

Loza is going down!

Crash!

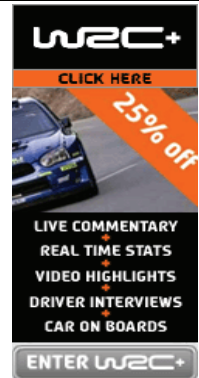
With that sound
Loza Szydercow
Rally Group,
well known as
Lodge The
Average, fall
down!

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SPECIAL POINTS OF INTEREST:

- *Training is good for your health, and... your team*
- *Don't underestimate your opponents, they may have more experience*
- *Behave, don't say anything bad about your tire supplier*
- *TR Magazine is the best newsletter on Tellus*
- *GB will have their own A5 cup up and running from round 4, season 11*
- *Tried RGL? No? Take a look at Rally Groups. It extends the fun of the game*
- *It rains, I can finally take a shower*

Gone offroad?



Team picked you up with helicopter last rally? Don't sweat, here is the first of many hints and tips to get you all the way from starting line trough the stage to the finish line. [Page 5](#)



Today's Backpage

Ever heard of Backseat? You will find him in this newsletters backpage. Telling you a little about himself.

[Backpage](#)

How can you make a difference?

Ever thought about how you can contribute to the Toprally Magazine?

[Page 7](#)

Any chance you can win?

Send us some lines about how you will attack this season. Send your mail to toprally_mag@o2.pl.

Road rallying in Wales

Road rally is very popular in Wales.

Michael will tell you everything, bit by bit, how this exiting way of using your road car works.

[Read more on page 3](#)



NMST Norwegian Manager Party

The partyhappy Norwegian managers takes it all the way out. Countdown to the first of what is to be an annual party has started.

By Wilfred

The managers that raps up the Rally Group 'NMST Norwegian Rally' has decided they want to make a party to get to know each other more.

They already have one of the best forums for exchanging news and tips on the game, but will now take it a bit further.

"-This is a great way to get to know each other even more. People are quite different when you meet them face to face compared to an bulletin board. The idea is to have a lot of fun, play our manager game and then have

even more fun" Group President Will Fred says to T.R.M.A.G. **Managing at the party**

The Game Creators has agreed with the group that they can arrange their own rally this Friday 7th of July.

"-That will be awesome, we are very thankful for the chance to make our own rally this day" Will says.

And that is not all. There will also be an Colin McRae 2005 Xbox Cup after all

the overindulgence by the BBQ (with something good to drink).

There will also be an Webcam on the event, so be sure to stop by the groups homepage: www.toprally.no (mark the .no domain, not .net).



Norway to join Toprally

A while ago, Norwegians joined TopRally, and it has become my job to tell all you guys out there a little bit about us Crazy Vikings of the North.

Text and Photo: Mongo Bros.

For the time being we are outnumbered on the TopRally scene, but time will show that it's not only on real snow we can show what we are good for.

Since I don't know when, Norwegians have been competing in the deep Nordic forests.

Some have become great drivers, some awesome. I don't think I have to tell to

much about Petter Solberg, his achievements talk for it selves.

But the talents kind of stopped coming after him and his brother Henning.

Now however, there are more talents then ever and we are seeing a progress, and the talents are coming fast,

and with the only tool that counts, Subaru WRC.



Norwegian Rally. Outdated homologation.

Anyway, we are forgetting about the guys competing in the lower classes, and the classes of the older cars, that are no longer International seeded.

What we call National rally cars are the most entertaining we can watch in the forests, with they're back wheel drive Volvo's and Ford's and many other.

Without them, guy's like me would not be interested in taking out the camera, without them I would only have boring pictures.

Now you know a little bit about real Norwegian Rally, look out for us Vikings from now on, we are aming to impress.

Full Speed Ahead, Mongo Bros.

What to do if your feeling tired or fatigued

When running rallies or doing Test SS, your will see change in crews Fatigue. Here's some tips on about how to relate to it.

By Sladdeballa

- Slow Down Pull off road into a safe parking space.
- Call home if you can.

- Talk to co-driver if you have one
- Turn radio to a lively station, try singing
- Make a pit stop, use the bathroom and get a Coke or coffee to drink



High fatigue: Exit stage.

- Double the space you normally leave between you and the next car
- Put on the blinkers, let cars pass

Road rallying in Wales

Introduction

By Michael

Rallying is hugely popular in Britain, especially in Wales.

One of the most popular forms of motor sport in Wales is road rallying. Events take place all over the country, from Cardiff in the south to Anglesey in the north, with rallies happening in the dark, and often lasting over six hours. Seventy-five teams take part in road rallies: not quite as many make it all the way to the end though! A rally is made up of competitive ("standard") sections, which are timed to the second, and non-competitive ("liaison") sections, which make sure that crews arrive on time to the start of standard sections. These are timed to the minute.

Class system

Crews are divided into three groups on road rallies, these help to determine start order:

1) Experts: Crews who have finished in the top 10 of a National Rally, or the top 5 of a novice rally.

2) Semi-Experts: Crews who have won class awards on a rally, but not qualifying for the Expert category.

3) Novices: crews who have not won awards on any rally; basically just beginners.

The entry for a rally is usually made up of 40 Expert, 25 Semi-Expert, and 10 Novice crews.

Experts win most of the events every year, but Semi-Experts have been known to get great results.

The Challenge

The idea of a road rally is for a team of two, the driver and the navigator, to travel a set route without accumulating any time penalties, or "fails".

The driver's task is simple: get around the route, guided by the navigator, as quickly as possible, without damaging the car and allowing as much time as the navigator needs to complete his tasks.

Those tasks include keeping track of

time (as there is a set time to reach every control), calling out directions correctly and making sure the driver goes that way, ensuring all codeboards (simply car number plates on stakes on the side of the road) are noted on the timecards, getting marshals to sign for these, and that they sign in the right place (this is a serious problem!), as well as making sure the after-rally breakfast gets to your table in the finish venue!!

Time can be easily lost, as I will describe later. Fails can be given for a number of reasons:

- 1) Not traveling in the correct direction along the route.
- 2) Not visiting a control
- 3) Not having a full set of signatures on your board
- 4) Failure to comply with orders given by marshals
- 5) Arriving at a standard or liaison section control over 45 minutes after your due time.

As well as fails, crews may also be excluded for more serious offences, such as:

1) Heavy damage to the car (if not already retired)

2) Dangerous driving/ failure to comply with speed limits

3) Abusive behavior

4) Failing to stop after an accident,

even if the car is undamaged

5) Arriving at a Main Control over 45 minutes after your due time

It sounds very complicated, but is quite manageable once you've had a bit of practice!

Road surface

Welsh road rallies are normally very tough events. A rally will usually be over 100 miles long, with about 80% tarmac roads and 20% badly-surfaced roads:

Organizers will try to make crews drop time by sending them through river crossings, along rough gravel roads, through fields, down muddy, slippery farm lanes and through large buildings, such as barns.

As well as this, they will always select the most challenging 'normal' roads in the area. Top crews will often finish an event having only lost a few minutes or even seconds in such extremely testing conditions.

The speed reached by some teams, on public roads, often exceeds 90 miles an hour, but large accidents are surprisingly rare, thankfully.

Petrol halt is included halfway through the rally, not only to provide time to refuel, rest and repair, but to split the rally into two halves; often the first half is harder than the second.

Safety

Safety is very important in road rallying. All cars must be fitted with a full roll cage, and seatbelts should be improved for competition harnesses. First aid kits, SOS boards is also on board.

The Cars

The most popular road rally car is the Ford Escort Mark II. Its combination of power and well-controlled rear wheel drive makes it, for some, the perfect rally car.

The Vauxhall Astra GTE, or Opel Kadett SRI, depending on where it is

from, is also a very popular car; although mainly for its brilliant handling and powerful 2 litre engine.

However, lots of other types of car are often rallied: From Nissan Micras to Lada Rivas, as long as a car passes an inspection it is fine



Even spectators show up.

to rally.

However, they cannot carry any sponsors' advertising, nor have fancy paintwork.

They have to look as standard as possible, so comply entirely with Group N rules: No bodywork alterations are allowed at all.

As well as this, turbo four wheel drive cars are not permitted to compete, so Subaru Imprezas, Mitsubishi Lancers and Nissan Sunny GTI-Rs are never seen in top championship events.

Regards, Michael

RGL Rivalry

Toprally Rally Group League is one of the outmost must genius parts of the game. Gather all your friends and set up a team and start collecting points. Some teams will maybe stretch a little to get up there with the best.

Latest addition to the "How to get much points" booklet is re-register an account in a different country.

The newest countries don't have the best competition quite yet, so team managers with greater experience will use a small amount of time to build a winning team.

This is not cheating according to the rules book, but do we want this kind of "bending the rules"?

We are all using our spare time on this game, and some maybe find hard to accept other players finding themselves shortcuts to fame and glory.

How is it done?

Find yourself a country that is fresh out of the

box, with many new players with a lack of experience.

Send an registration mail to Toprally Organizer that you want to rally and that you are from this particular country.

And 'viola', you are now an experienced manager in a newbie country.

You can now harvest points for your league team for a while until the residents of the country catches up to you.



Pick you country and harvest all the points you ever wanted.

Advanced tactics

Advanced tactics setting will be introduced in round 2 of season 11.

By Wilfred

After choosing it a player will be able to set the tactics for each surface in a rally.

Additionally the manager will define the position in the rally after reaching which his/her crew will be allowed to slow down.

This will be executed when the crew opens a certain time gap over the next competitor – which will also be set by the manager (in seconds).

Should the crew lose the advantage on following stage(s), the tactics will be automatically raised (up to the level



chosen at the beginning).

This means that you will be able to slow the crew down if you open up a lead of for instance 40 seconds.

You can then have the crew going on safe.

If the lead drops to 20 seconds, then you just tell your crew to increase the speed until you are set to go on safe again.

Real Car Names

"Well, this will never work – it's hopeless!"

By Lukasz

I thought looking over at my co-driver (Pacenames: [1], Experience: [3]) playing Strip-Poker on his mobile. We're waiting for SS3 to start. Meanwhile, a fellow driver – 25yo Moskvich – is arguing with the officials saying that the timer is wrong because it shows a different time to the local Radio Station. Beside our car lies the sorry sight of a crushed Impreza on the back of a truck. It must be the one we saw flying over us in the last stage. They got some impressive air! It was a triple axel, double flip with pike but they didn't nail the



2006 Scorpius Erectus RS Turbo?

landing.

Suddenly I see a pretty, young blonde waving to me. Wait, she's not waving, she's asking for help! The driver has just wrapped their Titanic GTI around a tree on the first sharp corner. You can see all kinds of "car names" in TR rallies. You can find anything! From

popular N1 cars like Seicento Sporting to the latest specification WRCars. If you look a bit harder you can even find names like "Ground-eater" (in Polish: 'Glebogryzarka') or a full maxi "Mug of Coffee" (in Polish 'Kubek z kawą'). There was an idea on the Polish forum to give us the ability to add pictures of our monsters. Hehe, I think it could be very strange to see cars called "Melex" (golf buggy).

You want to read more? Take a look at Global forum – topic REAL car names

Stardom for hire?

Visiting another country? Driving an open Championship? Or just buying your way to stardom?

By Wilfred

We are all living somewhere, in one country. But does you driver and/or codriver live there as well?

Today it seems that Polish drivers have invaded and conquered the whole of Europe.

It is not easy to belong to an all new country in TopRally. It is real hard to make it to the top even with the best of cars.

That's the main reason most foreign managers choose to hire a top shot Polish driver and codriver for their team, it's the only way to keep up with the best of the best.



Henning Solberg and Cato Menkerud, hired crew for the Bozian Team.

Second reason for using Polish crew is the Scout system. For a new manager it is a long way to raise his/hers experience.

Not everyone that have that kind of patience, waiting for the Scout to be better.

On the forums this has raised as an big issue. Take the Norwegian League 1 for instance. 83% of the crews are Polish, there are not many Norwegian crews at all.

"It is the only way to beat the competition. If everyone in our League had Norwegian crew, it would be OK, but the thing is that we do attend rallies in other leagues for training purposes. It is easier for us to pay us the way to the top, not train ourselves all the way" says Norwegian top contender Backseat.

It is nothing new that teams hire a crew, but that is not at all common in a countries Championship.

What do you think? Is this OK, or is not?

Express your opinion on the Global Forum.

Setup your car

To achieve the best result in a rally, you need to set up your car. Every rally has it's own character, and it's own way of setups.

By Backseat and Wilfred

You need to calculate a rally's "grade". This number will help you on your way to the finish line.

To find the "grade", you will need to multiply stage length with the difflevel. We call this number the Sum.

Then you need to add all the kilometers together, and all the Sums together.

Finally, to find the Grade, you will do some dividing:

The sum / total kilometer = The grade.

Take a look at the green table, there we have made an example out the the Finish rally Kolme-Kaksi-Yksi-Nyt Ralli.

Don't mind that we have added together all the difflevels, you wont use that numbers for anything. The impor-

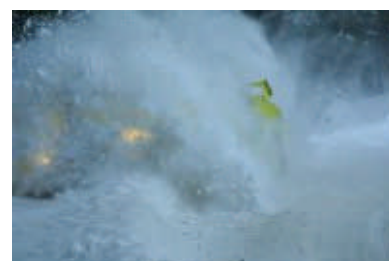
tant numbers you find in the Km and Sum departments.

The Grade for this rally (we round it up to 1,4) will tell you something about how to set up your car.

For instance, a grade of 1,4, tells you to raise the suspension one up.

It also tells you that your gearbox needs to be adjusted to one long.

So, can you really use this as a template for every rally? Not really, experience and practice is the only way. But this will give you a hint on your



Bad setup: Exit rally, or bad stagetime

way.

After races, you will have a lot of Sums to work with on rallies and Test SS.

Happy rallying.

		Km	Difflevel	Sum
SS1	Killeri	2,06	1,11	2,2866
SS2	Omena Puu	11,82	1,34	15,8388
SS 3	Laukaa	13,96	1,46	20,3816
SS4	Omena Puu	11,82	1,34	15,8388
SS5	Vaheri	9,77	1,38	13,4826
SS6	Laukaa	13,96	1,46	20,3816
SS7	Vellipohja	33,84	1,47	49,7448
SS8	Lankamaa	24,86	1,31	32,5666
SS9	Killeri	2,06	1,11	2,2866
		124,15	11,98	172,808
Grade		1,391929118		

Loza is going down

PRESS INFO: 2006-05-15
OlszTynek Rally Team

Sick ambition.

Well, well, well.. I see that some of us have a really sick ambition! Registering teams out side Poland. Buying MaxiTR. You can do anything to win RGL and show other how strong you are. It is sick!

dercow RG in RGL competition.

What is wrong with that you may ask? Nothing. Well, almost nothing.

OlszTynek Rally Team shows the way. Right behind them, DHS rally group confirm it... and we start looking around.

Is it illegal?

No, I don't think so – there isn't any game rule saying that it isn't legal to have team in another country. That's true, but where are the fair play rules? I don't know if any of them have broken the rule saying that you can not manage two rally teams in TopRally. It isn't my business – I am sure that Game Master will check it.



PRESS INFO: 2006-05-15 Da Ha-wai's Squad

Pssst, Mr. President, it's enough! It's unfair, it should be us. We deserve it. We've got it 3 times so the 4th one should belong to us as well! Those guys from 'up there' cheat us! They shouldn't change that rules! But we have an idea. hehehe. It will change. It will belong to us now. Because we deserve it! psssst.

Crash!

With that sound Loza Szydercow (English translation of the Group name is: 'Pimps' from 'The Muppets Show') Rally Group well known as Lodge The Average fall down!

First of all, they were laughing about The Stig Club international team: they call us 'neighborhoods mafia', they were very proud of their members starting and wining their low level leagues. They said, that they weren't supported be non-polish users in RGL. After all, they recruit 'non-polish' teams (why I say 'non-polish'? You will see in a minute) and they registered them to represent Loza Szy-

In Loza Szydercow RG squad, five new members outside Poland suddenly show up – till then, Loza Szydercow was kind of union of users from Olsztyn (city in northern Poland).

As we checked, new Loza Szydercow members have problems with their respective native languages. Or maybe we just sent them messages in strange dialect... Maybe. But how about no press releases? Best thing was that new teams join Loza RG in the same time!

That's weird, isn't it?

What is even more interesting is that people from other countries know Loza as 'the Best!' in every topic. If we take a look at Global, we will find critic about Lozas 'good response for any question'.

All this shows is that Loza members couldn't win RGL competition, so they decided to register new teams in countries with a lot less competition where they run mainly against bot-managed teams.

Loza showed me who they really were by sending me offensive messages during my investigation for this article. I have an opinion about this Rally Group now, thanks. Maruda – RGL nominator of Loza Szydercow – started a big discussion in the Polish forum asking 'What about Polish people living in other countries?' and 'What about foreigners living in Poland? Is it OK, that they register their teams in their home-country when they are in Poland?' Well, Game Masters have a big problem. But it doesn't have to be considered by GM, if we all show a little bit more honesty and fair play.

And that is what I wish for you all.

Cheers,
 MikeOne



Join The Stig Club!
You'll benefit, but
you should also
remember the words
of Winston Churchill:
"Ask not
what the Stig Club
can do for you,
but what you can do
for the Stig Club".



"The Godfather of
our Mafia is *Honda*,
and once
you've joined
there can be
no going back.
Loyalty is our
first division,
and as long
as you're loyal
you'll have
no problems.
There's only
one way to see
what you can do
and achieve,
and that's to..."



Rallystuff.net makes a splash

Introducing the newest RGL challenger... Rallystuff.net. The crew from the Rallystuff.net forums have been playing TR for a couple of seasons now and we thought it was time to get MaxiTR and join in the Rally Group fun. Meet the Rallystuff.net members...

With MaxiTR: Hurricane, Vivski, Dingardo, Nick (mcræ95) and Rallystuff.net founder Curt (citroenwrc). Without: Mitch555, Matt110, Chris and Mixa (Schless).

All members have now reached the top league levels in their respective committed to taking Rallystuff.net to the top of the RGLadder. We won the final round last season (730pts) and came 2nd in the standing on round 2 this season (540).

Having 4 of us in the one league makes it hard to build up big points and L.I.G.B is very competitive this season. We have not had the best luck so far, but we certainly have the pace to tally round winning points hauls.

Rallystuff.net is a website set up by Curt Timson a couple of years ago. Along with the website, he started up an online community where rally fans can go and discuss the latest events



in WRC, national or rallying along with other motorsport and general chat. Currently there are over 40 active members on the forum including a couple of drivers and co-drivers. The forum is international with many countries represented. Keep an eye out for us in the RGL or drop in and say hi on our forums www.rallystuff.net/forum
Vivski
Press Officer - Rallystuff.net
RG Manager - Team Moose Power

British manager interview

The British managers are an opinionated bunch. We put a few questions to some of the most prominent individuals and this is what they had to say:

By Mikey



1) What has been your greatest moment in the game so far?

Mitch555: I was very proud when I managed to gain promotion into I.1.GB. That was really good. Another great moment was winning my first ever stage in 'the big league', that was only recently in round two. That too was my highest ever finish, 4th overall!

Plindoe: Yeah, getting promoted was pretty good: and then I finished second in the first I.1.GB event I contested! More luck than anything else!

focuswrc: For me, it would have to be this season's Rally of New Zealand (round two) where I beat all the N4s and an A8 in my Nissan Almera GTI: an A7! Most impressed... although I'm selling the car now.

306cos: Impressive... but for me, it would have to be winning the I.1.GB title on my first attempt in the 8th season, and finishing second for the following two years. I've now got an A8 and hope to be up there fighting this season too.

Dingardo: I've won it too! That would have to be my best moment: I started well, but had one or two retirements. I wasn't expecting to win going into the last couple of rounds, but it all fell nicely into place.

ncal08: That, for me, would have to be winning the II.2.GB title in the last round (season 10). That was a really good result for my team.

Mikey: Mine is pretty much the same, winning the II.1.GB title in season 9. Also, finishing as the third points-scoring team on the Rajd Mazurskiego Ptaka: that's the only time I can remember beating you, Dingardo!

2) Who would you rate as the best competitor in the game?

focuswrc: Don't really know about best competitor, but the best team of last year in our league would have to be SubaruNZ WRT. They turned in some really strong performances.

306cos: Yeah, and their lead driver (Filip Gadek) is pretty special...

Dingardo: The Polish driver markets are just insane... the prices some of those boys fetch are something else (Gadek cost Dingardo TR600,000) and they've got the talent to match.

Mikey: I should know, I've just paid nearly TR800,000 for a 'special prospect' (Tobiasz Rozdzinski) ... still, it's good to know Ripp (leading Estonian manager) thinks he's "a great driver"!

ncal08: I'm impressed by the standard of the drivers, but not so much by the co-drivers. I'm more of a driver fan!

plindoe: I don't really know of the top competitors as I've just arrived, but Dingardo looks like he's got the best man.

Mitch555: It's a pretty tough question that: I'm more clued-up on the managers. Let's be honest: manager of the

season for that just passed would have to be Dingardo. He's getting a pretty favourable press here, isn't he!

3) And finally, any advice for newbie managers or those looking to improve their current position?

Mitch 555: Well I'm not sure if I should be offering advice, but from my experience I would say get an A6 or N3 (basically the best you think you'll be able to afford) and focus your efforts in training on your original driver/co-driver pairing. Works for me! AQnd to the 'big-money' guys, enter two cars into I.1.GB rallies, we'll get bigger entry lists!

306cos: I would say save up your money; don't spend all your hard-earned cash on just one thing, especially in the smaller leagues. What you think is a good car in II.1.GB is not such a good car in I.1.GB, so save up and wait till you can buy a really good car or driver/co-driver.

focuswrc: Yeah, start off slow and work your way to the top. That's the best way to do it!

Continues next page



British rally is flying really high in the air.



British manager interview, continued

Dingardo: Start off with an average car, and save up to be able to afford a TR500,000+ valued driver. The better the driver, the more aggressive you can set them without fear of mistakes. But also make sure you have enough for an N4 or A8 if you get promoted to I.1.GB. You'll really need it, the league is becoming fiercely competitive.

Mikey: Too right. I made the mistake of thinking an A7 would be enough. I had a driver rated 6 for Front Wheel Drive, but I got totally destroyed by the 4x4s. Having an N4 or A8 makes a massive difference. I would also suggest, to managers with MaxiTR or TR manager, that when looking to buy a new competitor, put their skill values into the 'Skills Simulation' on TRManager, to see what value they have for 'Risk Extreme Bravery'. Anything other than 0 should be ignored in my opinion!

plindoe: I agree with the idea of starting off small. Build up your team in the lower divisions, then when you can afford it buy a strong car and get yourself into the big league. But be careful: many teams (including myself) can only afford to run one car in the top league; it's really expensive to run a more valuable car, especially if you break down! I've had to cut down on the number of events I enter.

ncal08: My advice would be similar, to watch your finances closely. Don't invest in Talent Search too early, it's a

drain on resources, and always keep a watch on the finance page.

4) Anything else?



You can't start at the top. Work your way up.

Mitch555: Yeah, in I.1.GB we're trying to get a same-make championship going amongst ourselves, like the Fiesta ST Cup, or even a same-class championship like the JWRC. These would hopefully be all non-point registered cars, and we reckon it would make our league even more exciting.

Mikey: As if last year's championship wasn't exciting enough! But seriously, I'm up for that idea... when I can afford an A6 to go along with my N4 and N1.

Thank you for your time, guys!

The managers:

Whats up: Great Britain?

What happens around the world? This time, we will take a look at Great Britain, League 1.

By Wilfred

Hottest topic as of today is the wish to start up their own little "One make cup".

It all started with Mitch555 wanting to start a series with only A6 cars.

After some discussions, there seems to be an A5 cup out of it.

"Considering how much we get from sponsors now, it's reasonable to have an A5 cup. The cars are cheap to repair and they're cheap to buy. I like the idea

of starting with a new car and developing it throughout the season" Vivski says.

Vivski also propose a set of rules:

1: start in round 4 and end in round 10.

2: Entry not compulsory, you can miss rounds without penalty.

3: Points system: 10, 8, 6, 5, 4, 3, 2, 1... + 1 bonus point for most stage wins.

4: Car names must start with "A5 Cup"

Mitch 555: Manager of Ford RS Australia Pirtek and resident of Tasmania

plindoe: Manager of Pork Piers and owner of a surprisingly fast A7

focuswrc: Manager of DGM Motorsport and fan of the Blue Oval

306cos: Manager of Dunlop Rally Team UK and an Andy Burton enthusiast

Dingardo: Manager of Subaru New Zealand World Rally Team and successful WRCFM player

ncal08: Manager of Rally Performance and the USA's most prominent player

Mikey: Manager of Opel-Moikal Sport and Wales' only representative in TopRally

It should be noted that other managers were asked the same questions, and we apologise to all those unable to reply in time for not making the issue. However, it should also be noted that cedric, manager of Stobart VK, chose not to send a reply, instead taking time to slate our "poor mag". We're sorry he feels this way.

to make sure everyone has bought a new one and it will help us find them in the results.

5: Prize: bragging rights

"-Like the PZGR cup, use N1s or A5s. To make it really interesting, how about making it a rule that we have to develop a new N1/A5 from scratch? That would create an exciting mini-championship, but would perhaps be unfair on teams that already have those cars full-spec" British driver Mikey says.

Discussion is to find on the I.1.GB forum.

We asked them about:

We have had a little chat with a couple of managers, and asked them this questions:

1. *What advice you would give to new managers starting out, and to managers who have been in the game a little while but do not know how to progress to the top level successfully?*

2. *Who you think the best competitors in the game are (example: Filip Seliga, Janusz Pieniadz, Wiktor Buhlak), and their greatest moments in the game?*

And this is what they said!

Skidl (leader of I.I.CZ):

1. Well, at first you must buy a car. Not necessary a brand new one, but it's good to take a look on auctions, sometimes you can find a higher class car with lots of modifications there. After that you should enter your competitors for rallies, but not only for league races. Entering more rallies is the best training for your team and you can earn money there. But be careful of your money, you must pay wages for your team, training, repair/upgrade the

car and sometimes pay entry for the rally...

2. For me the best competitor is Radosław Rabiczko. It is my driver, which I've bought on auction a few months ago as a young 18yo talent. For his age he is quite experienced and I have won with him II.2.CZ league and now I am leading I.I.CZ league with A7 car. So



he is beating some N4 and A8 cars! Together with Marcel Drábek (his co-driver) they are my best competitors and I will never fire them...

Karacing (winner of the RoC in Poland):

1. First of all you need to invest all you have into your team – on higher

league level you will see that it was worth every single TR-cent..

2. Marlena Szymanowska will show her best moments in nearest future! She will be great!

Sebhucz (10th season Polish Champion):

1. Most important thing is to be patient. TopRally isn't a game for few weeks – if you want to win here, you need to wait much longer!

Second thing is your training strategy. Relegation don't have to be a bad decision. Maybe it will be better for your team if you will just train them in N1 class car?

2. Well I didn't look around last days, but

I think that Mostek – driver of Skodnik's Team is unbeatable on tarmac. Marlena Szymańska has excellent results last days..

I know, that there is a lot of driver-specialist for just one surface with very low value but they are very herd opponents on that surface – for example: Leszek Mondziel.

Interview with Sebhucz

It sounds like the stuff of Hollywood, but Sebhucz Team's rise to success has been real, and achieved through a mix of determination, clever management and one awesome driver.

Intro written by MikeOne

Interview by Wojcías

It began in the 6th season of TR (a time remembered only by Polish users). Sebhucz Team were floating around in the lower Polish leagues, and suffered a knockout blow: relegation to the IV division. Although initially bad news, it served as a timely wake-up call to

Sebhucz, manager of the team. What followed can only be described as astonishing.

Sebhucz describes this as a 'planned retreat', but no manager really wants to be in IV.22.PL. It soon became clear that Sebhucz wouldn't have to spend too long there: they racked up an astonishing 200 points! They had effectively won the league



Sebhucz, Polish legend

by the 7th round. They were promoted back to III.7.PL, and the Sebhucz storm wouldn't stop raging! They accumulated 180 points, having only retired once. Their Subaru, driven by the awesome Filip Seliga, now one of the true legends of TR, was attracting the attention of the very best Polish managers, perhaps wondering what they needed to do to

develop the same kind of speed, and reliability. Turn —————>

Interview with Sebhucz, continued

The 9th round saw Sebhucz rack up another full score, this time in II.1.PL, and meant they at last had a chance to play with the 'big guns' of I.1.PL. It was doubtful that the veterans of the league would give away wins easily: Sebhucz team only managed 5 points in their first outing, but it was a good enough result to make Sebhucz believe they had a chance... and they did! With Seliga driving better than ever before, they clinched the I.1.PL title, and with it the respect and adulation of the TR community.

We put a few questions to manager Sebhucz, the original interview was published in the 12th Polish TR.mag. This is an abridged version of that interview.

How do you think other managers see you and your success; maybe a little abrupt to come straight from level IV to winning the I.1.PL title?

Yes, you are right; I think that my success has given them something to think about. Now they can't say that they are the only teams capable of winning the league. I bet we'll see another 'freshman' in the coming seasons who can upset us all again.

Do you know of anyone who can do this for certain?

Not really for certain, I've not really kept up to date with other leagues' situations, but I heard (and I saw) a few 18 years old drivers worth the same that Filip Seliga was when he was 22!

If they are trained well we will probably hear about them in the near future. But we must remember that the difficulty level in TR is still rising – a driver worth TR2,000,000 today is nothing really special.

It appeared that your first round in I.1.PL was a 'drive your own speed'

round. Your team finished in 8th position. Were you trying to figure out your opponents or something like that?

No, I told my team to "drive aggressive" in all my races in I.1.PL. The surface was snow, and Seliga is better on snow than on gravel, but in the league there are many snow-master drivers. That's why I finish in 8th



place. Generally, over the course of the season, I finished around 4th position every time. My co-driver was the weakest element of my team, I think.

You won a few rallies, but not as many as you did in the III or II league. Could you tell us, did you predict such results? Did you think you would win anything?

Realistically, I was hoping to win one rally over the whole season. Certainly no more than two, and both on gravel. Looking back, I think that I overestimated the 1st league: I undersigned the contract with my sponsors for 5th place!

Don't talk about overestimating! The other first-league managers will get even angrier!

I'm not talking about overestimating other managers, but about overestimating the long rallies. Two-days rallies were totally new to me and the team, not like my experienced opponents. Most of them have played TR from the

very beginning, so I thought I may lose out there.

But you've made it now, and apart from one little mistake at the end of season it was great season for your team.

Yes, it definitely was a great season. We only retired once, and that was a car problem, not Filip's fault. Szkodniks Team (one of the leading teams in I.1.PL, managed by RobAll) did not finish some rallies either that helped, although it was pure luck! In my last 40 league rallies, I've only had 2 DNFs, and I think that's a pretty great score!

Filip Seliga is crucial to your success. Can you tell us what he was worth when you signed him to your team?

Filip was valued at 700k. His psychological skills were very poor at the beginning, but as you can see my training strategy has made him one of the best drivers in the game. I decided to bring all his skills up to the same level: it's worked, as you can see in my results.



Your Toprally resource...

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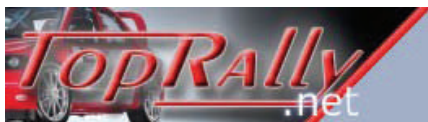
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*Toprally Magazine
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The Stig Club Fight back!

As a chief editor of International TR.mag edition, I am honoured to present you 2nd edition of international TopRally.magazine.

This time we all should say 'thank you' to NMST.no - Norwegian Rally Group members. Without their help we couldn't publish this magazine. Since first inter-

national edition, we have published 3 editions of Polish magazine as a The Stig Club RG. From now, we will do our best with NMST.no to publish International Magazine once a month (or maybe twice?).

In this edition you can read about controvential RGL strategy of Polish RG called

Loza Szydercow - our cover story. Our mission is to give you stories about all important, interesting and sometimes controvential things in TopRally, so if you have something that we can work with - just let me know!

We're counting on your opinions in Global Forum - help us keeping TR.magazine a live!

See you soon,

*..and give my respect to the
Godfather.*

Lukasz 'MikeOne'
Michalowski



Back Page Manager

I'm Backseat and represent Norway in Leaugel. I'm a member of "NMST Norwegian Rally Team", and some maybe know me from the Global Forum as well :))

My team is Martini-Racing®, and this is my 4th season with TopRally.

I'm driving a Lancia Stratos A7, where Krystina and Robert is the Nr.1 Crew-member. They are doing a heroic effort, and I have told them that this year we won't make any changes or new investment of either team members or cars. This decision made them calm and happy, promising they will concentrate 100% in their effort of driving wild, fast and for glory. The team speciality is tarmac surface. Krystina is an Frontwheel-drive expert only, beside of course, the "Backseat-Rally" He-he

Although the high level in or League, we and our sponsor expect to carry home a cup this year. Anyhow, we deserve a medal of faith :)

Beside being a Chief Manager, I'm working in a kindergarten, and it's here I got all the tips for setups and strategy for my Team.

They seem to have as well as good physical know how, as the game engine "De-Mon".

"Active" members in NMST have a good spirit, attitude and a close fellowship. We have a lot of fun and interesting discussions in our forum all weekdays. This give me strength to carry on even when it all looks dark and the trouble is guarding me :)

7th July, we will have a party at Wilfred's garden, and TR has allowed us to have an extraordinary Rally for this event, dedicated to the members. Beside that we will have a Collin McRae Cup (X-Box), where the Beer bottle will be our worst and hardest rival.

I'm surprised that no one else from Norway will join our group. I just have to respect that some have

keyboard fears, shy attitude, lack of humour, that 8 € for TRM is extremely expensive. I feel sorry for them too :) Some time I wonder if they all are Polish under Norwegian cover!

While i have the word, I would like to thank all my Mafioso Fans for the tons of mails I receive daily. I promise to do my very best to answer you all, and by force achieve our goal this season :))

I will also send a regard to all the NMST members, and thanks for yet a year being dedicating by votes, the "Chief of Nomination".

Sincerely

Thomas "Rally Backseat"

