Autotest
at Demon Tweeks, Wrexham
- 10 Oct : Tranter's Teasers
Quiz games for a laugh!
- 14 Nov : Ian Harwood Inter-Club Quiz
- 12 Dec : AGM & Social

Garstang & Preston MC

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



G&PMC

Prize Presentation Night
See Page 12



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

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SD34MSG 2013 Calendar

<u>Date</u>	<u>Type</u>	<u>League Club</u>	<u>Title</u>	<u>Venue - Notes</u>
6-Apr	Road Rally	No Matlock MC	VK Derbyshire Rally	Derbyshire
21-Apr	Autotest	Yes Bolton-le-Moors CC	Bolton Autotest	Trafford Centre, Manchester
4-May	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
5-May	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
11-May	Stage Rally	Yes Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
10+11-May	Stage Rally	Yes Manx Auto Sport	Manx National	Isle of Man
18-May	Road Rally	Yes Stockport 061 MC	Altratech 061 Road Rally	Lancs / Derbys / Cheshire
19-May	PCA	Yes Accrington MSC	PCA 1	Lymm Services
19-May	Autosolo	Yes CSMA NW	Autosolo 2	Lymm Services
19-May	Autotest	Yes CSMA NW	Autotest 1	Lymm Services
15-Jun	Road Rally	Yes Garstang & Preston MC	Memorial Road Rally	Lancashire
16-Jun	PCA	Yes Bolton-le-Moors CC	Bolton June PCA	TBA
16-Jun	Autosolo	Yes Bolton-le-Moors CC	Bolton June Autosolo	TBA
16-Jun	Autotest	Yes Bolton-le-Moors CC	Bolton June Autotest	TBA
23-Jun	PCA	Yes Accrington MSC	PCA 2	Lymm Services
23-Jun	Autosolo	Yes CSMA NW	Autosolo 3	Lymm Services
23-Jun	Autotest	Yes CSMA NW	Autotest 2	Lymm Services
30-Jun	Autotest	No Knutsford	Tim Sargeant Memorial Autotest	Wrexham, Cheshire
7-Jul	Sprint	Yes Mull Car Club	Gravel Sprint	Isle of Mull
7-Jul	Stage Rally	Yes Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
13-Jul	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
14-Jul	PCA	Yes Under 17 MC NW	PCA 2	Blackburn Services, M65 Jt 4
14-Jul	Autosolo	Yes Under 17 MC NW	Autosolo 2	Blackburn Services, M65 Jt 4
14-Jul	Autotest	Yes CSMA NW	Autotest 3	Blackburn Services, M65 Jt 4
01+02-Nov	Stage Rally	Yes Manx Auto Sport	Poker Stars Stages	Isle of Man
21-Jul	Road Rally	No Morecambe CC	Morecambe Rally	Lancashire/Cumbria
3-Aug	Sprint	Yes ? LAC	3 Sisters Sprint	3 Sisters, Wigan
18-Aug	Hillclimb	Yes Pendle & Dist MC	August Hillclimb	Scammonden Dam, Huddersfield
24-Aug	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
25-Aug	PCA	Yes Accrington MSC	Summer PCA	Lymm Services
25-Aug	Autosolo	Yes Accrington MSC	Summer Autosolo	Blackburn Services
25-Aug	Autotest	Yes CSMA NW	Summer Autotest	Blackburn Services
31-Aug	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
1-Sep	Sprint	Yes Lancs & Cheshire CC	Ty Croes Sprint Weekend	Anglesey circuit, North Wales
08+09-Sep	Stage Rally	Yes Wallasey MC	Promenade Stages	New Brighton Promenade
8-Sep	Road Rally	No Spadeadam MC	Countdown Navigation Rally	
15-Sep	PCA	Yes Bolton-le-Moors CC	Bolton September PCA	Camelot Theme Park, Lancashire
15-Sep	Autosolo	Yes Bolton-le-Moors CC	Bolton September Autosolo	Camelot Theme Park, Lancashire
21 Sept	Road Rally	No Hexham & District MC	John Robson Navigation Rally	Northumberland
28-Sep	Road Rally	Yes Clitheroe & Dist MC	The Clitheronian Road Rally	Lancs / Yorks
29-Sep	Autotest	Yes Lancs & Cheshire CC	Chairman's Challenge Autotest	Demon Tweaks, Wrexham
29-Sep	Stage Rally	Yes PDMC / GPMC	Heroes Stage Rally	Weeton barracks, Blackpool
11-13-Oct	Stage Rally	Yes Mull Car Club	Mull Rally	Isle of Mull
13-Oct	PCA	Yes Bolton-le-Moors CC	Bolton October PCA	Camelot Theme Park, Lancs
13-Oct	Autosolo	Yes Bolton-le-Moors CC	Bolton October Autosolo	Camelot Theme Park, Lancs
13-Oct	Stage Rally	Yes Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
19-Oct	Road Rally	Yes Bolton-le-Moors CC	Bolton Road Rally	
20-Oct	Autosolo	No Knutsford	Autosolo	
20-Oct	Autotest	No Knutsford	Autotest	
16-Nov	Stage Rally	Yes Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
23-Nov	Stage Rally	Yes Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
7-Dec	PCA	Yes Under 17 MC NW	Training event	Blackburn Services, M65 Jt 4
8-Dec	PCA	Yes Accrington MSC	Winter PCA	Lymm Services
8-Dec	Autosolo	Yes Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
8-Dec	Autotest	Yes CSMA NW	Winter Autotest	Blackburn Services, M65 Jt 4

2013 SD34MSG Championship Rounds at a Glance

SD34MSG Stage Rally Championship

Date	Event	Club
May		
11th	Cetus Stages	Wigan & DMC
10/11	Manx National	IOMAS
July		
7th	Enville Stages	WarringtonDMC
September		
08/09	Promenade Stages	Wallesey MC
29th	Heroes Stages	PDMC & GPMC
October		
11-13	Mull	Mull CC
13th	Adgespeed Stages	Wigan & DMC
November		
8/9th	Poker Stars Stages	IOMAS
16th	Neil Howard Memorial Stages	BLMCC
23rd	Hall Trophy Stages Rally	CDMC

SD34MSG Junior Championship

Date	Event	Club
May		
19th	Lymm PCA	Accrington MSC
June		
16th	PCA	BLMCC
23rd	PCA	CSMA (NW)
July		
13th	PCA	U17Club NW
14th	PCA	U17Club NW
August		
25th	PCA	U17Club NW
26th	PCA	Accrington MSC
September		
15th	PCA	BLMCC
October		
13th	PCA	BLMCC
20th	PCA	Knutsford MC
December		
7th	PCA	U17Club NW
8th	PCA	Accrington MSC

SD34MSG None Race/None Rally

Date	Event	Club
April		
21st	AT	BLMCC
May		
4th	Sprint	L&CCC
5th	Sprint	L&CCC
19th	PCA	Accrington MSC
19th	AS / AT	CSMA NW
June		
16th	PCA / AS / AT	BLMCC
23th	PCA	Accrington MSC
23th	AS / AT	CSMA NW
July		
13th	AS	U17Club NW
14th	PCA / AS	U17Club NW
14th	AT	CSMA NW
August		
3rd	Sprint	LAC
18th	Hillclimb	Pendle
24th	PCA	U17Club NW
25th	PCA / AS	Accrington MSC
25th	AT	CSMA NW
31th	Sprint	L&CCC
September		
1st	Sprint	L&CCC
15th	AS / PCA	BLMCC
29th	AT	L&CCC
October		
13th	PCA / AS	BLMCC
20th	PCA	Knutsford MC
December		
7th	PCA	U17Club NW
8th	PCA / AS	Accrington MSC
8th	AT	CSMA NW

SD34MSG Road Rally

Date	Event	Club
April		
14/15	Kick Energy (VK)	Matlock MC
May		
18/19	Altratech Rally	Stockport061
June		
15/16	Memorial Rally	GPMC
July		
21/22	Morecambe Rally	Morecambe CC
September		
08/09	Countdown	Spadeadam MC
15th	John Robson	Hexham DMC
28/29	Clitheronian	CDMC
October		
20/21	Bolton Rally	Bolton LMCC



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

SD34MSG

Marshals Championship

All SD34MSG Member Club Events
 See SD34MSG Calendar for Dates (Page 8)

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.

2013 Championship Tables

Road Rally Championship

O/A	<u>Driver</u>	pts	<u>Club</u>
1	Pete Tyson	10	CDMC
2	Andy Ritchy	9	CDMC
3	Tony Harrison	9	CDMC
4	Pete Jagger	8	BLMCC
5	Paul Buckel	7	CDMC
6	Derek Long	0	BAC
7			
8			

O/A	<u>Navigator</u>	pts	<u>Club</u>
1	Neil Harrison	10	CDMC
2	Maurice Ellison	9	CDMC
3	Paul Taylor	9	CDMC
4	Chris Williams	8	CDMC
5.	Steve Butler	7	CDMC
6.	Mark Shepherd	6	G&PMC
7.	Andrew Long	0	BAC
8.			

Stage Rally Championship

O/A	<u>Driver</u>	pts	<u>Class</u>	<u>Club</u>
1	Arron Newby	82	C	CDMC
2	Phill Jennings	55	C	WaDMC
3	Graham Chesters	54	B	G&PMC
4	Phil Merrills	53	C	S061MC
5	Danny Brown	27	C	U17MC
6	Jim McDowall	26	B	MullCC
=7	Hazel Johnson	26	A	CSMA
=7	Michael Judson	26	C	CDMC
=7	John Ric Wood	26	D	GPMP
10	Keith Dowthwaite	0	C	WallMC

O/A	<u>Co-Driver</u>	pts	<u>Class</u>	<u>Club</u>
1	Steve Butler	80	A	CDMC
2	George Jennings	55	C	WaDMC
3	Steve Coombes	54	C	G&PMC
4	Jason McTear	53	C	CDMC
=5	Gary Heslop	27	D	HMMC
=5	Darren Riley	27	A	U17MC
=5	Mark Shepherd	27		G&PMC
= 8	Ian Rayner	26	B	CDMC
= 8	Paul Blanchard	26	C	CDMC
= 8	David Barrett	26	A	AMSC
=11	Chris Melling	0	D	Lightn
=11	Alan Barnes	0	B	G&PMC
=11	Tony King	0	C	Wall

Junior Championship

O/A	<u>Competitor</u>	pts	<u>Club</u>
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			

Non Race/Rally Championship

O/A	<u>Competitor</u>	pts	<u>Club</u>
1.	Simon Robinson	40.94	U17
2.	David Robinson	31.03	U17
3.	Matt Faulkner	20.44	U17
4.	Steve Lewis	19.71	CDMC
5.	Steve Kennell	19.69	CDMC
6.	Steve Price	10.00	BLMCC
7.	Steve Johnson	10.69	U17
8.	Will Jarman	9.96	U17
9.	Hazel Johnson	9.70	U17
10.	Daniel Baxter	9.59	AMSC
11.	Angela Jones	9.52	U17

Individual Championship

O/A	<u>Competitor</u>	Q	pts	<u>Club</u>
1.	Stephen Price	Y	25	BLMCC
2.	Steven Butler	Y	20	CDMC
3.	David Barratt	Y	18	AMSC
4.	Stephen Johnson	Y	12	U17MC
5.	Hazel Johnson	Y	11	U17MC
6.	Simon Robinson	N	28	U17MC
7.	Daniel Barker	N	27	U17MC
= 8.	Arron Newby	N	20	CDMC
= 8.	David Robinson	N	20	U17MC
=10.	George Jennings	N	19	WarDMC
=10.	Phillip Jennings	N	19	WarDMC
=10.	Phil Merrills	N	19	S061MC
13.	Jason McTear	N	18	CDMC
14.	Stephen Kennell	N	16	CDMC

Marshals Championship Table - See page 12
SD34MSG Inter Club League - See Page 13

2013 SD34MSG

MARSHALS CHAMPIONSHIP

Last Updated
27th March 2013

Accrington MSC

David Barratt 20

Bolton-le-Moors MC

Steve Price	20	Chris Fletcher	20
Hannah Speakes	10	James Swallow	10
Ian Perrot	10	Ian Harcourt	10
Peter Sharples	10		

Bury AC

Clitheroe & DMC

Steve Butler	20	Matt Kiziuk	20
Paul Moon	10	Gav Holmes	10
Paul Buckle	10	Simon Boardman	10
Maurice Ellison	10	John Gorton	10
Steve Hudson	10		

CSMA (NW)

Eve Fisher 20 Graham Bray 20

Fylde MSC

Garstang & Preston MC

Les Fragle	40	A.Benson	10
Steve Kenyon	10	A.Jackson	10
Margaret Duckworth	10	J.Raynor	10
D.Nolan	10	J.Bleakley	10
K.Coombes	10	G.Chesters	10
S.Coombes	10	M.Shepherd	10
P.Hackson	10		

High Moor MC

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

Lancs & Cheshire MC

Manx AC

Mull CC

Motorsport NW Ltd.

Pendle & DMC

Alan Shaw	20	Andrew Brown	20
Ian Brown	20	Ray Duckworth	10
Peter Wright	10	James Wright	10
Steve Dixon	10	Mick Tomlinson	10
Chris Andrews	10	Rod Brereton	10

Stockport 061

Mark Wilkinson	30	Ken Wilkinson	30
Steph Wilkinson	20	Andy Chambers	20
Phil Hesketh	20	Sarah-Jane Dunhill	20
Daniel Chambers	20	William Kelly	20
Alan Ogden	10	Rick Elkin	10
Andy Turner	10	Matthew Turner	10
Daryl Evans	10	Keith Miles	10
Terry Andrews	10	Geoff Callaghan	10

U17Club NW

Wallasey MC

Warrington & DMC

William O'Brien	30	Denise Burns	30
Robbie O'Brien	30	Mark Carter	30
Chris Wellburn	30	Alan Burns	30
Denise Burns	30	Jo Mackman	20
Ann McCormack	20	Steve Prince	20
Dave Read	20	Colin Cresswell	10
Ian Heywood	10	Colin Burgess	10
Mike Spears	10	Stuart Deeley	10
June Deeley	10		

Wigan MC

Lance Rawlinson 20 Alan Bibby 10

2300

Garstang & Preston MC 2012 Awards Night Friday 8th March



Paul (the Barrow Taxi) Brereton was principal guest at the annual **Garstang & Preston MC Prize Presentation** night on Friday the 8th of March.

Numbers attending were a little down on previous years (for a whole lot of reasons) but those that did attend were handsomely entertained by one of the nicest guys in Motorsport - Paul Brereton.

My apologies to the prize winners - my cameras flash decided to malfunction and I only got a few (above) of them receiving their awards - David Bailey I am not.

The format of the G&PMC evening is very casual with the emphasis on those people attending having a good time and I am sure that that object was achieved yet again. *(plus I won the Irish Bingo !)*

SD34MSG Inter Club League

Division A		Position	
Club	Points	Div	O/A
Warrington & DMC	270	1	1
Stockport061	242	2	2
Bolton-le-Moors CC	213	3	4
Clitheroe & DMC	198	4	5
Wallasey MC	102	5	6
Accrington MSC	85	6	7
CSMA (NW)	10	7	16
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC	70	=1	=8
Manx AS	70	=1	=8
High Moor MC	35	3	10
Wigan MC	33	4	11
Mull CC	19	5	12
Lancs & Cheshire CC	17	6	13
Pendle & DMC	15	7	=14
Division C		Position	
Club	Points	Div	O/A
U17MC-NW	233	1	3
Fylde MSC	15	=2	=14
Bury AC	0	=3	=17
2300	0	=3	=17
Lightning MSC	0	=3	=17
Motorsport NW Ltd	0	=3	=17

'Spotlight On' Martyn Taylor

Name : Martyn Taylor

Born : Originally from High Bentham 1986

Live in : Kendal

Married ? : Not that daft, yet!

Earn a crust : Civil Engineer for Cumbria Highways. Always been useful knowing every white or tricky slot in south Cumbria.....

Motor clubs : KLMC born and bred

How did you get involved in motorsport.

Well motorsport is in my blood, with my father being a former KLMC chairman, my mother being a former KLMC secretary and step father being a former treasurer. Currently I'm the KLMC club secretary carrying on the family dynasty. So grew up with family holidays on Mull while dad was in the co-driving seat for Dave Calvert. Always intended to drive but as I wasn't old enough my step dad told me I should learn to navigate, learn the ropes then when I became a driver I could appreciate how hard it could be in the other seat. The only problem is I never got round to getting hold of the wheel in competition.

Currently done 185 events across 15 countries. Ranging from single venues up to international events, road rallies in various forms including the Winter Challenge and the Winter Trial. Not bad considering I'm still 26.

1st car was. : Ford Fiesta, fondly know as Tallulah!

It got wrapped round the front end of a tractor, but that's another story.

1st comp car : Never had one.

Favourite car : Subaru B22

Other rally cars. : N/A

First event. : Preston and Garstang Memorial 2005. Went OTL somewhere in the 2nd half with Rodger Goth in the mighty Vauxhall Viva GT.

Most Frightening moment. : Hitting a tree on the Swansea Bay 2006 at 85 mph. the only reason we know it was that fast was because the speedo was stuck at that speed. The ride in the air ambulance afterwards was fun, shame I was barely conscious at the time.

Biggest accident. : Too many to list but here is a couple of the more interesting ones.

Manx International 2009

Managed to hit a house, sideways in a N10 in the Castletown spectator stage. That was a night in hospital for me. It was only afterwards that the driver mentioned that Mark Higgins was our 30 second car behind us, for his second run of the stage and he desperately didn't want to get caught by Miggins.....

Swansea Bay 2005

205 GTI : Hit a tree at high speed, the result was 5 days in hospital. The worst part being it was my parents wedding anniversary on the same day as the accident so you can imagine how popular I was when they got dragged half way down the country.

Jim Clark International 2012

Skoda Fabia R2

Edrom jumps, sky, trees, sky, trees, sky, trees.....

Refused to go to hospital on this occasion

Galloway Hills 2008

Evo 6 the driver was testing for the Pirelli shootout the following weekend. The car left the road sideways and was catapulted into the air by a log pile. Rolled about 3 times and landed on its boot. Car was a complete write off. No hospital was needed for this one.



Continued on Page 15

'Spotlight On' Martyn Taylor

Continued from Page 14



Best event. : Rally GB 2007

The prize for winning the BRC stars of the future series was all expenses paid run on GB. We won the class by 45 minutes. Being reseeded in among the PWRC regulars with Travis Pastrana about 3 cars ahead of us in the field was a proud moment. Never known ruts like it, we ended up having to replace the fuel tank on the 2nd day of the event. The only problem being we didn't have a fuel gauge for the rest of the event. So the fuel calculations became a bit of guess work.

Rally Hero.

Phil Mills, Nicky Grist. Both followed similar paths to me starting in night events working their way right to the top.

Funniest moments.

Jim Clark 2007 we had retired after about half a mile into the first stage on the event due to gear box issues. So I managed to blag a free entry to the Reivers rally on the Sunday, great! So the team fixed the gear box and got the car ready. The stages on the Reivers were different to the rest of the event and with the recce having finished the previous day I had to go find some notes.

Ended up "borrowing" some from another competitor and getting them copied. All was going to plan, we were leading the class, no dramas until my favorite ever mid stage quote. "It might be left or it might be right over crest..... I can't read the hand writing....." the driver in question says..... "no problem" clicks 6th gear and hits the crest in the middle.....

Running out of fuel on the Pirelli International recce a couple of years ago and having to hitch hike back to Carlisle for the start of the rally due to no phone signal to tell anyone where we were!

Biggest regret.

No point having any, you cant undo the past. You make decisions based on what is right at the time. So as long as it was the right decision for you with the right intentions then never regret anything.

Most help from.

Peter Scott and Iain Tullie, both have become mentors and good friends to me.

If you were starting again what would you do different.

Spend less time in hospital.....

Ambitions for the future.

To be honest I have left behind the dream of becoming a works navigator. To become a professional in this sport you don't necessary have to be the best, you just have to be in the right place at the right time with the ability to do the job. My view of the sport has changed dramatically over the last couple of years and now I just want to have fun and perform to the best of my abilities in whatever the conditions. The first leg of the Winter Challenge 2011 was 32 hours long, that to me is more of a physical and mental challenge than a couple of laps of 3 sisters race circuit. So I guess I want to go further afield and do the more unusual and demanding events.

Advice to newcomers to the sport.

Ask questions. If you're on a night event, walk right up to the navigator of car 1 and ask which junctions to watch out for and ask to compare maps. None of them will bite and most will be happy to help.

The same goes for a stage event, go find the best navigator on the event and ask them for the dodgy crests and that slippy junction 12 where everyone crashed last year. Assuming they are not in the middle of making a tyre choice they will be happy to answer your questions

You Tube and Google Earth is the biggest change to rallying since the introduction of four wheel drive.

Watch other drivers get it wrong on you tube before you even set foot on a stage and use Google Earth to track down that tricky slot that not quite like the map in the middle of Austria long before you get there.

Never and I mean never scrimp on safety gear. Personally I think if you don't wear a HANS device on a stage event you are stupid. They make all the difference when you have your first roll or head on impact and they will save you a stiff neck for the next week if not your life.

Always carry the OS maps for the event your doing no matter how good or bad the road book is.

Most remembered comment.

If you are not enjoying it, you need to give up.

REIS et connected
Gold Star
Championship

REIS et connected
Silver Star
Championship

MILLERS OILS
1400
CHAMPIONSHIP

BTRDA
RALLY FIRST

MGZR
RALLY CHALLENGE

MSA
ENGLISH RALLY
CHAMPIONSHIP



2nd March 2013
MALCOLM WILSON RALLY



Bentham's David Wright and co-driver Michael Wilkinson were lucky to escape without serious injury after a broken part on their car resulted in a high-speed accident on the Malcolm Wilson rally.

After a good result on the opening BTRDA championship round in February Wright was hoping for another fine performance on his home event in his Kumho Tyres, Proflex, Drenth, York Brewery, Millers Oils, Owen Developments and Grove Hill Garage-backed GPM Mitsubishi Evo 9.

The event started with the Hobcarton stage and Wright was going well until the car stalled at an uphill hairpin costing him 10 seconds and leaving him in 13th place going into stage 2 in Comb forest.

Wright was storming through the stage and was all set for a top time when, towards the end of the course, a suspension arm broke while braking for a corner. With the car unable to steer it flew off the road and straight into a tree stump before rolling onto its side and setting on fire. Wright's own fire extinguisher ran out with the flames threatening to destroy the car but fortunately fellow drivers David Bogie and Connor McCloskey stopped at the scene and they helped put the fire out with their own extinguishers.

"It was a scary accident," said Wright. "We were slowing for a right hand bend and suddenly there was no steering, we went off and hit the tree stump head on with a very heavy impact. We got out of the car ok but then we had the fire to deal with. I'm very grateful to David and Connor for stopping, without their help the car would've burnt out. Thanks also to the rescue and recovery teams who attended."

"We're both bruised and shaken but it could've been a lot worse. The car can be repaired but there is a lot of work today. Hopefully we can be back out again soon." If the car can be repaired in time Wright's next event will be the Somerset Stages in April.

Songasport

Cameron Davies' debut of the new Super 1000 Toyota Aygo was fraught before the rally began. As the Van-Stars backed Toyota headed to Cumbria for the second round of the BTRDA Rally Championship, Cameron was just hoping for a finish on the Malcolm Wilson Rally after issues getting the car ready. Paired with Alistair Dodd, the crew set off on Saturday in an untried car, and this was to prove costly. Despite running second in class early on, the Furrows Tyres supported Aygo began to show teething problems. "The cars setup is too hard, and it keeps jumping out of 2nd gear which is quite distracting" said a flustered Cameron at the first service halt.

With a few minor issues sorted in service, the pair set off for the longest stages of the rally set in Grizedale forest, but more problems were to arise. Not only did the allfloorexpress.co.uk Toyota lose 2nd gear completely, a faulty relay was to cause big problems with the fuel pump. "We've dropped an awful lot of time and are running close to our lateness, we're hoping the boys in service can get it fixed" said a weary Alistair as he watched the clock. And the service crew did fix the car, and after setting some very reasonable times despite the handling issue, the Aygo took Cameron and Alistair to 4th in class. Cameron looked relieved at the finish, "It was a difficult day, but the cars shown the pace is there, we just need to spend some time getting the setup right after the car's been lightened so much over winter."

Thorburn Makes Up for Wyedean Retirement

2nd March 2013



Although they led the opening round of the REIS – Get Connected BTRDA Rally Series, the Team GMF Wyedean Forest Rally, for a time, Euan Thorburn/Paul Beaton eventually headed back north over the Scottish Border pointless after falling oil pressure halted their Ford Focus WRC's progress with just one stage to go.

Fast forward three weeks to the Lake District and the Malcolm Wilson Rally and the sponsor was no doubt delighted that said Focus arrived at the finish to take victory, while the Scottish crew were equally pleased with the maximum BTRDA Gold Star Championship points that went with it. And so they should be! At a stroke,

they move up into the Top Ten and are within striking distance of the leaders. Still dining out on their very popular Wyedean victory, Ulstermen Connor McCloskey and Francis Regan arrived at M-Sport's premises in Dovenby as leaders of the Gold Star Championship (obviously!) but, more to the point, their 3rd overall on Round 2 also saw them

returning home in that coveted position and with an increased lead! As in the Forest of Dean, a lack of local knowledge didn't seem to be counting for much – Top Six times on all but one of the seven stages in their Impreza WRC helped them on the way to another impressive result. Now the oft-used expression 'to finish first, first you must finish' will seem extremely poignant at the moment to both David Wright/Michael Wilkinson and Hugh Hunter/Andy Marchbank. Excellent runs on the Wyedean should have sent them heading for the Lake District brimming with confidence but, unfortunately, the wheels fell off – literally in Wright's case – during the day. The Lancaster driver's Lancer EVO9 became three-wheeled on the second stage, Comb, while Hunter had just

Once upon a time there was a handsome Prince. He asked a beautiful Princess to marry him. The Princess said, "No!"

So, the Prince drove rally cars, went fishing, played golf, chased ladies and drank beer. He had tonnes of money in the bank, left the toilet seat up and broke wind whenever he wanted and lived happily ever after.

A man arrives at work with both of his ears in bandages.

"What happened?" asked the boss.

"I was ironing my shirt when the telephone rang and I accidentally answered the iron"

"That accounts for one ear, but what about the other?"

"Well, I had to phone for the doctor."

set FTD on the first run through Greystoke and was up to third, seven seconds off the lead, when his Focus' turbo caught fire. Good job mother wasn't listening!... Having entered the Wyedean in the Lancia Stratos and then had to withdraw as it wasn't ready following its Norwegian testing inversion, 2010 Gold Star Champions Steve Perez/ Paul Spooner are back for more in their familiar Kick Energy Ford Focus WRC. They opened their account with 4th overall, just six seconds adrift of McCloskey by the finish of the Malcolm Wilson after 45 miles of Cumbrian forest tracks.

Stephen Petch has forsaken his Lancer EVO9 for a Focus WRC and, with Ian Windress pointing the way, the Bishop Auckland driver took 6th, marginally ahead of Charlie Payne/ Craig Thorley's similar car. Although this was somewhat of a subdued day for the Yorkshire pair, Charlie will be pleased to have finished after ending his day in a Lakeland ditch on last year's rally. They are currently in 3rd place, one point behind Matt Edwards/Will Rogers whose Lancer is still not performing to the best of its abilities. The problem manifested itself on the Wyedean and, frustratingly, has yet to be isolated and cured. However, although it is all very tight, with two finishes from two starts to their credit, they find themselves occupying 2nd place, behind McCloskey/Regan. Just think what might happen when the car is restored to full health!...

The battle of the Group N Lancer EVO9s also has the makings of a good scrap – Luke Francis/John Roberts had the better of Jamie Anderson/Ella Flynn by a mere point on the Wyedean, while the roles were reversed on the Malcolm Wilson, leaving the two crews on identical points, with Francis/Roberts getting the nod on the tie-break for 4th place.





Bird Denied Record Win On Malcolm Wilson Rally

Cumbrian rally driver Paul Bird must wait another year before adding a record-equalling fourth Malcolm Wilson Rally victory to his tally after finishing runner-up for the second consecutive year after another epic battle in the Lake District forests.

Driving the Fuchs Titan, Rapid Solicitors, MinxFlix.com and Kick Energy-backed Frank Bird Poultry Ford Focus WRC07, Bird and co driver Carl Williamson were forced to settle for second place just 20 seconds down on Scottish pairing Euan Thorburn and Paul Beaton (Ford Focus WRC) at the Cockermouth finish after the 45 stage miles of competition on round two of the REIS Get Connected BTRDA Rally Series.

Back in his local forests after his retirement on last year's Grizedale Stages, the British Superbike and MotoGP team boss from Langwathby, who won the event in 2004, 2006 and 2007, set about his chase for victory with fastest times on the opening two stages in Hobcarton and Comb which he consolidated in Greystoke to lead by five seconds over Thorburn going into the two tricky Grizedale stages.

But the forest near Coniston wasn't kind to the three times winner once again and despite a good clean through the first 7.33 miler, Bird surrendered the lead to Thorburn by eight seconds and the Scot increased that advantage to 26 seconds after the 10.8 miles of Grizedale South.

Bird clawed back eight seconds with an amazing fastest time in Greystoke to set up a thrilling climax but only the short Wythop test remained where Thorburn eased to victory to deny the former National Champion a fourth win to equal Bill Dobie's record going back thirty years.

Bird said: **"After losing out by just three seconds last year, I was really up for winning this year although I knew it wouldn't be easy with such a strong entry.**

We had a good run through the first three stages and I was feeling confident going into Grizedale but Euan just humped me in there. I thought I was driving really well but he took a chunk of time out of me so fair play to him. I'm a bit deflated to be honest as well as a little disappointed but I can have no excuses. The car was faultless, Carl and the team did a great job, but I'll be back again next year to try and get that elusive fourth win."



Perez Just Misses MWR Podium On Focus Comeback

Kick Energy rally driver Steve Perez returned to the forests behind the wheel of his Ford Focus WRC for the first time in a year and came away from the Malcolm Wilson Rally with a battling fourth place finish.

Along with Welsh co driver Paul Spooner, the 2010 BTRDA champions were late entries after only deciding to contest the Cumbrian event when the Amigos Tequila flavoured beer-backed Lancia Stratos they were scheduled to contest the Mid Wales Stages Rally in was not ready in time following accident damage on the recent Legend Rally Boucles de Spa.

Despite one of the strongest entries seen on a UK event for many years, the three times British and National Champion was soon on the pace and after the opening three stages, Perez, from Chesterfield, held a solid top six placing.

Grizedale awaited and despite his lack of cockpit time in the ex Marcus Gronholm car, Steve set fourth fastest times through the 19 miles of stages to move up to fourth overall. With two stages remaining and all to play for as he eyed the podium, Perez scorched through the penultimate test in Greystoke third fastest which he repeated on the final stage in Wythop but fell six agonizing seconds short of what would have been a sensational podium finish for the double event winner from 2009 and 2010.

Steve said afterwards: **"To finish just six seconds off a podium after not driving the car on gravel since this event last year isn't too shabby so I'm happy with my performance. We only decided to enter at the last minute when it became clear the Stratos wouldn't be ready and I figured the time in the Focus would set me up well for Rally Barbados later in the year. This has to be the strongest entry on a UK rally in ten years so the competition was there for sure and it was good that we were competitive all day, especially towards the end. I'm registered for the BTRDA series so I may decide to do some more rounds, especially if the entries on forthcoming rounds are as strong as this."**

Steve next plans to be in action in the Lancia on the Rallye Mallorca.



Penrith driver Paul Bird saw his 2013 REIS/Get Connected MSA Asphalt Rally Championship campaign get underway with a superb third place finish on the Tour of Epynt.

Driving the MinxFlix.com, Fuchs Titan, Rapid Solicitors and Kick Energy-backed, Pirelli-shod FBP Ford Focus WRC, Bird followed up his sixth place finish on his debut last season with a battling performance against the established stars on the popular event which consisted of over 80 miles on the notorious Welsh military roads.

Along with the experienced Welsh co driver Aled Davies, the British Superbike and MotoGP team boss made a good start to hold fourth place after the opening stage which he improved on the second stage to move up to third place with third fastest time.

But the former ANCRO MSA National Champion's hopes of continuing his rise up the leaderboard took a knock when a time-consuming spin on SS3 saw him drop half a minute and dropped him to fourth overall, although just 28 seconds off the lead.

A sensational second fastest time on SS4 saw him get back into the groove which he consolidated on the next stage but it was on the penultimate stage on SS6 which Bird raised some eyebrows as he set the fastest time to safeguard his third place.

A steady run through the final test saw Bird reach the finish 33 seconds behind the two leaders who could not be separated on time after over an hour's competition before it was determined in the favour of Steve Simpson who got the result by virtue of being faster than defending champion Damian Cole on the opening stage.

Paul Bird: *"I'm more than happy with the result considering it's only the second time I've ever been on these roads yet some of these guys know them inside out. The spin on SS3 really hurt us and we lost the tow otherwise I think we could have been much closer to both Steve and Damian. I think I drove well; the car was great and a special thanks to Aled who was absolutely brilliant and more than contributed to our result. I'm looking forward to seeing how we get on when we get to the Isle of Man for the next round as I know my way round there and was only beaten last year by Aled and Melvyn Evans!"*

Indeed Bird has taken victory on the Manx National Rally on two occasions in 2009 and 2010 so will be hoping for a maximum points haul on the event which takes place on May 10/11th.

Results

1 Stephen Simpson/Patrick Walsh	Subaru Impreza WRC	1:04:56
2 Damian Cole/Craig Drew	Ford Focus WRC	1:04:56
3 Paul Bird/Aled Davies	Ford Focus WRC	1:05:29
4 Simon Mauger/Brian Cammack	Ford Escort	1:06:12
5 John Indri/Joe Cruttenden	Darrian T90 GTR	1:06:48
6 Washington James/Paul Williams	Darrian T90 GTR	1:08:06
7 Mark Worley/Hamish Campbell	Subaru WRC	1:08:13
8 Bob Fowden/Steve McPhee	Subaru Impreza	1:08:34
9 Christopher Jones/Ashley Trimble	Ford Focus STI	1:08:36
10 John Stone/Lee Carter	Skoda Fabia WRC	1:08:47



TOUR of EPYNT



After our last outing together, ended after three and a half stages on the Cheviot stages back in October last year, Andy (Fraser) asked me to do the Tour of Epynt, in the Team Promotive Exhausts, Darrian V6.

The event was a round of the RIES Insurance National Tar-mac championship, and boasting the best entry an Epynt event had, had in a very long while, and a 120 cars starting the event, with 85 stage miles, in 7 stages.

We were stopping at a cottage not far from the ranges, and decided to travel down on the Friday, to be up early for the recce on Saturday, which started at 10.00am. We thought we would get there early, to be at the front of the queue, we got there at about 9.15 and there were about 30 crews in front of us.

Recce completed, and the service crew had taken the car down to Llandoverly cattle market, where scrutineering / noise/ and signing on took place. Through noise and scrutineering, with no problem, and they had also decided to weigh all (12) Darrians, still no problem, off back to the cottage, to re-write and check some of the notes.

Sunday, up early again, of we go, back to the ranges, the service area was in the Quarry, for those that know it, and with temperatures just above freezing, but a wind chill of what seemed like -15. First car away last years winner Steve Simpson, at 08.50, we were seeded at 28, so Andy had a nose-ey at what the front runners were on, tyre wise.

Off we go, down to Dixies cross roads, for the first two stages, which Andy took at a steadyish pace to settle us in, back to service, no dramas, and out for 3 and 4, which were repeats of the first two, including the jump known as Bam-fords, this time we flew over it with plenty of air beneath us. Stage 5, was 1 and 2 joined together, and stage 6 and 7 were reverse of stage 5.

First time at Epynt for both of us, we were disappointed to finish 40th O/A, with not a lot of drama, hats off to those that were faster, I thought we were going quickly, we did see 139mph on the speedo on the New road, on stage 5.

Off to Mira, which is Andy's home event next, we might even touch 150mph there.

Andy Fraser / Terry Martin. CDMC

Winners In Wales

Stalybridge driver Alex Allingham and co-driver Chris Williams romped home to victory by a comfortable 58.9 second margin in their ex Prodrive Subaru Impreza N10 on Sunday's Rally Marketing Mid Wales Stages, but they didn't have it all their own way. The event, starting and finishing in Newtown, Mid Wales was held over 45 miles of the most challenging forest stages on offer in the UK including a daunting 17 mile test utilizing the infamous Sweetlamb bowl and Hafren forest.

The 4 stage event and second round of the Pirelli MSA Welsh National Rally Championship would mark Allingham and Williams competitive debut as a crew and set out with intentions of just reaching the finish and bedding themselves in to how one another worked, however it didn't take the Riverside Property Service supported crew long to get up to speed immediately setting a second fastest time on the opening nine and a half mile opening Pikes Peak stage, just 6 seconds shy of the fastest time.

The second stage would see crews take on the ten miles of Myherin, the same stage used on the UK's round of the World Rally Championship. Myherin is a stage that rewards the bravest and most committed of drivers and Allingham and Williams flew through the stage setting another second fastest stage time, only 4 seconds slower than the fastest and the Kumho Tyres backed crew headed for the midday service halt just 10 seconds off the lead and lying second overall with just over half of the rally remaining.

The pairing then faced the daunting and rally defining monster seventeen mile stage through the forests of Sweetlamb and Hafren and with the pairing growing in confidence with every mile they set about turning their ten second deficit into a lead. They stormed through the longest test of the rally setting the fastest time for the stage stopping the clocks on a time of 17:37.1, the only crew to stop the clocks under the 18 minute mark meaning they leaped from second to the outright lead of the event and headed for the last stage with a 22 second lead. With their rivals starting to hit problems and the second overall crew retiring with turbo issues their lead suddenly became a 47 second margin with just the final eight miles of Hafren South between them and an outright win, but all was not right with their trusty Impreza, and it had started to lose water. After topping up the radiator bottle from a fortunately placed stream, they set off into the last test with their fingers crossed the engine would last. They emerged unscathed setting second fastest stage time of the day and stretching their winning margin to 58.9 seconds and taking a maximum points haul in the Pirelli MSA Welsh National Rally Championship.

After spraying the champagne at the Theatre Hafren finish in the centre of Newtown, 28 year old Allingham said, 'Today couldn't have gone any better, we set out with the intentions of being competitive but our priorities were to reach the finish and get used to one another. To win on our first time out together is beyond anything we thought at the start. We knew Sweetlamb was going to be the make or break stage of the event and when we found we were lying second we decided to have a good go and push hard, and it's paid off. Chris did a superb job on the notes all day and hopefully we can use this a springboard to achieving even greater things this season as a crew. I'd like to thank our sponsors, Riverside Property Services for their support this season and to Kumho for supplying tyres that have worked brilliantly in the cool and dry conditions we've faced today.'

23 year old Williams added, 'It's been an incredible day and steep learning curve. I rarely get nervous before an event but I was this morning. Fortunately I settled into the notes quite quickly and by this afternoon we found a good rhythm. There was the heart stopping moment at the start of the last stage that nearly stole the win from within our grasp but we're here. We worked hard on perfecting the pacenotes all week and it's paid off. This is my first forest national event win which is a special feeling in itself, but to achieve it on Alex and I's competitive debut against some tough competition makes it even sweeter. Hopefully it's the first of many!'

Allingham and Williams will team up again for the next round of the Welsh Championship in 5 weeks time when they will tackle the Rally North Wales National event based in Welshpool over the weekend of 5th/6th April covering 45 miles over stages such as Dyfi, Dyfnant and Garthienog.



Mid Wales Stages



Photos : James Ward/Chicane Media



Chris Williams

Elliott wins first WWRS R.A.C. Rally Championship round



Mid Wales Stages



Nick Elliott and Dave Price were the big winners on the opening round of the West Wales Rally Spares R.A.C. Rally Championship, **Rally Marketing**

Mid-Wales Stages (Sunday 3 March).

The Cheltenham crew took victory by just 3.7s after a glorious battle of the Ford Escort Mk2s with Marty McCormack and Phil Clarke. "He's too quick," said Elliott of his rival after a battle that ebbed and flowed across five epic stages. Into third came Ryan Barrett to make it two drivers from Northern Ireland in the top three.

With records crowds of spectators packing into the stages and a real buzz around the opening event of the WWRS R.A.C. Rally Championship season, it could not have been a better start to the championship. A fabulous atmosphere among the crews and fierce competition on some of the finest gravel stages in the country was a truly winning combination.

Elliott and McCormack went head-to-head for the first time and Elliott thought that an overshoot on SS2 Myherin had wrecked his day. But he battled back and took time from McCormack on the 16-mile Hafren stage. McCormack flew the final Pikes Peak stage and clawed the gap back to less than four seconds after a wonderful contest. However, victory went to Elliott both in overall terms and in the Rob Smith Rallying Series Three.

On a day when the pace was ferocious, Barrett and Barry Ferris had a great run on unfamiliar stages to take third as just 20 seconds covered the next five Escort Mk2s. In among them should have been Geoff Jones and Andrew Edwards, but a first stage puncture cost them a chance of rivalling Barrett for third. Instead, Tomas Davies/Eurig Davies, Jason Pritchard/Dale Furniss, Will Onions/Dave Williams and Kevin Davies/Eurig Davies packed out the top seven, with Pritchard going exceptionally well on his first rally in an Escort.

Fresh from contesting the previous day's Malcolm Wilson Rally in their Ford Escort, Peter Smith and Patrick Walsh won class D3 in their Opel Kadett. "It was all good until the last stage when we lost the rear brakes," said Smith. However, they had been chasing the Escort Mk2 of Guy Woodcock/Cliffy Simmons until cam belt failure ended Woodcock's rally on the penultimate stage. Lynden Jones and Bryan Glass won class D2 in their Talbot Sunbeam Ti.

In the Capital Construction Series Two, Chris Browne and Ali Cornwell-Browne drove a mighty rally to take the spoils. "I've been smiling all day," said Browne as they finished clear of class C3 winners Iwan and Aled Rees in their Escort Mk1. However, the Welsh crew had to push hard to stay ahead of class rivals Dick Slaughter and Geoff Dearing, with only five seconds in it at the finish.

Robin Shuttleworth and Ron Roughead had a trying day on the way to taking class C2 in their Escort Mk1. Starter motor failure forced them to keep the car running or bump start it through the day and a spin or overshoot could have ended their rally.

The new Holton Homes-backed 'pre '87 Series Five fell to the BMW 325 of Simon Wallis/Graham Wride, who reported a trouble free run on fantastic stages, while Nev Jones and Chris Davies bagged the Martin Jones Transmissions Series Four for FIA Appendix K cars. In Series Seven, for other pre '87 cars, Dylan Davies and Llion Williams came home in front their Escort Mk1, though Mark Spencer and Steve Pugh chased hard in their Mk2 and could have been even closer had they found more suitable rubber for the early stages.

"The car was as good as gold and the driver was average," said Alfa Romeo Junior driver John Everard after taking victory in the Walker Diecastings Series One. Their main rivals were Chris and Jo Tooze in their Singer Chamois, but an electrical gremlin stopped the engine four times in Hafren and they collected a maximum. However, Tooze was more than pleased with his first event in the car. "That's one of the best days on gravel I've ever had," he said.

Tony Blair and David Cameron somehow ended up at the same barber shop. As they sat there, each being worked on by a different barber, not a word was spoken.

The barbers were both afraid to start a conversation, for fear it would turn to politics.

As the barbers finished their shaves, the one who had Blair in his chair reached for the aftershave.

Blair was quick to stop him jokingly saying, "No thanks, my wife, Cherie, will smell that and think I've been in a brothel."

The second barber turned to Cameron and said, "How about you" Mr. Cameron?

"Cameron replied, "Go ahead, my wife doesn't know what the inside of a brothel smells like".



Photo : Paul Lawrence

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Roskirk Stages 2013

Peter Jackson/ Steve Coombes

Car 1 - Ford Escort Mk II

2nd O/All

Apart from a discussion with the scrutineer about mechanical handbrakes, it was a relaxed

build up until about 09:45 when it was time to warm the car up. Yes you guessed it. It wouldn't start. What now? Bonnet up, check everything and nothing found. Luckily I noticed a connector that had come apart and hey presto the car purred into life. Panic over.

SS1 was a 'sighter' stage for me as I got re accustomed to the extra speed that the Escort has over the Mighty Micra and of course Peter's driving style. We set fastest time on the stage despite a serious lack of grip. Every time Peter hit the power the rear tyres lit up and he spent most of the time trying to keep it in a straight line. Great for the species I'm sure, but not going to get you a particularly quick time.

A tyre change for SS2 saw us go 3 seconds quicker even though the car still struggled for grip. However we were now tied for the lead as car 2 went even quicker.

The start of SS3 was rushed. I got approx 15 seconds warning of us starting the stage after waiting for the juniors to finish. By the time I'd finished checking the time card Peter was off. Some new tyres had helped with our handling problems, but not cured it and the car felt hesitant when under power.

One disadvantage with 3 Sisters is that the stages aren't that long for you to understand the problem when in the car so SS4 was run with the same problems as SS3. Now 3 seconds off the lead. We didn't have much time at service. Neil, Will and Luke checked various things, but everything was ok. No solution found this time so into SS5 we went.

Despite the car not running well and a half spin approaching the hammer head we maintained the gap, but lost another second on SS6 to see the deficit at 4 seconds at halfway.

Neil and Will felt that the problem was with the fuel pump so they decided to change it. In doing this they noticed that the fuel filter was blocked. Further examination confirmed this so the filter was changed instead. Now for the test. The fuel pressure seemed better and the slight misfire that the car had was gone.

With new hope we went into SS7. The stages were running in the opposite direction in the afternoon and stage 7 seemed to be our first decent run of the day. We could now start to concentrate on closing the gap on the leader. SS8 was a quicker run right up to the end when the car in front split wrong and virtually stopped on the stage causing us to slow. Probably cost us a second as we set the same time as car 2 instead of closing the gap. 4 seconds down with 4 stages to go. Every second was needed.

SS9 was a great stage for us. Flat out and on the limit. Keeping an eye on my stop watch I thought we'd taken a second or 2 out of the lead only to find out we'd set the same time. What to try next?

Changing suspension settings might help with the handling. Something we hadn't cured due to the fuel problem. SS10 was 2 seconds slower as Martin and Jaqueline increased their lead to 5 seconds. The suspension changed hadn't helped as a slight moment flat in 4th over the top made me take breath for a moment. It doesn't happen often, but we were definitely trying.

So, 5 seconds adrift and 2 stages left. Of course we were still going for it. SS11. Flat & sideways over the hill, on the limit around the hammer head, and through the finish backwards as Pete tried everything to close the gap.

Now down to 4. For SS12 Peter switched on the traction control and wow. Our best stage by far. Especially as it was a controlled drift through the finish. We were quicker, but was it enough? No. We'd closed the gap to 2 seconds by the end, but Martin and Jaqueline had done just enough to pip us to a repeat victory.

Thanks to everyone for a great day. Neil, Will, Luke and the Myerscough College team did an excellent job in keeping us running and Peter did a great job in the "Easy Seat".

Well done to Alex and Karen, who were 3rd in class & John and Alex Stone who finished 2nd in Class on Alex's first event.

Until next time

Our first event of 2013 saw us heading for a very familiar venue. Three Sisters Race Circuit @ Ashton In Makerfield. Since the end of 2012, Ian had changed the gearbox in the Evo, and carried out some other modifications. Ian had been concerned about the apparent lack of "boost" at the Neil Howard Memorial Stages in November 2012.



Arriving at the circuit in good time. Car unloaded, scrutineering and signing-on passed without any problems. Had time to circulate the paddock renewing some acquaintances and speaking to some familiar fellow competitors. I had noted from Facebook that John Stone was competing in a Peugeot with his son Alex sitting in the "hot seat" for the very first time. I made a point of going to speak to John and Alex after all the pre-event checks had been completed.

Also spoke to a fellow HMMC member GARY JAKEMAN, who had a familiar face of IAN HOPKINSON as Co-Driver for this event as Gary's son Matthew discovered that he was unavailable for the event AFTER the entry had been put in.

9.30am saw a Drivers' Briefing near to the Scutineering Bay, where a crew member had to sign as attendance at this meeting. Failure to do so would result in Stage Maximum times being applied for both SS1 and SS2. The circuit was dry, but weather forecast was for it to be sunny then overcast after lunch.

We arrived @ arrival SS1, followed a noise check of 96db. Usual traffic light countdown and we were away onto the circuit in a clockwise direction. Approaching Luna bend on coldish tyres, the Evo stepped out part way round the bend which Ian skilfully controlled. The results sheet showed us having "dropped time" to three competitors: Martin Tinker/Jackie Jones in the Lotus Exige, Pete Jackson/Steve Coombes in the orange Ford Escort, and David Burns/Steve Hallmark in the "BATMO" Corsa. SS2 was a repeat of SS1. SS2 was a few seconds quicker, but we had "lost time" to the same three cars.

I was also keeping an eye on the time of Alex Laffey @ Car No. 5, who apparently had entered the event in a superb looking car for testing before Epynt. I thought it may take Alex a few stages to find the braking points @ Three Sisters.

SS3 and SS4 came and went. We were losing approx 3 to 4 seconds per stage to the battling leading pair of Tinker/Jones and Jackson/Coombes. Alex Laffey matched our pace on SS3, and was slightly quicker on SS4.

SS5 and SS6 came and went. Ian had tweaked the front rebound, which seemed to have the desired effect of making the car more confident to predict when turning into the corners on both SS5 and SS6. We were lying 4th O/A at the "change round". However I noticed that Alex Laffey was now taking a few seconds per stage from us.

SS7 and SS8 saw the event now running in an anti-clockwise direction starting from the scrutineering bay.

Both stages felt OK, but the times showed we were still losing vital seconds on each stage to the leading 3 cars.

However the change in circuit direction had seen us "inch a few seconds" out from Alex Laffey.

The rest of the event saw Ian and the crew doing various tweaks on the car to try to improve this, but we were now losing time each stage to Alex Laffey. He eventually took over 4th O/A to leave us 5th O/A (1st in Class) at the end of SS12.

A troublefree day all round, but at least we recorded a finish. Much to ponder though after the event.

Next up – Cetus Stages @ Anglesey Race Circuit – Saturday 11th May 2013.

**IAN SAVAGE/GARY HESLOP, CAR No.3
High Moor MC, MITSUBISHI EVO 6**

I was out there marshalling in the bitter cold, I did the Ryemoor last year and decided then that if this years event were to follow the same format it was a round of the championship that I would miss.

The snowfall on the Friday night prior to the event left many wondering whether the event would run.

Run it did but some crews did not manage to make it to the start because the snowfall in their neck of the woods was so bad that they could not get out of their own driveways

Andy finished work at 6pm on the Saturday night after an early start. So he took the opportunity of a quick nap in the back of the car for the trip over to York.

The M62 was passable with care. I met Jez Turner at the start then it was of to NTC3 was still in the land of Nod as we pulled up at our control. Jed had his Gas BBQ with him and we were soon into the sausage sandwiches. The Cars came and went with little drama.

So home to bed

Photos by Matthew Rudd Photography,
www.matthewruddphotography.co.uk

Ryemoor Trophy Rally



Jack Neal Memorial Stages Rally



Arron Newby was to make his co-driving debut sat alongside Steve Simpson (a previous Blyton winner) in Steves TEG Sport, Pirelli, MURTAYA SRS (a four wheel drive, turbocharged, two seat coupe). With new dampers and tyres fitted, and a kerb weight of only 1200kg it was a car made for the conditions – bitterly cold with an easterly wind bringing snow showers. At 10.00am the first of eight stages began with a stage win for Steve & Arron and following Stage 2 they had a 4second lead. The pairing went on in a similar manner and managed to set fastest time on all 8 stages to take 1st O/A by 47 seconds.

With an age difference of about 40 years Steve said that Arron had not been shy in giving him some tips on his driving and that he would probably be quicker at future events.

Arron was very impressed with the braking on the Murtata and as the crew gelled the driving sweetened and there was less 'Sliding About' as Arron put it.

Arron remained calm and cheerful all day, despite the pressure of trying to match his mothers 'navigation' history which included a debut win at International Rallying when she co-drove Mark Higgins on the Greenways Rally in S17TEG – which happens to be the very same Subaru Impreza that Arron drives now.

Co-incidentally another Steve Simpson was taking a win on Epynt on the same day in his Subaru WRC car

The competing crews all had an enjoyable days sport and thanked the frozen marshals and organisers for their efforts especially as they had had the benefit of sitting in a warm car



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Photos of ALL cars Available



Paul Moon



The Cotswold Motoring Museum celebrates 90 years of motorsport

The tranquil Cotswolds village of Bourton-on-the-Water may seem an unlikely place to find yourself immersed in the sights, sounds and smells of motor racing, but that's just what you'll find in the latest exhibition at the award-winning Cotswold Motoring Museum. Entitled 'Mud, Track and Tarmac', the newly opened exhibition tells the story of the history of motorsport through the activities of CSMA Club members from 1923 to the present day.

10% to Motor Club Members



A couple were lying in bed together on the morning of their tenth wedding anniversary when the wife says, 'Darling, as this is such a special occasion, I think that it is time I made a confession: Before we were married I was a hooker for eight years.' The husband ponders for a moment and then looks into his wife's eyes and says, 'My love, you have been a perfect wife for ten years! I cannot hold your past against you, maybe you could show me a few tricks of the trade and spice up our sex life a bit?' She said, 'I don't think you understand, my name was Brian and I played rugby for Wales . . .'

My March Madness

Well, what a month March has been, I've finally got the BRM on the road and done my 1st event, a navigational scatter at Clitheroe car club. On top of that I've spent 2 weekends freezing my backside off marshalling on stage rallies and to top it off I've managed to get my boss to agree to spending some money to support the SD34 championship this year! So all in all not a bad month !! (see page 33)

First things first then, the Rover BRM. Finally after far too long, I've finally got the car on the road! Myself and Gav competed in our first event. I'd like to thank Terry Martin and all at Clitheroe for organising such a great little event. The craic was brilliant on the night, especially Mr Hudson and Moe competing in Ste's 1.3 diesel van !! We came a respectable 6th overall and for our 1st event I'm quite happy with that although it's shown me a couple of things on the car I need to sort for the lummies! But I have to say it's been worth every penny so far and as long as I keep it on the black stuff, I think the mighty BRM will do us proud this year, I just cant wait for the next outing!

Next to marshalling, well we've travelled up and down the country this month marshalling on both the Jack Neal memorial rally at Blyton then at the Lee Holland memorial rally in Anglesey. On the Jack Neal, myself and Gav went over on the Saturday afternoon to help setup and then ended up doing the flying finish on the Sunday which was great fun! Setup on Saturday was from about 4.00pm till 7.00pm, in this time we managed to lay out most of the course just leaving a few arrows and signs to put out in the morning. Then it was off to the pub for a well earned feed and warm up. Sundays action was fast and furious and special thanks goes to Wes and Gareth in the Lotus for keeping us entertained all afternoon as promised !!

The weekend after was supposed to be a quiet one until my old mukker Mr Hudson suggested that we were going to go to the Lee Holland memorial rally to marshal in Anglesey. So Sunday morning 3.30am we set off for Welsh Wales. We managed to make it over the border without needing to show our passports and fought our way through the snow storm to get to Anglesey for 6.30 am as we were advised to. So we sat and waited till about 7.30am when people actually arrived and were sent out to marshal a sector of the track.

I think it was about 2.00pm while stood on a chicane in the pouring rain and arctic gusts that we decided this marshalling malarkie is hellish cold and perhaps we should become fair weather marshals !! However that soon passed with the roar of a couple of Millington powered escorts howling past us flat to the mat! And great to see the juniors out too, what a good show they put on, completely fearless and flat through every bend, some real future stars to keep an eye on.

Well that's my month, I'm sat inside on a particularly cold windy Sunday writing this thinking perhaps I should of gone to the SMC stages at Weeton? But I think I deserve a weekend off !!

Matt Kiziuk (The Beaver) Clitheroe & DMC



The Mighty BRM



BLYTON



3 shots from Anglesey



I have been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone.

I've also never been in Cognito. I hear no one recognizes you there.

I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my children, friends, family and work.

I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm.

Sometimes I'm in Capable, and I go there more often as I'm getting older.

One of my favorite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get!

I may have been in Continent, and I don't remember what country I was in. It's an age thing. They tell me it is very wet and damp there.

Little Johnny came downstairs crying his heart out' and very upset.

His mother asked, "What's the matter now?"

"Dad was hanging pictures, and just hit his thumb with a hammer," said Johnny through his tears.

"That's not so serious," soothed his mother. "I know you're upset, but a big boy like you shouldn't cry at something like that. Why didn't you just laugh?"

"I did!" sobbed Johnny.

North West Stages Rally 2013 – STEADY!!

2013 came around rather fast and the cold weather coupled with a lack of garage availability made it difficult to get back up after the dreadful Oulton Park Event in November.

Finally Paul gave us some space and the job to fix the car commenced.

The left image shown the extent of the damage to the gearbox which was scrap. A free gearbox from McFall Salvage (thanks Mike) was installed and a new gearbox mount fitted underneath and whilst the bits were accessible a new paddle clutch was fitted along with having the flywheel lightened (-2.5Kg right image). Another gizmo Phil wanted in was a Hydraulic handbrake which he installed at the same time. All that and an oil change later and we were good to go.

The build up to the event was very apprehensive for me and I still don't understand why now. Anyway all went smoothly through the official checks at the Norbreck. A full family event this year with Paul Christine & Barry as service crew Thanks all. We also had a lot of help from Matt Faulkener and his dad which was much appreciated. Everybody was friendly as always with many from Warrington MC filling rolls on the event (and eating them). Sorry!

In the early evening we watched Dave Read & Bob Tate set off from the Norbreck along with the first competitive cars. All appeared better organised and lots of people there.

In the car and off to a new venue, Trax. Luckily we saw the mistake in the road book unlike Paul who nearly ended up in Preston. A quick run around in the dark which was pretty scary in places. I was gripping the seat sides a few times. A clean run and off to Clifton 10 minutes up the road. A steady run around in the dryish conditions which fooled us into having a minor off at the split but we were not alone as many others appeared to have done the same.

Back to Blackpool and the Promenade where Phil got to use his toy around the hairpins which worked very well and sped us up a little. Back at the Norbreck in Parc Ferme and Mark gave us the news we had moved to 40th overall. Result!!

Saturday started damp. The rain started to fall on the Promenade on Friday and appeared not to have stopped. Vey light but still there. Up to service for a once over and some fuel and we were good to go. 15 stages with 15 minutes of lateness to come!

A short jog to Fleetwood to see all the friendly faces around the seafront venue. It became apparent that we were going to struggle as the grip from the new rear tyres was near non-existent. A close call braking to the sea wall on the square right. STEADY!

Off to our next new venue. Fleetwood docks was a flat carpark covered in 'muscle shells' which the seabirds break on the concrete floor. Not knowing what tyre compound to use for a sea shell we persevered on but god it was slippy.

Off to Weeton with another steady run with slightly more grip but we were hampered with our persistent "i don't want to pull out of any corner" problem. We really need to sort a swirl pot out.

Also a misunderstanding with the management crew meant less fuel in the car which didn't help the situation. At least this year we were under target time so after that it was off to Blackpool Prom the other way. The damp and cold weather didn't help us at all and we struggled like hell to get out of the hairpins.



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A welcome service and a bite to eat and no problems at all with the car. Fleetwood 3 & 4 went OK and Phil getting the knack of the handbrake mean't we cracked the hairpin for the first time. Whoo Hoo! Phil lost the mirror on the last chicane which Alan Burns kindly brought back to us at the club. Cheers, it's back on the car.

Fleetwood docks was once again slip sliding away and we let several cars past to be a bit safer.

Another two runs at Weeton which were OK apart from the Sea Container chicane! Lots of cars had succumbed to the ferocious and unfor-giving nature of killer Weeton (sorry, getting carried away) as many were stranded around the stage.

Back to Trax and a bit of showboating for the spectators with Malcolm Hague egging us on at a particularly slippery corner. You are in and out very quickly there.

Over to Clifton with the middle section over what can only be described as a glass surface. Phil was lock to lock going in a straight line and it looked bizarre to watch. He got annoyed at my cautious approach telling me knew where the grip was. Well that was one of us because I couldn't see or feel it! Pretty nasty. My "Steady" comments not helping at all.

A long drag back to service with heavy traffic and 7 minutes of lateness queueing to get into service. Several front front runners aparently went WD to enter the service but we stuck to the road book and at least we knew we would not be penalised.

Lamp pod on and a trip to the portalo (good positioning Matt!) and straight into the extended Blackpool Prom stage running North to South. All went well on the very fast stage and most of my calls were OK using the tulips. The weird section at the end running past the trams was something else and a great addition to the stage layout. The rear of the car getting airbourne at the Flying finish. No problems apart from the severe lack of rear grip and it's off to the final runs of Weeton.

More cars littered about and very few cars queueing up meant you knew it was the last leg of the event with many already going home on the trailer. The stage layouts were good and the repairs from 2012 still holding strong. The car had an annoying sound from the diff area but we just ignored it and carried on.

The last two stages at Clifton were our favourite using the traditional layout from when it was first used and Phil went well with the only drama having to slow for an Evo which was nursing a damaged wheel & suspension from Weeton. The hole on the exit road of Clifton finished off another BMW Wheel rim. That and the mirror, the only casualties of the NWS war.

A long trek back to the Norbreck and the finish saw a very tired crew enter the arena. Bob making us laugh saying it was unusual to have a black rally car.

So another finish with 31st overall and 7th in class was welcome after the Oulton Park Disaster and has given us a good start in the ANWCC champs.

See you on the Roskirk Stages.

Phil & George Jennings Warrington & DMC



Tour of Cheshire

I wasn't expecting to do this event, but got a late call to stand in for Henry Carr of Ilkley MC as he was prevented from navigating by a family problem. I was partnered with Chris Warren in his MGB, for this daylight Historic Rally around the lanes of Cheshire, Being the first round of the HRCR Championship it's always well supported and has an excellent organising team. It also has a good atmosphere as they always have a host of celebrities of the Rally World out handing out advice and helping with the marshalling.

Our event however didn't get off to the best of starts, Chris picked me up at about 16.00PM, which should have left us plenty of time to get to Scrutineering near Tarporley which is about a 90 minute trip away from Wetherby. Normally that is, but it's not normal when the M62 is closed as we found out five minutes after setting off!!! There are other routes over the Pennines of course, but none were going to be easy. We decided on the Woodhead Pass route, which should have taken us smoothly to the end of the M56, trouble is, so had thousands of others. After queuing for what seemed like hours we managed to get to scrutineering at about 19.00. This in itself should have been fine, as they were open until 9pm, but with 75 Cars to process, it was touch and go. In the end we just squeaked through as the last car that night, got ourselves signed on and were given our first route instructions, managing to make it back to the accommodation just in time to get some Dinner.

It was important to me that we got the instructions as I could plot the bones of the route, three of the regularities and mark up the test diagrams that night, well actually in the early hours of the morning as it turned out!. I just couldn't make the plotting of regularity A work and did it time and time again. In the end I had to judge what I thought was right and resolved to question it in the morning.

After a decent night's sleep, we got to the start venue in good time calibrated the trip on the measured distance and checked the situation with the plotting. It turns out that my Map was version D2 and the most up to date is D2 (underscore), the subtle difference was enough to make the plotting not work. This was a bit worrying as it could easily happen again and I would never know.

First Car set off on the rally proper at 08.30, we at Car 45 were off to the first regularity at 09:15, very civilised this daylight rallying lark. We were given three more regularities to plot which I made a good start on during the short run out. We set off well, I slipped back into regularity timing reasonably well, the first three controls coming up 1 second early, 5 late, 2 late, not bad this..... it didn't last. I had the next section plotted wrong and we realised when a Car appeared from a different direction. A quick double back and a divert saw us back on route, only to cock it up in the very next section by missing a slot left. The whole mess cost us about 9 minutes.

Three special tests came up next one around a factory car park, two on an old Airfield. Chris took them relatively steadily, making sure we got them right, a handful seconds lost being cautious is better than a whole bunch making a wrong test.

The next regularity was another disaster, I had made the mistake of trusting the judgement of another navigator who thought the route went differently to my plotting, it turns out I was right she was wrong, but the confusion saw us all over the place and dropping another 3 minutes. It didn't get any better at the next test either, when we missed a cone out and got a maximum for a wrong test costing ourselves another minute or so.

Things picked up a bit for the final regularity of the morning, 2 seconds, 13 seconds and 1 second all slightly early, why can't it always work like that!. A quick and enjoyable blast around the Cattle Market at Beeston brought us to the lunch break. I hardly dare look at the interim results, but peeping through my fingers, I could see were well down, about 65th it couldn't get any worse....could it?.

The short regularity D, went fine just one control and 7 seconds late, but E was an unmitigated disaster, I had misunderstood one of the plotting clues, a reference to driving down the North Cheshire way for half a mile (a string of red diamonds down the road), I wrongly assumed the green dots I was following were the footpath's route, this was enough for us to miss out a control with 300 point penalty.

A couple more tests followed, the first was a Gosularity, basically a cross between a test and a regularity section, we were given a series of instructions across four pages of A4, about 20 per sheet, each one has a distance, time and a direction to take at a group of cones. There were 4 passage controls (no time, but you need to stop and have your card signed) and 4 time controls. It was tough test of navigation and driving, made harder by the fact some of the site we were on was flooded, so we were charging through six inches of water at times. It went pretty well for us, we dropped 25 seconds, then 2, 3 and finally 37. lots of crews made mistakes and missed a control or PC.

Back on to the road sections, regularity G went to pretty much to plan, 13 late, 1 early, 3 early, 8 late another quick blast around the Beeston cattle Market and on to regularity H another good one with 6 late, 2L and 5L then another reasonably good test at Wardle. The good run had dragged us back up the results a little and we went into the last regularity lying 56th. It wasn't to last I made another schoolboy error and took a short cut which we shouldn't have done (I missed an 'avoid' written at the top of the page), of course there was a control on the bit we missed and another 300 seconds went down the pan. One more test brought us to the finish and I must admit I was glad to see it. In the end we wound up 61st, pretty much my worst result I have ever had on any event, although he was disappointed Chris was very good about it, in fact I think was his best result, he's usually last so his normal navigator must be even worse than me!. We will probably team up again some time, hopefully it will go better.

Sadly for me this was one to forget.

Ian Mitchell



For those of you who think historic regularity rallies are for old farts who drink tea in flat caps, think again! The Winter trial is widely considered to be the toughest historic rally in the world. The Dutch run event is held annually and it travels across Europe finding the worst possible conditions in the middle of January. This year it started in Enschede and travelled across Holland, Germany, Poland, Czech Republic and finished in Salzburg, Austria. The rally is also the opening round of the FIA world championship. My journey as a navigator starts three weeks before the event when I received the route book. This then has to be deciphered/plotted and put onto large scale European atlas's for all the link sections and transport sections to get you between the competitive bits, no tulips road books, map work all the way. Its only at this point we have any idea where we are going, from this point onwards it's a race against time to locate all the details maps I might need over the 4500km route.

Friday morning starts early for me with the delivery of the rally car from Ireland a Morris Cooper S. First job is a trip to Mini Sport for some last minute bits and finishing jobs before we get going. Then it's over to Hull for the overnight ferry to Rotterdam, I didn't realize this boat is basically one big Geordie party full of people going for a weekend in Amsterdam!

Saturday morning arrive in Rotterdam then drive to Enschede near the German border. Scrutineering took place at the local Ferrari dealership which was great to see Ferraris of all ages in the workshop while we put the GPS trackers, stickers and carry out all the usual formalities before the rally. About now is when my driver decided to make an appearance. GANT being one of the main event sponsors kitted out all the crews in jackets and other clothing. Verdestien were also on hand to provide crews who hadn't already got their snow and ice tyres fitted. On the European events is not uncommon for them to use GPS trackers this allows the organizers to keep track of any lost or stranded crews but it also allows the organizers to make sure nobody cuts out any sections of the route. Most of the controls on the event are automatically picked up by the GPS tracker meaning that the number of marshals needed is minimal. We did the measured mile next and set up the digital Speedo (not legal on UK events) then the opening dinner was hosted by the prime minister of the Netherlands.

Leg one Sunday Enschede to Weimar. The morning dawned and an early start ramp was held at the Vedestien HQ and we set off to the local airport for a series of tests. Now if you're not familiar with driving tests then just think of a cross between a special stage and an Autotest! We completed the first 3 tests with no issues apart from the car was using quite a bit of oil..... but if you try and find a shop open in Germany on a Sunday is very difficult to buy anything. Next was a series of regularity sections, now these get issued as you start each leg and you have to plot them on the move between the other tests and regularity sections. On this event they were using a split and merge system on a lot of the regularities which are exactly the same as a single venue stage rally. Where you effectively do 2 laps trying to maintain an exact average speed this is all fine when you on the correct road, but if you wrong slot or have a moment hesitation you will find yourselves very quickly minutes behind schedule. This is all on open public roads which adds to the fun and games as you desperately try to find your way through the frozen, snow bound roads while trying to keep somewhere near your time schedule. End of day one 12th overall and 1st in class

Leg two Monday Weimar to Bad Schandau. We start the day with a test round a kart circuit which was great apart from the 12 inches of snow keeping speeds rather low but at a slightly precarious pace! The 2nd regularity of the day I made a simple wrong slot missing a small road which was hidden between snow banks, by the time I realized and turned back we dropped two minutes at the next control but with the penalties being cumulative you have to make up any lost time over the following controls we ended up dropping 14 minutes from a simple wrong slot. The next 6 regularities were fairly uneventful until we got to the next test which was at a driving training centre called "Polygon Most" where the test was over 7 minutes long and included sections on a skid pan, now when a skid pan is hidden under snow its quite difficult to pick out your braking points..... 24th overall and 2nd in class

Leg three Tuesday Bad Schandau to Destne. Shortly after leaving the hotel we crossed over into the Czech republic, it's amazing the difference in the road conditions when you cross over the border. The Germans keep the main roads perfectly clear and well gritted, but the Czech the roads are generally left to the elements. Main roads have a compacted layer of sheet ice 4 inches thick as the surface, with deep packed snow covering all the minor roads making the it very difficult to tell the difference between a farmers track and a minor road nearly impossible. The day consisted of 4 regularities and 2 tests held at race circuits. Reasonable day with no errors. 19th overall and 2nd in class



(The Winter Trial (Continued from page 29)

Leg four Tuesday night Destne to Hradec Kralove the leg started at a ski lodge in northern Czech and the organizers had kept the route a secret for the night section. They issued the route an hour before we set off heading straight towards the polish border which typically I had no maps for! The big dilemma was do we run with chains on or not, most of the Porsche crews decided to run with chains on to get the best traction. The only problem with running chains is if you use any decent length of road with no snow you are forced to take them off which can be quite time consuming and result in penalties further down the road so we opted not to run chains. So we lost out in some places but gained in others. The main downside to a mini in these conditions is the lack of ground clearance so when the larger cars can glide over the deep snow we found the mini would plough through gradually reducing speed..... The night was split into 4 regularities going over several mountain pass's where timing became irrelevant and survival became the name of the game. We reached the finish of the leg at around midnight without having to cut any route and finding all the controls 16th overall and 2nd in class



Leg five Hradec Kralove to Brno Wednesday. It's from this point onward that the organizers really raised the level of the competition. The road timing became tighter, meaning you could not afford to be having problems on the road and loosing time at the lunch halts and TC's which were scattered along the route to regroup the competitors. The self start regularity sections usually meant rushing from a TC inside a pub to the start of the next competitive 2 or 3 minutes later. we started the day going fine until we found a Porsche cross ways in the road resulting in us having to stop mid section and put the chains on as we couldn't climb up the hill. It was at this point we realized we had lost the wheel brace! It's still a mystery where it went. Ended up changing the wheels with a spanner. Straight after lunch we went to a road which was part of the European hillclimb championship in the summer. Closed for our use under about 6 inches of snow, we used the chains to make sure we made it up the hill at speed. It's on the following regularity section where our problems started, one of the chain's snapped causing loose chains to flail into the body work we had to stop and make repairs, by the time we got going again we had to cut to the end of the leg to get to the MTC without going OTL. This cost us around 2 and a half hours in penalties. 28th overall and 3rd in class

Leg six Thursday Brno to Jilovice Time to claw back some time, I had managed to repair the chains with jubilee clips and cable ties the previous night, changed the clutch slave cylinder and bled the back brakes to try and cure a few issues with the help of the service teams so at the start of the longest day of the rally we were nearly back up to full speed. Joe my driver was really starting to feel the physical strain of such a long event and we were starting to fall into road penalties at TC's throughout the day, other than very intricate plotting and the large distances we needed to cover it wasn't that bad a day. 25th overall and 2nd in class

Leg seven Thursday night Svaty Jan to Linz traditionally this is the leg that sorts the men from the boys, at one point it felt like there was a Porsche sticking out of every ditch! The organizers put out a cheeky bulletin at the start of the leg saying that all penalties picked up on this leg were going to be doubled (great....) The first section starts in the main street of Svaty Jan with a test going down the closed main road then turning into a farm. We were on the start line of this test when we got held for 10 minutes while the farmer extracted a vintage Bentley from the side of his barn. The locals were out in force to watch the strange spectacle even putting out banners and lights for the occasion. Teams of local farmers had being out for the past week to clear the route round the night leg. A time control section with a difference..... when you arrived in a village rather than have the control by the road side, the control would be in a bar or restaurant or even on the top floor of a hotel. Making quite a slight for the locals as the cars raced into the village square and handbrake outside the door.....then a confused navigator leaps from the car to try and get the minute he wants from the marshal inside..... for this the navigator defiantly needs to be wearing mini cramp-on's already on the bottom of your boots ready to leap out. It was quite something to listen to the horror stories of the crews getting stuck, going off or cars crying enough after a long week of punishment. After 19 hours we reached the end of the leg and had a swift drink at the bar before grabbing 4 hours sleep and the start of the last leg. 19th overall 2nd in class

Leg eight Friday Linz to Salzburg

The last leg on this event is renowned for having a sting in the tail and this year was no different. With only one monster regularity on a map provided by the organizers and speeds just as you entered the section. We managed to get through the regularity with only the issue of coming across various stranded and confused novice competitors blocking the road discussing which way they were going to go next. We had one last test at an ice racing school, next to the head quarters of Red Bull of all places a fantastic glass and steel structure in the middle of nowhere with no markings of any kind to tell you what it was for. We then drove into the middle of Salzburg where we went through the finishing arch outside a very impressive palace of some kind. Then it was time to have a very large part before we flew home in the morning after leaving the rally car to travel back via transporter back to England. 15th overall and 2nd in class

So after nearly 85 hours of competition across 5 countries we had a total penalty of 4 hours 52 minutes and 11 seconds. About 6 litres of oil, 10 litres of screen wash 2 litres of antifreeze and brake fluid later. Next year the route starts in Copenhagen and travels north towards the arctic circle. Cant wait.....

Martyn Taylor - Kirkby Lonsdale MC

Brick & Steel Border Counties Rally

Banchory's Quintin Milne battled "Arctic" conditions to win the Brick & Steel Border Counties Rally – his second victory in the ARR Craib Scottish Rally Championship.

Co-driven by Martin Forrest from Aberdeen, Milne was fastest through three of the four special stages (the third stage was cancelled because of snow and access problems) to finish with a total time of 38 mins 27 secs in his Mitsubishi EVO 9.

Fellow Aberdeenshire driver Barry Groundwater, also in an EVO 9, was runner up, a further 1 min 07 secs back, alongside navigator Neil Shanks from Elgin. The final podium spot went to County Durham's Stephen Petch, co-driven by Michael Wilkinson, who was another nine seconds adrift in his EVO.

However, with Petch not registered for the SRC, it was defending champions and two times Border Counties winners David Bogie and Kevin Rae who took the championship points after bringing their Ford Focus WRC back to Jedburgh in fourth place overall.

With safety concerns uppermost, the rally organisers had decided to switch the running order and put the 4WD cars first, with the smaller engined cars in classes 1-7 following on behind.

Milne, who won the final Colin McRae Stages round in 2012, did not have the best of starts – only managing seventeenth fastest after a spin on the opening Hyndlee stage. It was won by one of the pre-event favourites, Euan Thorburn, in his Ford Focus WRC, while fourth seed Jock Armstrong was an early casualty, going off the road in his Subaru Impreza.

The second test, Wauchope, saw Milne quickest – twenty-seven seconds ahead of Groundwater, who moved into the overall lead. Derbyshire's Oliver Mellors – competing on his fourth event - was sitting third at this point in his Proton Satria Neo S2000, and Dale Robertson from Duns was twenty-three seconds further back in his EVO 9. Malcolm Wilson Rally winner Thorburn, with Paul Beaton on the notes, lost time after a spin and was down in ninth overall.

With the Craik stage cancelled, crews moved on to Bewshaugh, where Milne again posted the fastest time, fourteen seconds quicker than Bogie, who had been regretting wrong tyre choice – a critical factor given the changeable surface conditions. Petch was third fastest, and moved into third overall, while Groundwater – who was also having tyre problems - slipped back to fourth, ahead of the EVO 9's of Donnie Macdonald/Andrew Falconer, and sixth-placed Mike Faulkner/Peter Foy, who had dropped a minute with a puncture on stage one.

The final Riccarton test was about whether Milne could keep his nose in front of the hard-charging Groundwater. In the event, the Banchory driver managed to slip and slide his car through in one piece to take the stage win by four seconds over his Stonehaven rival. At the conclusion, Petch was secure in third place overall, ahead of Bogie, MacDonald and Faulkner.

Event sponsor John McClory, co-driven by David Hood, ended a trying day by taking Group N honours in his Subaru Impreza N15, finishing seventh overall, while Aberdeenshire's Chris Collie and Lisa Watson in a Mitsubishi EVO 6; Dougal Brown and Lewis Rochford in an EVO 9; and Andy Horne and Jim Howie in the DAM 4100gti were each separated by a single second in eighth, ninth and tenth places respectively.

The first 2WD car home was the Ford Escort of Steve Bannister and Louise Sutherland: the Yorkshireman taking the historic class win by more than two minutes from Charlie Taylor and Mick Johnston, also in an Escort. Alwick's Carl and Robin Tuer made sure of victory in the 1600cc category in their MG ZR S1600, finishing fifty seconds ahead of local crew Kieran Renton and Carin Logan in a Ford Fiesta R2. Ross Macdonald from Conon Bridge, with Matthew Johnstone of Inverness on the notes, took top honours in Class 2 in their Vauxhall Corsa, while Dumfries and Galloway's Iain Haining and Mairi Riddick, in a Vauxhall Nova, won Class 3 – ending the day with a three minute advantage over Lauder's Callum Atkinson and co-driver Craig Forsyth from Kelso in a Peugeot 205 Gti.



Our teacher asked what my favorite animal was, and I said, "Fried chicken."

She said I wasn't funny, but she couldn't have been right, because everyone else laughed. My parents told me to always tell the truth. I did. Fried chicken is my favorite animal.

I told my dad what happened, and he said my teacher was probably a member of PTA. He said they love animals very much. I do, too. Especially chicken, pork and beef. Anyway, my teacher sent me to the principal's office. I told him what happened, and he laughed, too. Then he told me not to do it again. The next day in class my teacher asked me what my favorite live animal was I told her it was chicken. She asked me why, so I told her it was because you could make them into fried chicken. She sent me back to the principal's office. He laughed, and told me not to do it again. I don't understand. My parents taught me to be honest, but my teacher doesn't like it when I am. Today, my teacher asked me to tell her what famous person I admired most. I told her, "Colonel Sanders." Guess where I am now?

I went for a job interview today and the boss asked me "Why did you leave your last job." I said "The company relocated and didn't tell me where."

Kick Energy J1000 Rally Championship Lepley 'rains' supreme at Anglesey!

As the dust began to settle from the opening round of the Kick Energy Junior 1000 Rally Championship, the action returned for round two at the Anglesey Race Circuit for the Lee Holland Memorial Rally – and what an event it proved to be.

With the crews scrutineering in bright sunshine on the North Wales coast, hopes were high for a dry day, yet as the nine crews arrived at the venue Sunday morning, things couldn't have been much different! Driving rain which was showing no signs of easing greeted the UK's youngest Rally drivers in what was to be the first ever wet event at the venue in the Championships five year history.

However, this wasn't going to stop fifteen year old George Lepley! Fresh from his victory at the opening round in Wigan and, with the reputation of being the 'rain-master' of the Championship, George and co-driver Howard Pridmore exited the opening stage picking up from where they left off at round one, immediately opening up a small advantage over reigning British Junior 1000 and Ecosse Junior 1000 Champion Alex Vassallo. Not only that, but such was the pace George began at, he set a time which put him inside the top 10 overall!

Behind, Josh Cornwell and Joe Cruttenden enjoyed a trouble free event, with Josh showing great confidence in the tricky Welsh conditions, ensuring he kept a steady gap between himself and the similar Nissan Micra of Sam Bilham behind. Indeed, Sam was another to be showing a great turn of pace in the opening two rounds of the 2013 season and, despite a spin and a collision with a chicane on the final stage, Sam and co-driver Gareth Hooper bought the car home to score their career best result of fourth overall.

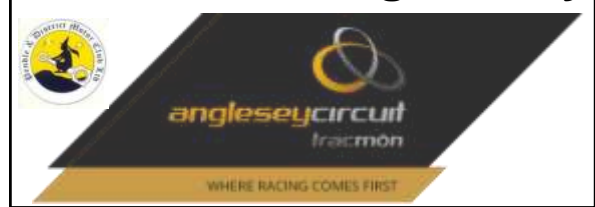
A welcome visitor to the Championship was reigning Junior 1000 Rally Challenge Ireland Champion, Ben Crealey. With Ben making the trip across the Irish sea, it meant that the reigning Champions from each of the Junior 1000 series' came together for the very first time. Despite struggling with a lack of seat time having been out of the car since November last year, Ben showed great improvement throughout the event, eventually clinching the final position in the top five overall – a great shakedown for his attack on the Ecosse Junior 1000 series this season.

Despite a last minute scare before the final stage of the event when a puncture threatened to put the crew OTL, Daniel Lewis and co-driver Richard Williams bought their Peugeot 107 home in sixth place, ahead of Georgia Shiels and Chris Davies who dropped more than two minutes with a stage maximum on the penultimate stage of the event. Another crew to drop a chunk of time towards the end of the event was Paul Singh and Jonathan Jackson when a trip into the mud saw the Micra crew stuck for two minutes before enough man power was summoned to push the crew out. Despite that, the pair were happy with their progress throughout the event.

One crew to suffer misfortune on the event were James Williams and Eurig Davies when their newly built Peugeot 107 suffered engine failure on stage four.

At the end of a testing day for the Juniors, Josh Cornwell and Joe Cruttenden clinched a fine third overall in what was also the crews first podium since Josh joined the Championship in June 2012. Ahead, Alex Vassallo and Michael Gilbey took their second podium in as many events, keeping the similar Citroen C1 of Lepley on his toes over the course of the day. Out in front however, and taking six out of a possible eight fastest times, it was George Lepley and Howard Pridmore who clinched their second victory of the season with a drive that defies his fifteen years of age – clinching 16th overall in the process!

Lee Holland Stages Rally



Images courtesy of Matt Kiziuk

Dear All,

Just a quick note to say a very big **THANK YOU** to all of you who marshalled or helped in any other way with the running of the event .

Sorry about the weather - I know I promised sunshine but maybe I just got the date wrong!

I spoke to all the crews (Senior and Junior) at the end of SS8 and all were very complementary about the way the event had been run - they'd had a brilliant day. From my point of view the day went well with no real problems.

The marshals draw was won by one of the lady marshals and by one of the young folk from Myerscough College (names withheld so they don't get begging letters!) I don't have email addresses for everyone so if you know of someone involved who will not be reading this can you please pass my thanks to him/her/them
Once again very many thanks

Take Care

Peter Wright Chief Marshal

LYNCH ENTERS NEW ERA WITH PODIUM

Westhoughton-based racer Tony Lynch kicked off a new era in his racing career with a podium finish as the 2013 MSA Monster Energy British Rallycross Championship got underway at the March meeting at Lydden Hill.

After three years of competing in the Suzuki Swift category, Tony and Lucas Oil Team Geriatric have switched focus to the equally competitive BMW MINI series, with the opening round of the new season marking Tony's first appearance in the class.

With the late nature of his deal to contest the MINI series meaning preparation of his own newly acquired car is still ongoing, Tony took the decision to lease a car from elsewhere for the first meeting of the year, with his team working to prepare the car for the Lydden weekend.

Running in a striking new Lucas Oil livery, Tony set the fifth quickest time in practice before the team set to work on making improvements to the MINI, with Tony then making forward progress throughout the three heats to secure a place on the front row of the grid for the all-important final.

Despite the fact that his leased car was down on power, Tony produced a solid performance in the final to secure third place behind siblings Keifer and Kris Hudson, ensuring a strong points haul with which to start his championship campaign.

"After three years in the Suzuki, we felt it was time for a change and the BMW MINI class is an exciting challenge for us," Tony said. "The MINI is also a good fit for us with Lucas Oil and is a car that people can relate to as it's so popular with drivers on the road.

"With our new car being built up at the moment, we decided to lease a car to use for the early part of the season. The car was down on power a bit which didn't help us at Lydden Hill and we'll rectify that for the next round, but the boys worked hard to improve it over the weekend and we improved every time we went out which is a real positive. "While it is always nice to win, I think we did everything we could this weekend and to finish on the podium is a job well done. We know there is a lot more to come as we learn about the car, and when our own car is ready, so to be third in the first meeting of the season is a good start. We can take a lot of confidence from our performance this weekend."



Lookers Citroen in Preston

Supporting SD34 and motor sport in the North West.

It's with great pleasure that we would like to announce our association with the SD34 Championships this year. Lookers Citroen in Preston have been getting involved in local motor sport over the last two years in the form of sponsorship of the North West Stages Rally. This year saw our involvement grow further with this event by means of sponsorship of the Trax special stage in Preston and next year we intend to continue to grow this sponsorship further.

However we also want to contribute towards grass routes motor sport, so after a couple of chats with Maurice, we've finally sorted out a deal to be involved in the SD34MSG in 2013.

As a competitor myself and a keen follower of rallying, I want to try and put back as much as I get out of the sport, this may be in the form of marshalling, helping to run and organise events and also, through my company, sponsorship of events as and where we can.

Hopefully this will be something we can look to do for many years to come. All I can ask of you as competitors and followers of rallying is to think of us if you're looking for a car or van as this way I can convince my boss to keep spending money on things like this!

Lookers Citroen in Preston is a thriving garage and part of the hugely successful Lookers Group PLC, we pride ourselves in putting our customers first. We also house a complete business centre offering specialist advice on how best to fund vehicles for your business. So whether it's a little run around for your son or daughter or a fleet of vans for your company, we've got you covered!

So if there's anything we can do for you simply give us a call on 01772 768222 and ask for Matt or Steve and don't forget to mention that you've seen us in the SD34 magazine for a further discount against your next van or car.

Matt Kiziuk



CONTROL



MARSHALLING POST

It's been a few months since I last wrote a Marshalling article, but I'll put that right this month.

January saw the annual ANWCC Marshals training day in Stockport. As most of you will know, these are not compulsory training sessions, but non the less provide a good opportunity to brush up on your skills and knowledge. Recent changes to procedures and rules are also conveyed. It was a snowy morning, and I travelled down on the train for a change, with many delegates not managing to make the day. I opted for the Radio session this year. It wasn't what I was expecting, to be honest, and was a little sticky in its presentation. I was expecting a session on Radio protocol and operation techniques, where as it was more general marshalling from a radio operators point of view. No matter, still a worthwhile day and all free and of value.

February is normally **North West stages**, but this year due to work and other commitments, I could not offer to Marshal. I managed to get out of work on the Friday evening in time to nip down to the Trax stage to spectate for a change. It was the first stage of the event and there were both cautious approaches and committed ones as well. There was a bizarre coming together of 2 escorts and a few spins at the chicane, including the same car twice. The army Land Rovers were impressive with their all out attempt with constant tyre squeal and attack.

March saw the **Malcolm Wilson**, and as usual I covered the time control at the Penrith truck stop where the service area is. With me were Ian Wright and Phil Senior. Its one of those jobs away from the main action, but that's not to say activity. Most crews will have a chat about how they are going even if they don't know you, and it's a bit of a change. There's always a laugh and a joke to be had. It was sad not to see some local crews make service due to incidents on the stages. The entry was one of the best for a number of years with a good range of cars out on the event.

Following on was the **Devil's Own rally**. A thin layer of snow had developed over South Cumbria and with a reasonable entry of 36 cars a good day was in store. A pop up to club HQ at the Heaves Hotel would see me on the first test at "Arthurs". This is a farm yard test, where normally the test takes you through the Barn. This year it was slightly different utilising an outward and return run around the Elm Tree and buildings. Fastest and most impressive were Dave Marsden and Mike Garstang, in the trusty Cortina, with Tom Wilcox and Pete Johnson in the Toyota Starlet coming in with the second fastest time. A number of crews picked up a penalty for either a stop astride fault or a WD around a pole.

Following on from Test 1, we made our way up to Hardendale quarry near Shap. The stage team were again an all Kirkby affair as on test 1. I stopped up on the hill for the first runs through which were 2 runs of the same test. It was bitterly cold with the wind and snowy / rain driving in at times. The first sets of pair of tests, saw a linear approach with some slaloms as the hill was climbed. A 360 around a tight cone at the top with a second 360 on the way back down was the route. There were some notable tidy and tights navigations of the cones, most noticeably Tony Tomlinson and Andrew Makinson in the Sunbeam and Graeme Cornthwaite and Steve Aspin in the Yellow Mini. Brian Bradley and Paul Makinson got their mini beached on a gravel heap momentarily and unfortunately the immaculate Escort mark 1 of Ross Butterworth decided its gearbox could hang on no longer. I was sprung into action with the tow rope when the Alfa Romeo of George and Ian Eland risked the soft gravel verges by a foot or 2 too much and person power was not enough to extract them from the ditch.

The third run of the stage was with a slightly rearranged test, going further up the hill and with a few more cone interactions. We had had a change round with the Marshalling team and I was on the start / stop line. Fastest on this run was eventual winners Tot and Maureen Dixon in the Mini, second was Simon Harrison and Danny Cowell in the Impreza with Tony and Ayrton Harrison Third in a different proton to their normal blue one. All on the same second, (but I had the tenths!) unfortunately the 4th run of the test was cancelled due to time running out.

A journey back down to the Heaves for an excellent Sunday roast supper with a natter with both competitors and the organizing team topped off what seemed to be a cracking days motorsport. My next events will be the Lummies (Hopefully), followed by the Tour of Hamsterly.

Bye for Now

Gareth Adams



Scrutineering in the snow at the Start - Heaves Hotel





Mad as a March hare ?

Well lots of people think I am. The good thing about losing your marbles is that you don't know it's happening to you, ah sweet oblivion. It has been a much more interesting month starting for me, with the Malcolm Wilson rally. A very enjoyable day with son Andrew and my mate Jeff we had a great spot with a good view in both directions with an uphill 90 right at our point which became a 90 left downhill (obviously) on the return run. Two runs through Greystoke made it a more interesting day and the weather was absolutely superb with even a little sunshine thrown in. For us older guys the sound of Escorts in a forest holds such nostalgia and there were several to swoon over. I must say I was impressed with some of the 1400 lads who were impressive to say the least. Of course, the WRC cars were very quick but never have that sideways appeal and it was good to see father and son of the Wilson family although we only got to see Malcolm once because he broke his 2.4 Fiesta in the next stage. It would have been great to see where he would have finished because he was trying a bit when he passed us. Matthew was impressively quick as course car too. It was nice to have very few spectators around, though in the lunch break some eastern Europeans wandered up our lane and set up a barbeque. We didn't kick off because it was on hard standing and quite safe but was making a lot of smoke. Marshalls from the bottom of the hill came up and asked if we were setting fire to the forest but I told them that gypsies had moved in and we would evict them if things got out of hand. There were several photographers bodding around but no crowd control problems arose and no offs or breakdowns. Next on the agenda was a call from Phil Derbyshire "Have GPMC been in touch with you ?" "No, why would they be ?" " They want you to be guest speaker and present trophies on their presentation night this week, would you do it?" "Well, er, yes I guess so. Are you sure they want me ?" " I will ring them and get back to you". Sure enough the phone rang a short time later, I assume they couldn't get anyone else so they wanted me to do it. I quickly rang around to gather a little moral support. My mate Jeff first, to see if his long suffering wife Carol would let him play out with me. Carol just said "Take him away Paul and you can keep him for as long as you like". Isn't true love an amazing thing ?

Then onto Maurice Ellison. " Moz it's your fault I keep getting asked to do these things so you can get yourself there to support me" " Support you ??? I'm going for the craic and the grub but you can claim that I'm supporting you" Phil Derbyshire came along with us to show us the way to club house and we had a really great night. It was a very friendly atmosphere, there was a well stocked bar and a wonderful buffet meal. Steve Kenyon was officiating and eventually called me up to do my bit and led me through a few questions (totally unrehearsed I may add) I bored everyone to tears and then when I judged everyone to be almost suicidal I got on with presenting the trophies. As I presented Road Rally Driver of the year to Jem Dale. I made a special point of showing him my name on said trophy, nowt like bulling yourself up a bit is there ?



The Barrow Taxi Column Part 2

(Continued from page 35)

I am very fond of GPMC and when I made my last return to rallying in 2005 the Memorial was the first road rally I did and I always enjoy doing it and meeting up with many great road rally friends there.

My next outing was the Devils Own with Moz Ellison. We were like a pair of schoolgirls in the buildup to it. Texting each other wondering if we were going to make a pigs ear of it (Yes, OK, we did as it turned out !) I had done one Morecambe event with Jeff that consisted of tests but Maurice had never done one before. I asked him how he was at regularity and he said he had been fine since he started taking Senokot (Oh dear) I was worried what RWD would be like after all the years of FWD but I found that if the car runs on all four cylinders it really is like riding a bike. The problem was that it didn't run on all four cylinders all day.

The good part was that Maurice and I laughed all day. It was a pathetic result and we both found that historic rallying is a very steep learning curve on both sides of the car. We had a really good fun time and met lots of friends in a most relaxed and pleasant way. None of the stresses of night rallying. Me, being comfortably built, have found my niche with breakfast at the Heaves, lunch at Tebay truckstop and evening meal back at the Heaves pleasant company and a good craic I never realised what I was missing. I will be right into historics in the future.

When we got the car back in the garage my guys stripped it down and found that the engine I recently sourced locally from an Escort enthusiast had two cam rockers out of line (hard to believe that was possible) but they were totally destroyed and it was amazing that the car was running at all.

We had a fantastic write up in the Barrow Evening Mail by Phil James who is a journalist who likes motor sport and is doing a great deal to engender interest in our sport which is very helpful to us all.

A new cam has arrived from Burton so should have that all back up and running for the Roof of England Tour which has been postponed until 7th April because of the white fluffy stuff that is a by product of global warming. Oh no, I'd better not get into that !! As I always say 'We got the greenhouse effect and we had to be under a broken window.' KLMC club night had Ernie and Andy Larton with a couple of hill climbing friends telling us all about hill climbing. Westmoreland MC have withdrawn their running of the Barbon hill climb and the organisation has passed to Liverpool MC with KLMC still having a great deal of input. There are plans afoot to make these events more of a family event in the future and it will be interesting to see how that develops.

Next I received a text saying that EVMC were running a 12 car on 21st March so with only two days notice I got on to Maurice Ellison to see if I could talk him into doing it with me. It didn't actually take much talking and he quickly agreed to do it as he was not committed to anything else (which is a bit unusual) So we trundled off to the far side of Kendal for the start which was in a large layby. The finish was at Penrith and the bit in between was really good fun. Maurice was on form and was reading the roads very clearly and oh boy, were they good roads, Unfamiliar to us as they were higher up the county but the route was splendid and we thoroughly enjoyed ourselves. We enjoyed it even more when we got second place only beaten by a turbo 4 wd Impreza. So all in all a fantastic month after a long and miserable winter. What of the future ? Well 7th April Roof of England Challenge. Wigton Motor Club (tour) with Jeff Almond, 14th 'Lumies' MCC with Jerry Hettrick, 21st Ilkley Jubilee (historic) with Maurice Ellison and if they run one in April EVMC 12 car.



Devils Own Classic Rally
Photos courtesy Phil James



So lots to look forward to folks. Bye for now.

Paul

Computers - Sick of them. This issue has taken forever to knock together. My stupid PC just wants to run at a snails pace and at every mouse click it just sits there and wont do anything until I have gone and made a cup of coffee, drunk it and then and only then does it allows me to move on - when I say move on - only for a few minutes and then it goes on strike again. Eventually it gave up the ghost altogether. Driving me nuts! To add to my woes - at the end of February I came out of my office (spare bedroom) and got a message on my phone. Whilst reading the message I missed the second step, however I managed to collect the remaining 11 and also got a couple of cracked ribs, and more than a few cuts & bruises. Thank God there has been a little more action on the motorsport front and not quite as painful.

In February (March Edition - Grumpy Old Git) I was moaning that there was nothing happening or it was getting cancelled.

No such worries this month (March) April issue. Dan Hurst asked me to Nav for him on the West Cumbria Motorsport Clubs 12 car at the end of Feb (1st O/A - felt every bump in the road with my ribs) to be followed by doing radio for Dave Brodie on the Malcolm Wilson Rally.

Next was the CDMC Scatter Rally with Steve Hudson in his works van (3rd O/A) see CDMC page 5 for his report on that.

Then it was off to Blyton for the Jack Neil. Bloody cold. Andy & I had an entry in for the Moonbeam Road Rally down in Shropshire but pulled the entry (all sorts of reasons, including my ribs) so I volunteered my services to Bill Wilmer to do Radio but I unfortunately copied CofC Chris Woodcock into the email - consequently instead of being wrapped up nice and warm in my car listening to the troubles of competitors out on the circuit - I was doing start control and slowly being frozen to death. When the last car had completed its last run, it was tidy up time. All was going well until we spotted a pair of errant barrels in the middle of a field. I was persuaded to take the car and trailer off the circuit and on to the grass. The car sank and we then spent an hour waiting to be recovered and getting colder.

Next up was a return to West Cumbria for another 12 car with young Mr. Hurst in his very bright orange Fiesta. I was surprised to see Chris Paskin there! (More front than Blackpool) Another 1st O/A - could get used to this! (Ribs hurting just a little less)

The 3rd Sunday in March was the Devils Own. A Classic Rally run in daylight with Tests & Regularity sections.. Back in November 2011 Paul Brereton had asked me to sit in with him in his immaculate RS2000 but one way or another we couldn't get a free weekend that did not clash with something else or something went wrong (we were going to do last years John Robson but Paul got taken into hospital on the afternoon of the event and so I went and Marshalled instead) This was the first time we were both free at the same time (See the Barrow Taxi pages 35 & 36 for what happened) Thankfully the ribs are hardly hurting at all.

Another 12 Car (this one organised by Eden Valley MC) on the Thursday before the Ryemoor saw me out with Paul Brereton, 2nd O/A this time

Next outing was the Ryemoor (the 4th W/E in March). I am not a big fan of P&B - so decided that we would go over to Hull and Marshal with Andy Ritchie rather than give my ever decreasing brain cells a workout. Was it cold? Yes it was (very) but at least it ran despite the very heavy snow on the Friday night.

Next Month looked a little less hectic, Got the Kick Energy (used to be the VK Derbyshire) and then the Illuminations Rallies to do on consecutive weekends and then its the Ilkley Jubilee with Paul Brereton in his RS200 the following weekend (Got some average speed thingymibob sheets from HCRC to be able to work out regularities!) Then its off to Carlisle for the Pirelli. Throw in the odd Eden Valley 12 car - I thought it was going to be a quiet month.

Next month does not look any quieter - I am doing the Berwick Classic before going across for the Manx, followed by the 061 Altratech Rally - all in the 1st 3 weeks of May (Note just got computer fixed the Monday before sending this issue out - NOW that was hard work !)

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



MW Rally - Grizedale North - BBQ on



Jack Neal Rally - Stuck in the mud



Devils Own Rally - Oh Yes!!!!



Dan Hurst & the 'Flying Pumpkin'

OUT & ABOUT With Gemini

Clitheroe & District Motor Club The Jack Neal Memorial Rally

This is to thank you all for attending, sorry I couldn't have been there on the day.

The C of C Chris Woodcock has emailed me with this message for you all'

Please pass on my thanks again to all who were there. Everyone was superb.'

The next event we have got listed for this venue at

Blyton is the Saturday the 23rd of November, please put a large cross on that date in your dairy.

Jack Neal Memorial Stages Rally



Sunday the 17/03/13 dawned fine but with a very strong COLD wind especially in the middle of the circuit. 27 competitors lined up for a 10.05 start, unfortunately for car 4 he only made it to post 2 before his engine cried enough, car 23 went a bit further before it also retired. At this point it was looking like gemini recovery was in for a busy day. There were no retirements on SS2, leaving recovery with 2 straight tows back to service. SS3 & 4 ran with no dramas and were completed by 11.55, The stages were changed round A S A P and everybody retired for lunch. The afternoon started at 13.30 and ran through to 15.30 with no dramas to report. Results were promptly posted and declared final. The weather decided it would snow when it got to the prize giving, shortening the speeches a little. Thanks to ALL the marshalls and radio crews who braved the weather. Heres to the next time at this venue.

Regards Stuart Gemini 13

The 2013 Magnificent Golden Microphone Trophy along with cash awards of £150 to the winners.

Following the first two rounds in this year championship the Jack Neil at Blyton and The Lee Holland at Ty-Gores, we have four joint leaders.

Chris Woodcock G 25
John Ellis G 33
Alan Shaw G 39
Peter Langtree G 48

All on 10 points each - remember this year it will be 5 points for a Rally and 2 points for a Bike Ride. Also members on all events organised by an ANWCC club will be entered into the monthly cash prize draw and will score points into the marshals championship, however you must claim your point by emailing ANWCC@talktalk.net within 14 days of the event.

Just a large **THANK YOU** to everyone who helped with safety on the **Lee Holland Stages**. It was nice to see those who where prepared to make the journey to Anglesey.

Have you noticed that as well as live coverage of **BTCC**, ITV4 is covering the **World Rally Championship** this year? It looks as though the hour long WRC reports will be broadcast on Tuesdays from around 5.50pm. The intro for this week's edition says "As the competition reaches the third round of the season, Mexico hosts the first gravel event with a couple of exciting new stages for 2013". See <http://www.itv.com/tvguide/>

2013 Events Dates for the Diary

Knutsford & DMC Plains Rally

Dyfi, Hafren Forests &
The Woodyard Stage

Saturday 18th May

Blackpool South Shore MC

Keith Frecker Memorial Stages

Weeton,
Sunday 9th June

Warrington DMC

Enville Stages

Ty Groes - Anglesey
Sunday 7th July

Westmorland C.C.

Greystoke Stages Greystoke

Sunday 14th July

Kirkby, Eden Valley,
Northallerton Clubs

Stobart Rail Pendragon Stages Warcop - Cumbria **Sun 22nd Sept**

P&DMC + G&PMC
The Heroes Stages
Weeton,
Sun 29th Sep

**Cambrian
National Rally**
Cloceanog /
Penmachno Forests, North
Wales

National Stage Rally
Sat 19th Oct

Clitheroe & DMC
Hall Trophy Stages
Blyton
Sat 23rd Nov

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Falken works with car clubs to improve grass-root rallying and under 17s motorsport

Falken helps to develop entry-level motorsport in North West England through support and supply of Falken ZIEX ZE912 tyres

Offenbach, March 14 2013. Falken is backing young talent in motorsport through a new sponsorship and support scheme that will enable drivers access to subsidised and free tyres. The Japanese tyre manufacturer will be providing tyres for the Association of North Western Car Clubs (ANWCC) K11 Micra Challenge and the Under 17 Motor AutoSOLO Championship for Standard Cars. Falken will be providing its ZE912 tyres to qualifying competitors along with offering discounts to all those involved in the championship.

Founded by multiple rally and autotest champion Steve Johnson, the North West K11 Micra Challenge was created to bypass the escalating costs that are normally associated with stage rallying. By creating a championship that was open to just one class of car, an affordable one litre Nissan K11 Micra, Johnson envisioned a regional championship that offers an affordable way for people to enjoy motorsport. Specifying control tyres such as the ZIEX ZE912 from Falken also helps keep entry requirement costs to a bare minimum. Johnson and his team launched the championship this year at the Autosport Show in January at Birmingham's NEC.

In addition to the K11 Micra Challenge, Falken is also supporting the Under 17 Motor Club which provides opportunities for 14 to 17 year olds to gain experience in vehicle handling in a controlled environment away from the public highway. The Under 17 AutoSOLO championship in partnership with Falken aims to discover and nurture the future stars of UK motorsport.

"We chose Falken Tyres due to the fact they have lasted up to six rallies per set of tyres which is great value for money," says Johnson. "The Falken tyres have a proven to be good in a wide range of grip conditions and have a great resistance to punctures. They allow all drivers to find the grip limits of the car and tyre allowing the drivers to develop their driving skills."

Falken will be providing its ZIEX ZE912 to the two championships. Striking the balance between durability and affordability, the progressive nature of the tyre makes it an ideal choice for novices and those learning car control at the limit for the first time. "The ZIEX ZE912 is a predictable and durable tyre," says UK Director of Falken Tyres, Matt Smith; "It is a long lasting and therefore cost-effective cover that also performs when pushed to the limit."

Falken is also to support a Nissan Micra in the Under 17 series later in the year to offer journalists the opportunity to pit their skills against the young drivers in the championship.

Nick Bailey, Propel Technology, Bloxham Mill, Barford Road, Bloxham, Banbury, Oxfordshire, UK, OX15 4FF. 44 (0)1295 724130 / 44 (0) 7813 956664

nick@propel-technology.com

About FALKEN Tyres Europe:

The technology and development of Falken High Performance Tyres and their driving characteristics have for many years been derived from motorsport, most recently its participation in the American Le Mans Series and Nürburgring 24 Hours. Tyre technologies developed on track are often transferred to the road, offering improvements in wet and dry grip, efficiency, feeling and control.

Falken is a brand of Sumitomo Rubber Industries Japan, with European headquarters in Frankfurt. In Europe, Falken has aggressively expanded its product range, launching new products in new sectors and niches across Europe. Falken's current products range from the track-inspired AZENIS series including the latest FK453 flagship through to the efficient and innovative ZE914 and the rugged all-terrain WildPeak A/T and cold weather EUROWINTER HS449.

All FALKEN products fulfil the ISO standards 9001 and 14001.

For more information visit www.falken-europe.de or www.facebook.com/falkenmotorsports





Sebastien Ogier claimed his second consecutive WRC victory after dominating Rally Mexico in a Volkswagen Polo R.

The Frenchman led after Thursday's opening sprint tests, and despite losing the lead briefly on Friday, he quickly regained his advantage and was never again troubled. He eventually took this third round of the 2013 season by 3min 28.9sec from Mikko Hirvonen's Citroen DS3.

Thierry Neuville claimed his first WRC podium in a Ford Fiesta RS. The Belgian gave up his pursuit of Hirvonen after sliding into a ditch on the morning's opening stage, and he finished 54.9sec behind the Finn.

Ogier won 16 of the 23 stages, covering almost 400km in the hills above Leon, and claimed maximum points from the weekend having also taken bonus points for winning the Power Stage earlier today.

His victory came on the Polo R's gravel debut, and in its first season of competition the duo have finished second on Rallye Monte-Carlo's asphalt, won in the snow and ice of Sweden and now laid down a marker on gravel.

Ogier, now heads Sebastien Loeb in the drivers' standings by 31 points.

Hirvonen climbed to second when Mads Ostberg, the only driver capable of matching Ogier's times, was sidelined with a broken alternator on his Ford Fiesta RS.

Hirvonen held off a charging Neuville to claim his best result of the season and climb to third in the points.

Dani Sordo finished fourth, despite frequently feeling uncomfortable in his Citroen DS3, the Spaniard more than six minutes behind Ogier. Nasser Al-Attiyah finished fifth on his debut in a Fiesta RS WRC and Chris Atkinson shrugged off a 3min 30sec time penalty after breaking his Citroen DS3's steering to claim sixth.

Ken Block scored a career-best seventh place and the leaderboard was rounded off by Benito Guerra on his World Rally Car debut, Martin Prokop and Evgeny Novikov.

WRC 2

Abdulaziz Al-Kuwari dominated the WRC 2 support category to bring his Ford Fiesta RRC home 9min 14.6sec clear of Mexico's Nicolas Fuchs.

The Qatari was the only driver present in a new-generation WRC 2 car and he won 21 of the 23 stages on his Rally Mexico debut.

Fuchs' Mitsubishi Lancer Evo IX finished 8min 19.6sec ahead of the Evo X Lancer of Ricardo Trivino, while Armin Kremer and Yuriy Protasov completed the finishers – both completing under Rally 2 rules having retired earlier.



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Lotus's Kimi Raikkonen beat Ferrari's Fernando Alonso in a tense strategic battle in the season-opening Australian Grand Prix.



Raikkonen made only two pit stops for fresh tyres compared to Alonso's three and the Finn carefully managed his race to hold off the Ferrari's challenge. Red Bull's Sebastian Vettel took third ahead of Ferrari's Felipe Massa and Lewis Hamilton's Mercedes. Red Bull's Mark Webber was sixth and Force India's Paul di Resta eighth.

Jenson Button salvaged ninth for struggling McLaren ahead of the second Lotus of Romain Grosjean.

Raikkonen had started in seventh place on the grid but a good start put him up to fourth in the early laps.

Lotus put him on a two-stop strategy and he managed his tyres carefully to move into the lead on lap 23 as the other front-runners - Alonso, Massa and Vettel - made their second of three stops.

Alonso, who passed early leaders Vettel and Massa with an earlier second stop, set a series of fastest laps as he took the lead following Raikkonen's final stop on lap 34.

Raikkonen re-took the lead when Alonso made his own final stop, after which he emerged third behind the Finn and Sutil, who was running second on his own two-stop strategy.

But once Alonso had passed Sutil, Raikkonen upped his pace and was able to keep the Ferrari at arm's length and even pull away in the closing laps.

Vettel had looked poised for a comfortable win after setting impressive times in practice and taking pole by nearly half a second.

But the Red Bull could not keep pace with Raikkonen and Alonso in the race as he struggled with higher tyre wear than the Lotus and Ferrari.

And the close battle bodes well for a competitive season between those three teams, who appear to have a slight advantage over the rest.

Like Raikkonen, Mercedes tried a two-stop strategy with Hamilton, who appeared to be in with a chance of victory at one point, but the car's tyre wear was too high and the 2008 world champion had to make an unplanned third pit stop and fell back to fifth.

He was a place ahead and outpacing team-mate Nico Rosberg before the German retired just before half distance.

Webber lined up on the front row alongside team-mate Vettel, but a terrible start dropped him to seventh following an ECU failure which automatically shut down his Kers power boost. His race was subsequently ruined when he was stuck behind Button after his first pit stop.

Sutil impressed in the Force India, leading at mid-race after starting from 11th place on the harder 'medium' tyre, while those in the top 10 had to start on the 'super-softs' on which they had qualified.

But he went too hard too early on the super-softs when he fitted them at his final stop and fell back to seventh.

West Cumbria Motorsport Club
P & R Benn



GREYSTOKE STAGES RALLY 2013
Sponsored by P & R BENN

GREYSTOKE STAGES RALLY Sunday 14th July

With the regulations now approved by the MSA the organising team, from the West Cumbria Motorsport Club, of this year's P & R Benn Greystoke Stages Rally can release more information about the event for all considering coming along to what is turning out to be one of the best forest single venue rallies in the calendar.

The date for the 2013 rally is Sunday 14th July as usual at the Greystoke Forest complex near Penrith in Cumbria. Once again the organisers are grateful to Malcolm Wilson and M Sport for the use of the forest for the day.

As last year the event will have a maximum entry of 55 cars and with entries being in high demand already competitors are advised to submit their entries as soon as the regulations and entry forms are posted on the event website (<http://www.greystokestages.co.uk>) in early April.

This year a new link has been set up on the website to the event Facebook page where additional snippets on information will also be posted.

The 2013 entry fee will be £320 for 37 top quality stage miles this representing only a small increase on 2012 fee with the organisers facing some increased costs that cannot be avoided. However without the wonderful support of the various event sponsors it is likely entry fees would have to be higher. Backing the 2013 rally are main sponsor P & R Benn of Cockermouth, High Hill Garage in Keswick lend their support again alongside AS Design Cumbria, The Hundith Hill Hotel and Goodfellows Tyres all West Cumbrian businesses that the organising team are most grateful to.

As always spectators are most welcome but the organisers must ask that they follow the prescribed routes to the venue which will also appear on the website and that they only park in the free car parking facilities that are provided. No cars should be parked on the roadside especially areas that will be taped off and signposted accordingly on the day. See you all on the day!

Red Bull's Sebastian Vettel ignored team orders in the Malaysian GP to win an intense battle with Mark Webber.

Webber led after the final pit stops and the drivers were told to hold position to the end of the race but Vettel passed Webber after a tussle with 13 laps to go.

Vettel has since apologised for the incident.

Lewis Hamilton took third ahead of Mercedes team-mate Nico Rosberg, who obeyed an order to stay behind.

Ferrari's Fernando Alonso crashed on the second lap after breaking his front wing.

The Spaniard's team-mate Felipe Massa took fifth, fighting past the Lotus cars of Romain Grosjean and Kimi Raikkonen in the closing laps after the Lotus team's gamble to try to do only three pit stops rather than four failed.

Grosjean finished sixth ahead of Raikkonen, who won the first race in Australia last weekend.

McLaren's Jenson Button was on for a points-scoring finish, possibly in fifth place, before he was sent on his way from a pit stop with a loose front wheel.

The Sauber of Nico Hulkenberg took eighth ahead of McLaren's Sergio Perez, with Toro Rosso's Jean-Eric Vergne 10th.

It was a race full of drama as the intra-team battles at Red Bull and Mercedes played out live.

The Malaysian Grand Prix team orders controversy at Red Bull is only the latest episode of a long-running drama between Sebastian Vettel and Mark Webber.

It goes right back to 2010, when the two crashed while Vettel tried to pass Webber for the lead of the Turkish Grand Prix. Since then, there has been a litany of further incidents at the team as the two men, both intensely determined and tough but very different in other ways, have battled for supremacy.

Adding spice to it is Webber's belief that, while they profess to allow them to battle it out on the track, the team is more behind Vettel than him. The belief - widely shared within F1 - is founded on the way the team have responded to the various situations between their drivers. In their battle in Malaysia there may even have been a bit of residual revenge on Vettel's part - the German and his champion at Red Bull, motorsport chief Helmut Marko, felt Webber was obstructive in last season's title-deciding Brazilian Grand Prix. The battle between the Red Bulls was resolved in an intense scrap as Webber rejoined from his final pit stop.

Vettel was warned by team boss Christian Horner that he was being "silly" but the two then battled wheel-to-wheel around Turns One and Two onto Turn Four, where Webber appeared finally to yield to his team-mate despite having the inside line. Webber had initially taken the lead at the first stops as the drivers came in to fit dry-weather tyres following a wet start. He had led the race throughout, with the two Red Bull drivers using the two available tyre compounds in different orders.

Vettel chose to end the race on the softer 'medium' tyre while Webber was on the hard.

Red Bull motorsport chief Helmut Marko, a powerful champion of Vettel, admitted the battle had "got out of control".

Meanwhile, there was controversy at Mercedes as Rosberg followed Hamilton closely in the final laps.

Rosberg asked the team to let him pass Hamilton, but was told "negative" by team boss Ross Brawn.

When he complained again, Brawn told him that Hamilton - who had earlier been told to save fuel - was also being "controlled" and could also go faster.

Hamilton had provided an amusing diversion when, coming in for his second stop, he **headed into the pit box of former team McLaren before being waved on towards Mercedes.**

The result puts Vettel into the championship lead by 11 points from Raikkonen. Webber is five points further adrift and ahead of Hamilton, Massa and Alonso, who is already 22 points behind Vettel, the man who narrowly beat him to the title 2010 and 2012. Alonso started third and was up to second, past Massa, by the first corner. But he tapped the back of Vettel's car in Turn Two.

It was the lightest of touches but enough to break the front wing mounts.

He held onto second place throughout the first lap but did not stop to change it and it collapsed heading into Turn One on the second lap, sending him into the gravel trap. Ferrari said the decision not to stop was made in the pits.



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MSA British Rally Championship BRC announces BRC LIVE Media Trophy in association with Prodrive

The team behind 'BRC LIVE', the new live broadcast service for the MSA British Rally Championship (BRC), has created the 'BRC LIVE Media Trophy in association with Prodrive'; a new-for-2013 award specifically focused at the development and recognition of the media efforts made by drivers and their teams during their 2013 BRC campaign.

At each of the seven rounds of the BRC, drivers will be set specific media-related tasks and the most successful will be put through to the final, which will be judged at the end of the season by a panel of industry experts.

The prize for the winner of this trophy is a much-sought-after opportunity to test a Prodrive Mini John Cooper Works S2000 rally car at the company's Warwickshire test facility.

Neil Cloughley, Managing Partner of Stagetime Rally Group LLP, who has been responsible for the creation of this new Media Trophy and the partnership liaison with Prodrive for this super prize comments:

"We wanted to give something back to all competitors that make the effort with their media communications and especially for those who are serious about making rallying their career.

The opportunity to work with Prodrive, one of the most iconic brands in rallying, with a prize that offers the chance to impress individuals that worked with and developed the likes of Colin McRae and Richard Burns, is incredible.

"Most importantly though, the opportunity to test one of the very latest specification Mini JCW S2000 cars in a focused day of activity, is something I am sure all rally drivers would love to have a crack at! I am thankful to all those at Prodrive and to the judges who have agreed to be part of this Media Trophy, especially for the time they are giving to support this fantastic prize for our rally talent within the British Rally Championship."

Richard Taylor – Business Development Director at Prodrive comments:

"We believe the BRC LIVE Media Trophy is a great new initiative that will encourage up and coming BRC competitors to develop positive PR for themselves and their sponsors. This is a critical part of professional motorsport today and we are confident that in supporting this new trophy, we will make a small contribution to developing the WRC stars of the future and to communicating the excellence of the MSA British Rally Championship."

The trophy's first finalist will come from the opening round of the BRC, Rally North Wales, which takes place on 6/7 April and starting in Welshpool town centre at midday on the Saturday. For all enquiries about this trophy and for all drivers interested in registering for this award, contact Simon Moss at the British Rally Championship Media Office; email – media@rallybrc.co.uk or telephone [+44 1772 842095](tel:+441772842095)

Stobart
Rail

Pendragon Stages

date change.

Eden Valley, Kirkby Lonsdale and Northallerton Motor Clubs who organise The Pendragon Stages have had to change their date for this year's rally due to other commitments by the Army.

The new date of our annual visit to the Warcop Ranges is **Sunday 22nd September**, which just happens to be the anniversary date of last year's event.

BOLTON-LE-MOORS CAR CLUB LTD BOLTON APRIL AUTOTEST

REGULATIONS available from

**Julie Sharples, 110 Chain House Lane,
Whitestake, Preston, PR4 4LB**

Tel 01772 626116

Email: p.sharples650@btinternet.com

Bolton-le-Moors Car Club Ltd will organise a **National 'B' Permit Autotest**, and **Clubman Permit Autotest** on Sunday 21st April 2013 at Makro, Preston (Map Ref: 102/500296).

Postcode PR2 2TW

The Meeting will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the promoting club may issue for the event.

MSA Permits have been applied for and will be on display on the day.

The **National B Autotest** is open to members of clubs belonging to ANWCC, ANCC, AWMMC and EMAMC and holding a current National B Competition Licence.

2013 ANWCC Autotest Championship and All-rounders Championship

2013 SD34MSG Off Road Championship & SD34MSG Inter Club League

The **Clubman Autotest** is open to all fully elected members of Bolton-le-Moors Car Club, and upto 15 other MSAreistered clubs, in order of receipt of fully paid entries.

NESCRO 2013 Navigator's Challenge

Navigator	Pos	Points
Mike Garstang	1	170
Maureen Dixon	2	101.7
Olly McCollum	3=	98.9
Sandy Horne	3=	98.9
Graham Couser	5	95.7
Maurice Ellison	6	93.3



National Motorsport Week 2013 will run from 29 June to 7 July 2013.

Please see list below, of north west events,
Is your club doing any other event that we need
to know about?

If so please let me know.

Steve Johnson RDO (steve.johnson@csmclub.org)

Jun 23

Lymm Autotest		CSMA NW
Lymm Autosolo	(ANWCC Autosolo)	CSMA NW MSG
Lymm Autotest	(ANWCC Autotest)	CSMA NW
Production Car Autotest	(ANWCC Junior PCA)	CSMA NW
Curborough Sprint	(ANWCC Sprint)	Sheffield & Hallamshire MC

Jun 29

Kennings Autotest	(ANWCC Autotest)	Caernarvonshire & Anglesey MC
Jack Neal Memorial Sprint		(ANWCC Sprint) Liverpool MC

Jun 29 /30

PK Memorial Rally	(ANWCC Historic Road Rally)	Bala & DMC
PK Memorial Rally	(ANWCC Road Rally)	Bala & DM

Jun 30

Tim Sargeant Memorial Autotest	(ANWCC Autotest)	Knutsford & DMC
Three Sisters Sprint	(ANWCC Sprint)	Longton & DMC

Jul 01

Grass Autotest		Knutsford & DMC
Grass Production Car Autotest		Knutsford & DMC

Jul 04

Autotest 124		Knutsford & DMC
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Jul 06

Cross Country Tyro		Buxton & District Land-Rover Club
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Jul 07

Cross Country Trial		Buxton & District Land-Rover Club
JTV Trial		Buxton & District Land-Rover Club
Distington Vintage Rally		West Cumbria MSC
Ystwyth Road Rally	(ANWCC Road Rally)	Aberystwyth & DMC
Curborough Sprint	(ANWCC Sprint)	Nottingham Sports CC
JRT Enville Stages	(ANWCC Stage Rally)	Warrington & DMC

Jul 09

MAS Autotest 5		Caernarvonshire & Anglesey MC
----------------	--	-------------------------------

Jul 13

PCA Training event		Under 17 Club NW
Nicky Grist Stages	(ANWCC Forest Rally)	Quinton MC
Production Car Autotest	(ANWCC Junior PCA)	Under 17 Club NW

Jul 14

Autosolo	(ANWCC Autosolo)	Under 17 Club NW
Blackburn Autotest	(ANWCC Autotest)	Under 17 Club NW



MALLORY PARK

It seems that people close to Mallory Park are complaining about the noise (presumably those who never realised that it would be noisy living close to a motorsport venue !!!), so supporters of the circuit are gathering support. Will you sign the petition to protect the venue?

<https://submissions.epetitions.direct.gov.uk/petitions/46739>

Follow the above Link

MSA meets with tyre companies to chart future direction for gravel rally tyres

The MSA will work with tyre companies involved in UK stage rallying to move towards a definitive list of acceptable tyres for use in the sport, as part of the governing body's commitment to reducing motor sport's environmental impact.

The announcement follows a meeting of the reconvened Stage Rally Tyre Working Group, attended by representatives from DMACK, Dunlop, Hankook, Michelin, Pirelli, Protyre and Yokohama. Only Kumho were unable to make the meeting due to prior testing commitments.

"It was a really excellent first meeting," said Mike Broad, who is now chairing the Working Group. "We have been talking around this subject for a number of years, but I feel that we started to make proper progress this week. All the manufacturers agreed to submit details of their construction in time for our next meeting, so we can then begin the process of establishing a consensus for the direction of travel for the development of stage rally tyres.

"We are grateful for everyone's constructive input and would like to reaffirm that any other manufacturers not currently represented on the group should get in touch."

“Border 100” Road Rally 4/5 May 2013

Welcome to the 2013 “Border 100” Road Rally, which promises, this year, to offer 100 miles of classic Road Rally action on the lanes of maps 125 & 126. The Rally team again thanks Brian Jones of Station Works Garage as main Sponsor. This event is a round of the ANWCC / AWMCC / TEIFI VALLEY & WBCC Road Rally Championships, and therefore, to avoid disappointment we advise entries are submitted as soon as possible. We hope you enjoy the event and look forward to welcoming you to Llanfyllin on the 4th May. Regs and Online Entry Form available from www.welshbordercarclub.co.uk

The Next SD34MSG Meeting
Wednesday 15th May
(3rd Wednesday of every other month)
8-00pm,
Hartwood Hall Hotel, Chorley.
Just off M61 at J8 109 / 583 181

ANCC AGM 8th April 2013

Whitcliffe Hotel,
Cleckheaton (104 / 186 255)



Next Meeting Tuesday May 14th

Tofts Cricket Club, Booths Hall,
Chelford Rd., Knutsford,
Cheshire, WA16 8OP
www.anwcc.org/

SD34MSG Inter-Club Table Top Challenge

Pos	Name	Penalties	Points
1	Steve Butler	0F 3m	12
=2	Matt Worden	1F 1m	10
=2	Terry Martin	CoC	10
=4	Maurice Ellison	2F 0m	9
=4	Tony Vart	2F 0m	9
=6	Gavin Holmes	5F 4m	8
=6	Matt Kiziuk	5F 4m	8
8	Steve Lewis	5F 5m	7
=9	Sam Hargreaves	OTL	6
=9	Danny Hartley	OTL	6

Next Round (round 2)

Tuesday April 16th

Maps 102 & 103

CofC : Maurice Ellison

@ CDMC - Waddington 8-30



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CAN ANYBODY HELP?

You may have heard of the Sport & Recreation Alliance.

I attend the Outdoor Recreation Section meetings on behalf of the TRF and one current project they are working on could be of benefit to our motoring interests. The SRA seek data on how our sport benefits the rural economy whilst using public rights of way.

Any useful data will be turned into a stick that government will be beaten with. Now, I know that motor-sport and motor recreation DO contribute to the rural economy but stating the obvious is not enough.

Do you have any members that run a business that benefits from our activities? If so, I'd be very pleased to hear from them.

I have one example where a small business runs a B&B that specialises in trail riding tours of Wales. but it may be that you have a member that runs a small village garage that derives a part of its income from LDTs/classic cars, etc.

If you can assist please contact me at this address.

Dave Tilbury

Southern respondent and web team.

dave.tilbury@laraqb.org



THE CETUS STAGES.

Where: Three Sisters Race Circuit, Wigan. When: Saturday 11th May 2013. How much: £155:00.

Mileage: 28 Miles. Number of Stages: 12. Surface: All sealed tarmac/adum.

- Championships:
- 1 The ANWCC Stage Rally Championship 2013.
 - 2 The ANWCC All-rounders Championship 2013.
 - 3 The ANWCC Ladies Rally Championship 2013.
 - 4 The 6R4.com Three Sisters Stage Rally Challenge 2013.
 - 5 The SD34MSG Inter Club League 2013 supported by Gazzard Accounts.
 - 6 The SD34MSG Stage Rally Championship 2013 supported by Gazzard Accounts.

Send your entries to The Entries Secretary, Adrian Spencer, Adgepsod Ltd. Unit 14, Thames Trading Centre, Woodrow Way, Irlam, Manchester. M44 6BP.
Telephone 07960 964069 between the hours of 19:00 – 21:00.

Marshal's & Timekeepers wanted please Contact The Chief Marshal Telephone 07909 813002.

Regulations & Entry Forms can be downloaded at:-

www.wiganmotorclub.org.uk

Closing date for entries: Thursday 9th May 2013.



RAVENOL ramps up its UK rally profile

German Oil Manufacturer RAVENOL is delighted at the public recognition achieved as a result of being an official supplier to the MSA British Rally Championship and will reinforce its involvement with additional exposure in Britain's premier rally series in 2013.

In addition to continuing its sponsorship of the Newcomers Award, RAVENOL branding will appear on every competing car's windscreen header. RAVENOL will also be providing on-event technical and sales support on each round of the championship as an official BRC Partner.

Keen to be at the forefront of UK motorsport, RAVENOL will also be represented alongside the BRC at promotional shows and exhibitions outside the seven rallies throughout the year including the Trax Performance Car Show.

RAVENOL will increase its involvement with the BRC in 2013

RAVENOL UK Managing Director Brian Chase, himself an ex Rally Driver, is extremely enthusiastic about the relationship:

"RAVENOL enjoyed increased exposure in 2012 alongside the BRC and we have jumped at the chance to build on that by becoming an official partner to the championship. Brand association with such a high profile sporting series as this will benefit both RAVENOL and the championship and we look forward to continued success in 2013.

The 2013 Mini Epynt Stages will take place on Sunday June 2nd on Epynt.

The format remains the same!

1 day Single Venue Style event

No Recce

45 miles of the finest Tarmac in the UK

Route Notes Available @£10 from organisers

Route contained within the western side of the ranges

All cars welcome, although our usual recent winners

class not eligible for overall honours.

As usual we are hoping for a fast filling entry, (5 postal

days in 2012) last year

Regs available ELECTRONICALLY ONLY!! on

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www.ambushcreative.co.uk

New Partner for Paul Bird MotorSport

Britain's most expansive and diverse motorsport team, PBM UK, has teamed up an exciting new partner to herald the start of an historic 2013 season.



MinxFlix.com has joined the teams existing portfolio of partners for the Penrith-based team's operations in MotoGP, British Superbikes and International Rallying. With unlimited access to thousands of steamy movies direct to your TV, PC, Tablet or Mobile, MinxFlix.com is the easiest way to bring a little spice into your life. Users can watch unlimited high quality erotic movies anywhere, at anytime, with no long-term contracts, and all for only £19.99 a month. Movies for grown ups just got interesting!

The association comes at an exciting time for PBM UK what with the team's unique and self-built PBM MotoGP bike set for its debut at the opening round at Qatar with Michael Laverty on board cementing an all-British partnership for Britain's only team in the premier bike World Championship alongside Colombian Yonny Hernandez. The world's premier domestic series, the MCE British Superbike Championship, sees Londoner Shane Shakey Byrne looking to create history by becoming the first rider in the modern era to win four championships and will be joined by Northern Irish sensation and reigning Superstock 1000 champion Keith Farmer on the mega-successful Rapid Solicitors Kawasaki Ninja ZX-10Rs. Complementing the two-wheeled teams will be rally driving team owner Paul Bird whose MinxFlix.com liveried Ford Focus WRC07 will be contesting a number of championship rounds in the UK as well as selected international events in 2013.

The association between MinxFlix.com and PBM UK will bring lots of excitement to the motorsport world. With some of the most attractive girls on the planet joining up with the PBM UK team, the grid line up is going to take on a new dimension.

Paul Bird, PBM UK Team Owner: "I'm so excited about this deal it's unreal! These are historic times for us at PBM UK what with wheeling out our own, self-built MotoGP machine as well as Shakey looking to become the most successful rider in BSB history. And now having some of the hottest talent around making up our grid team, it's going to be an awesome year! The lads in the team have been tasked with checking out the MinxFlix.com offering and we can confirm it's top quality! Tom White, MinxFlix.com: "Everyone at MinxFlix.com is pleased to be associated with such a great motorsport team as PBM UK. Paul is a great character and we look forward to a long and successful partnership with him and the guys. We're looking forward to bringing some of our minxes to the grid line up. MinxFlix.com offers great movies for grown-ups, one monthly fee, unlimited access, and no long-term contracts. We look forward to bringing a little extra excitement to motorsport fans!" The brand new PBM UK website is due to be re-launched next week so keep checking www.pbmuk.net for all the latest news and pictures as well as details of the calendars in the various championships.



READY FOR TAKE-OFF! . . .

12 April to 11 May 2014

With 14 months to go, the organisers of The Sydney to London Classic Marathon Rally are pleased to announce that the first cargo plane - which will transport competitors' cars to Turkey from the end of the Australian leg - is now full.

With several people, who had previously expressed interest, recently confirming their intention to enter the event, together with several new enquiries, the organisers expect the second plane to become full before long. In other breaking news, **Hannu Mikkola** and his son, Vesa, have joined the entry. Hannu competed on the 2000 London to Sydney Marathon with his other son, Juha, and returns to tackle the event in the opposite direction driving a Ford Escort RS1800.

Buy Back Deal: The organisers have put in place a buy-back deal for the **Challenge Regularity Event**, enabling entrants to fly into Sydney and pick up a **BRAND NEW** 4x4 vehicle, ready-prepared for the event. The vehicle can be purchased for AUS \$36,000, and it would then be bought back for AUS \$22,000 at the end of the event in London.

The Challenge Event is for any suitable passenger car, including 4x4 recreational vehicles, licensed for use on the public highway, with a crew of up to four people. Entrants will normally follow the same route as the Competition Event and will have regularity sections most days.

Entrants in both the Challenge and Competition Events can choose to do the whole route, or opt for either the Australian or European legs only.

Service vehicles are now permitted for the Classic Car Rally with "basic" and "premium" options available. "Basic" includes identification plates, service book, road books, daily bulletins and access to official car parks, but with no air or sea transport or hotels provided.

"Premium" Service includes all of Basic Service, plus hotels, and air and sea transport for a crew of two.

For more information, please see the event website at www.transworldhistoricrallying.com



Butlins Somerset Stages Rally - 20th April

The 2013 Butlins Somerset Stages Rally is as compact as ever – 43 miles of special stages, including 11 in one stage, are contained in a total route of 115 miles. The first car is due to leave the Butlins Resort at Minehead at 8.01 am on 20th April and return there for the finish at 3.30pm that afternoon. Scrutineering, Documentation, Signing-On, the Service Area on the day and the Awards Presentation are also all situated within the confines of Butlins Resort.

Further details on the Somerset Stages Rally are available from www.somersetstagesrally.com/

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Friday 19 - Sunday 21 April 2013

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email: bredhead79@googlemail.com



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Rally North Wales

Saturday, 6 April 2013 and
Sunday, 7 April 2013

The Wolverhampton and South Staffordshire Car Club Ltd. will promote and organise a dual permit special stage rally on Saturday 6 April 2013 and Sunday 7 April 2013. The event will be known as Rally North Wales and will be based around the town of Welshpool, Powys, Wales. The event will be a qualifying round of the following championship:-

- MSA British Rally Championship including:-
The MSA British Manufacturers Rally Championship
The MSA British Junior Championship,
The BRC Teams Cup,
The Ravenol Newcomers Cup,
The Citroen Racing Trophy,
The Fiesta Sport Trophy,
The Twingo Renaultsport R1 Trophy
Mintex MSA British Historic Rally Championship
Pirelli MSA Welsh Stage Rally Championship
NGK Spark Plugs BRC Challenge including:-
Fiesta Sport Challenge,
Clio 172 Rally Cup
'Old Stagers' Challenge incorporating:-
The Mini and Imp Cups
West Wales Rally Spares R.A.C. Rally Championship
Brian Dennis Motorsport Welsh Historic Championship
ANWCC Forest Rally Championship
ANWCC Ladies Rally Championship
ANWCC All Rounder Championship

Regs : www.bulldog-rally.co.uk



13th April 2013

A Qualifying round of the following
Championships:

- AWMMC Kingsway Insurance Heart of England Rally Championship
ANWCC Stage Rally Championship
Rainworth Skoda EMAMC Single Venue Stage Rally Championship

Organised by **Quinton Motor Club Ltd.**

<http://www.Disis-Stages.org.uk>

TOUR OF HAMSTERLEY

SG PETCH 28 APRIL 2013

S G Petch

Tour of Hamsterley Forest Rally 28th April 2013.

As with our previous events we have continued to develop the rally with changes to give you the competitor some excellent sport in what is one of only two opportunities you have to rally in this wonderful forest complex in County Durham.

We have listened to the comments from last year about the "rough bits" and following long discussions with the local Forestry Commission office have opened up over four miles of new road including a totally new stage not used since those heady days of Group B Rallying.

We have also sought to reduce some of the repetition of route mileage for our "long stage" which this year will be over 13 miles long to give you decent running surfaces throughout the rally. Many of the roads will be regraded for the rally too.

The superb servicing and Rally HQ facilities at Wilson Art are being used again with secure parking and hard-standing with plenty of space for servicing, trailers and spectators alike. We also have pleasure in announcing that a ceremonial start and finish within the historic Market Square of Bishop Auckland has been supported by Durham County Council and the local Area Action Partnership Team - their assistance is gratefully acknowledged.

Of course we can't forget our excellent principal sponsors SG Petch Garages to whom we are very grateful for the support and help they give to us, alongside the stage sponsors and advertisers. It is essential we support the local Durham and Teesdale Community where possible.

We hope you enter - you will find us a friendly bunch of organisers offering you a no nonsense event and hope you do have a safe and enjoyable rally.

Regs etc : www.tourofhamsterley.co.uk



Steve Price

Tel: 07814 953346

Gilnow Road,
Bolton, Lancs, BL1 4LL

Morecambe Car Club Illuminations Rally

~~20th/21st October 2012~~

~~December 8/9th 2012,~~

~~16/17th February 2013~~

13/14th April 2013

Original entries were shredded as were the cheques
New Regs have been sent out by email now that the
Malcolm Wilson Rally is out of the way. or you can con-
tact me by email at :

morecambecarclub1950@gmail.com

or mobile 07824991845

Cheers John

The Blyton Rally Challenge 2013

Blyton old airfield has a long history of motor sports since the site was decommissioned in 1954. In recent years, single venue rallies promoted by Clitheroe DMC and Lindholme MSC have continued the tradition. For 2013, the two clubs have collaborated under the aegis of the Association of Northern Car Clubs to introduce a Challenge which covers the three rallies held there. To ensure that all cars of whatever engine capacity have an opportunity to contest the Challenge, points will be awarded on a Class basis. There will be an overall Champion Driver and Co-Driver at the top of the points tables, and Class Awards as well. LMSC and CDMC hope that the incentive of the Challenge will encourage crews to enter all three rallies in a spirit of friendly competition.

Blyton is a site of fairly modest dimensions, but this works in its favour in some ways. The compact size encourages close competition, as witnessed by the top three cars on the 2012 Lincoln Green and Hall Trophy being separated by just a few seconds. The surfaces include Blyton Park Driving Centre's new race-track quality asphalt, older tarmac, and a little concrete. A limestone jump is sometimes included in stage routes. Taken together, the surfaces offer a good challenge, without making damage to the car very likely. There is plenty of run-off space, so that errant cars ought not to impact the scenery. However, the clubs do use large wrapped straw bales to delineate the course in places, and contraventions of stageroutes will naturally incur penalties. There are good vantage points to view the action – BPDC have some raised banks which give a view of the whole stage.

Camping in the Service area is available to crews who attend a Friday scrutineering slot before the rally on Saturday. Blyton village has a couple of excellent pubs, and also a noted ice-cream parlour.

The BPDC site is easy to access, to the north east of Gainsborough in Lincolnshire. The town has a major shopping centre in Marshall's Yard, as well as a choice of supermarkets and independent traders. Lindholme Motor Sports Club and Clitheroe and District Motor Club hope that they will see you there on the Lincoln Green, the Hall Trophy, and the Jack Neal in 2013. Oh - and its FREE! Just enter the rallies and you're in the Challenge.

Rali Bro Teifi, April 13/14th

3rd round of the WAMC road rally championship will be in memory of John 'Bont' Roberts. A huge loss not only to the Bro Teifi as a 15+ year sponsor, but EVERYONE that knew him. We as organisers wish to express our condolences to the Roberts family once again.

This year's event will be held on April 13/14th and sponsored by J. Harries Electrical and Rob Davies Motors of Llechryd. Starting and finishing in the town of Cardigan and covering approximately 110 miles of tarmac, triangles and a few whites

Manx Auto Sport The Manx National Rally 10th & 11th May 2013.

The Manx National Rally is open to both National "A" & National "B" Licenced Competitors. 2013 sees the event have two new special stages along with the opportunity for competitors to take part in a shakedown stage.

For 2013, the Manx National Rally is a qualifying round of the following championships:

- Eurocars Motorsport Manx Rally Championship
- REIS - Get Connected MSA Asphalt Rally Championship
- ANWCC Stage Rally Championship
- The SD34 MSG Stage Rally Championship
- Formula 1000 - Super 1000 Rally Series

Special Stages: 20, Stage Mile: 120 approx
Entry Fee: £460.00 excluding travel
or £780.00 including travel*

* Travel included 2 Adults + Van + Trailer

For all travel and accommodation enquires please contact
Sally Helwich, Isle of Man Event Services on 01624

664460 or sally@iomevents.com

For Regulations and Entry Form visit

www.manxautosport.org/pages/competitor-information.aspx

GoMotorsport Newcomer Prize Draw

We are launching a prize draw to encourage people that have started motor sport from January 2012 to share their experiences with us. Anyone that sends us their story and supporting photos where they can will be entered into a prize draw for the opportunity to win a pair of tickets to Wales Rally GB. This can be both competitive and volunteering experiences.

All the information is on the website and can be found at the link below. It is being launched in the February newsletter. This is a good way of raising awareness of first time experiences in motor sport and a promotional tool to show how easy it is to get involved.

www.gomotorsport.net/Share-your-stories-for-a-chance-to-win-Wales-Rally-GB-tickets

If you have started in motor sport since January 2012, simply send a short account – no more than 400 words – of your first foray into the sport, along with any images to illustrate your story, to newcomer@GoMotorsport.net by 30 September 2013. The winner will be picked from a random prize draw to receive the tickets.

PIRELLI INTERNATIONAL RALLY

27th - 28th April 2012

CELEBRATING 21 YEARS

Want to be a part of Pirelli International Rally action? Then put a date in your Diary for 27th - 28th April 2012

Come and visit the spectacular Rally Village, based at the superb Carlisle Racecourse, with its restaurants, bars and food outlets for both crews and spectators. The Racecourse complex is headquarters to the Pirelli International Rally and hosts the large central service area and Saturday's Finish Ceremony.

The Rally Village is at the heart of the event which starts Friday afternoon and continues all day Saturday. We aim to offer both families and rally fans alike, the biggest and best motor sport show north of Birmingham. Come and see exotic Rally Cars, Stock Cars and Thundersaloons, then test your skills on the Rally Simulators - all this and much more besides - at the Pirelli Rally Village!

Experience the Action at the Pirelli Rally Village!

Don't Miss!

- Group B Rally Cars
- Off Road Experience
- Autograss Racers
- Thundersaloons
- Stock Cars
- Drift Cars
- Rally Simulators
- Motorsport Art
- Radio Control Cars
- Model Rally Cars
- Rally Clothing
- Face Painting

Trade Stand and Exhibitor enquiries:

Contact: Darren Fox via email: foxmotorsportevents@yahoo.co.uk

ENTRY IS FREE!

www.pirellinternationalrally.co.uk



All information is correct as of time of going to press.

PIRELLI RICHARD BURNS FOUNDATION RALLY

20 years after he flung his Subaru Legacy through the Kielder stages on the way to a stunning victory, the late great Richard Burns will be remembered with the Cumbrian event being re-named The Pirelli Richard Burns Foundation Rally and all the events in the Cumberland Sporting Car Club's portfolio of events will be included under this title including the 2nd round of the MSA British Rally Championship, the 3rd round of the Mintex MSA British Historic Championship, the NGK Spark Plugs BRC Challenge and the Motoscope Norther Historic Championship event.

Pirelli's Motorsport Director, Paul Hembery, commented, " The Richard Burns Foundation is currently focusing on raising funds to provide a "Brain Bus" which will open up to a wider audience the issues and treatment needs of brain and spinal disorders. We are delighted to lend our support to this fantastic cause and hope that our support for the Richard Burns Foundation will enable Richard's name to continue to be visible in the world of rallying. We feel it is a fitting tribute to England's only World rally Champion".

Again based in Carlisle, the Pirelli Richard Burns Foundation Rally will run over the weekend of 4th/ 5th May and will feature stages in the Kielder Forest complex and in the Kershope Forest area. The events central service area will again be at Carlisle Racecourse, also the venue for the Pirelli Rally Village, and there will be a high profile start from Carlisle city centre where the competing cars will be on display.

Further details of the Pirelli Richard Burns Foundation Rally are available on the event website www.thepirellirally.co.uk

Stobart Rail Pendragon Stages 22nd September 2013

Eden Valley Motor Club, Kirkby Lonsdale Motor Club & Northallerton Automobile Club will once again promote the Stobart Rail Pendragon Stages a National B status event on Sunday 22nd September 2013. More details about this year's event will appear on the event website when available.

www.pendragonstages.co.uk

Kirkby Lonsdale M.C. Wednesday APRIL 17th



Heaves Hotel,

nr. Kendal, Cumbria LA8 8EF
Just off the A590 and M6 Junc 36

ROAD RALLY LEGENDS FORUM

Malc Graham, Ian Harrison,
Geoff Birkett & David Scaife

And more 8pm

Get there early to get a seat

Matlock Motor Club

are running the

Kick Energy Rally (formerly the VK)

on the

6th / 7th April,

Starting from the usual start venue in Chesterfield and finishing nearby.

The rally offers just over 100 miles on **map 119**, with 5 / 6 miles on sensible white roads. Petrol will be available near the start, after 50 miles and near the finish. The format will remain the same as the past few years, catering for Novices and Masters alike.

REGS : <http://www.matlockmotorclub.co.uk/>

Trackrod M.C.

Lookout Stages

April 14th

Planning is now underway for the Lookout Stages to be run at Melbourne Airfield on April 14th.

We are intending to carry out further repairs prior to the event, having asked the competitors at the end of last year's event which areas needed work, we are this year concentrating on trying to improve these areas. Regulations will be available shortly, please visit the club website www.trackrodmotorclub.co.uk and follow links to the Lookout.

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

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

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

**Deadline for copy is Thursday 26th April
for the May edition which is due out on
Tuesday 30th April 2013**

PLEASE Email Reports etc. to

Maurice Ellison at : sd34news@gmail.com

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

2300 Club

intend to run the

Mullard Trophy Rally

On

14th September 2013.

This will be an event along the lines of
the old Clitheroe 800 Rallies.

The CoC will be Ian Grindrod.

More Information will be available at

www.2300club.org

Nearer the time



THE CETUS STAGES

Saturday 11th May 2013

12 Stages, 28 Miles, Cost £155

Three Sisters Race Circuit Wigan

Regs & Entry form

www.wiganmotorclub.org.uk

Marshals & Timekeepers

Tel. : 07909-813002

A round of the following Championships

ANWCC Stage Rally Championship, ANWCC All Rounders Championship
ANWCC Ladies Rally Championship, The three Sisters 6R4.com Challenge
SD34MSG Inter Club League, The SD34MSG Stage Rally Championship

