BTRDA

75 Years 1938 - 2013

News

Platinum Jubilee Year

Summer 2013 No. 197

President's Notes

A very big thank you to all who helped us organise our very successful anniversary weekend. Catton Park and Curborough venues went very well and with the risk of forgetting someone for which I apologise now, I would like to mention the following members who gave a lot of time and effort. Steve Layton, Steve Gregg, John Fox, Peter Cox, Neil Mackay, Duncan Stephens, Julian Fack, Bill Skermer and Nick Pollitt. You will see a report on the day by Nick Pollitt in this edition of BTRDA News.

I very much enjoyed the evening celebrations at Drayton Manor Park it was wonderful to see so many previous champions with a special mention to the Sporting Trial and Rallycross brigade who came out in force. I was delighted that Stuart Turner with his wife Margaret accepted my invitation to be our special guests for the evening. I had an email of thanks from Stuart the following week, which said "I am not sure people fully appreciate what the Association has done for motor sport over the years". I am so pleased that somebody such as Stuart has recognised how instrumental the BTRDA has been over the years in shaping our sports to what they are today, especially in sporting trials and rallying.

My thanks also to our Chairman of Council Mike Sones who gave a super potted history of BTRDA from 1938 to today.

There is not so much to report on at this time of the year on our championships. The sporting trials competitors are off on their summer break whilst all our other sports are in full swing but it is too early to see the champions on the horizon.

I have to mention the Rally Committee as they have recently announced a joint initiative with the organisers of Wales Rally GB for ***two FREE entries*** *for our overall winner of the Gold Star Championship and the winner of Rally First to compete on the final round of the World Rally Championship National Event*.

What an opportunity and yet again our Rally Series has been recognised as the premier Club Rally Championship in the UK. Well done team.

Mike Broad
56 Heritage Court, Lichfield, Staffs. WS14 9ST
Email: mike.broad@live.co.uk

PAST PRESIDENTS

Maurice Toulmin	1938 – 1959	Denis Flather	1959 – 1967	Vacant	1967 – 1974
Denis Flather	1974 – 1989	Brian Midgley	1989 – 2007		

BTRDA;- A Condensed History

Having celebrated our 75th Anniversary on the 28th April 2013, it was decided that we ought to try and record the history of the Association's formation.

The original title was "The British Trial Drivers Association", and from 1957, "The British Trial and Rally Drivers Association", "BTRDA".

It's no secret that the Gloucester Trial of 1937 was the catalyst for our creation, apparently having been an appalling event in itself, and consequently raising more concerns about the future of the sport in the face of increasing opposition from the general public, and hence the possibility of draconian action from the RAC, under pressure from the Government of the day. From the outset, our "raison d'être" was to try and educate event organisers that a deal of planning and forethought could engineer out the most common mistakes on events, reduce the number of complaints about them from the general public, and increase the enjoyment for competitor and organiser alike. An aim as true today as it was then.

The official creation of the Association is formally recorded as February 1938, with Maurice Toulmin as Chairman and, dependant on which document you read, Jackie Masters or Denis Flather as Secretary. Maurice himself was no mean trials driver, being supported for many years by MG in a variety of sports cars, and Denis' own trials special is depicted in our badgework. The Second World War precluded any meaningful progress, and suffice to say that the Autocar of December 1938 records an even worse Gloucester event than in 1937.

Naturally, things were slow to re-start after the war, but with Maurice still in the chair, despite having withdrawn from competing and also being recorded as President, and Denis Flather now certainly Secretary, a new beginning was seen, with many "experimental machines" being created out of whatever was left lying around various army depots both here and abroad. How else do you find BMW engines just suitable for the job!! With our main aim still being the overall improvement of events across the country, our Championship ethos evolved, choosing the best events to comprise our championships, and encouraging others to aspire to championship status.

Both Maurice and Denis sat on the RAC Competitions Committee of the day, and slowly but surely some order came to the trials world through what we now know as the MSA Trials Formula, and subsequently today's Sporting Trials, all around the early 1950's. The Association was quick on the uptake, and soon embraced the growing world of rallying, without the extreme trials sections, though you'd be pressed to tell the difference on some events, and created the Gold and Silver Star Championships in the mid 1950's. Further progress quickly followed, with Driving Tests and Production Car Trials being introduced in the late 1950's, initially under the Rallies Committee's jurisdiction, but eventually, in the 1960's, with their own committees formed mainly of competitors, with some event organisers too.

The Association was dealt a severe blow in 1959 when Maurice Toulmin died, and a deal of re-organisation took place. Here, we've put two and two together and come up with five, or was it six? Denis, still on the RAC Competitions Committee, saw an opportunity to continue the BTRDA's influence, and invited the Chief Constable of Northamptonshire Police, John Gott, to become the new Chairman, which he did. It just so happened that John was also a member of the RAC Competitions Committee! Denis himself was installed as President.

With these two gentlemen at the helm, the Association consolidated, strengthened, and expanded again, this time into autocross in the early 1960's, and devolved responsibility for the various championships, each to a specialist committee, in the middle of the decade.

Denis again exerted his influence, and persuaded Derek Smith, who was already looking after the accounts, to become General Secretary, which he did, and no doubt with more than a little help from Pat Baldwin, who was his secretary at work. It was sometime here that the benefit of having such influential people as Denis, John, and Derek came to the fore. BTRDA folklore has it that John Gott managed to get through the business of the AGM in around 4 minutes flat. A feat that Denis Flather, Brian Midgley and Mike Broad have subsequently, and consistently, failed to do! But then John, by now Sir John Gott, was a policeman, and well able to show a clean pair of heals to any rally or racing driver of the day.

Sadly, John was killed in 1972, racing his Healey 3000 at Lydden Hill, and Peter Cooper was subsequently elected Chairman of the Association. There followed more expansion of our business, with commercial sponsorship being sought, and gained, from such giants as Esso and Castrol. Esso were to support our Gold Star rally championship, newly re-organised into a Special Stage format in 1973, and hence now 40 years old itself, for many years, whilst Castrol were minded to support our new Clubmans Rallycross Championship which began in 1977. The dark days of the fuel crisis in 1973 curtailed most motorsport for a while, and yet gave rise to our Allrounders Championship. Originally framed to give rally drivers something to do with their fuel ration coupons, it evolved in 1975 to the highly prized championship that it is today, combining scores from several different disciplines to determine the winner.

The final major piece of the jigsaw came in 1982, when the Association became a Limited Company, thus protecting its members interests, it's very valuable collection of trophies, some solid silver, and its financial assets from accidental or predatory actions.

In recent years we have become the permit holders of both the MSA English and the MSA Asphalt Rally Championships, which both continue to flourish even in the current economic difficulty, as do most of our championships, surely reflecting the confidence competitors have in our ability to do our best, whatever the circumstances.

Denis Flather, who subsequently died in 1992, was followed as President by Brian Midgley in 1989, and he by Mike Broad in 2008.

Mike Stephens became Chairman in 1982, when Peter Cooper was recruited by the MSA as Chief Executive, and was followed by Mike Sones in 1988.

Whilst we were celebrating the 75th Anniversary with dinner at Drayton Manor Park, after the day's sporting activities at Curborough and Catton Park, a great many sent their apologies for absence by reason of competing somewhere else, as they should be, and hopefully continuing to spread the philosophy of BTRDA,

Serious Fun.

Situation Becoming Vacant

Liz Cox and her assistant (and husband) Peter are stepping down from the post of Membership Secretary in 2014. She (they) will see the new person into the position by staying on until about Easter next year, giving a detailed handover through the busy time from Christmas onwards into spring.

Liz has drawn up a brief 'job spec', but the main basics of the task mean that the person(s) will need to be admin minded since the role seems to attract a lot of paperwork. The person will also need to be, not just computer literate, but have the logical mind that enjoys working with spreadsheets as he/she will need to master complex reports.

Liz is happy to go through the detail with any prospective volunteer who shows an interest. Her contact details are inside the front cover of this and every News.

Simon Harris

27th April 2013 – Momentous

What a tremendous day and evening to celebrate 75 years of our BTRDA.

The day started in 2 places, 10 miles apart on opposite sides of the A38. Catton Park in Derbyshire (by a few hundred English yards) and Curborough in Staffordshire.

The slopes of Catton played host to a variety of Car and Sporting Trials, a full on Historic Sporting Trial impressively won by Monty Peters, a rather exciting grass Autotest and a much publicised Sporting Trial Challenge between Prodrive's David Lapworth and ex World Rally Champion Co Driver Robert Reid. Thanks to Julian Fack, Jess Fack and several others including Duncan Stephens, 6 testing sections followed a few hours of instruction and it was level pegging til the very last hill where Reid just pipped Lapworth.

While all that was going on, the asphalt of Curborough attracted a huge number of drivers and spectators to see the Autotesters displaying their amazing skills, the AutoSoloists doing their thing and visitors having a go at both. All sorts of cars appeared it was a who's who of BTRDA members from both those disciplines and Rallycross too. Thanks to Steve Layton and his team for a great day.

And then we all went off to Drayton Manor in the evening for a superb Dinner, some history and reminiscing from the Chairman, entertaining and impromptu interviewing by the President with such names as John Bloxham, Trevor Reeves, Trevor Smith and special guest Stuart Turner.

It was a wonderful opportunity to meet up with current and previous BTRDA members, all down to the determination of Mike Sones and Mike Broad. They should be delighted their efforts were rewarded with such a great day and memorable evening...Denis Flather would have been proud.

Nick Pollitt

Scenes from Catton Park

BTRDA® Allrounders Championship Supported by REIS

ALLROUNDERS – HALFWAY ROUND

As this year is a milestone for BTRDA in its 75th year as an Association dedicated to club Motorsport it is also worthy of note that your Allrounders Championship is 38 years of age having started in 1975 and developed to include Speed events of Sprints, Asphalt Hillclimbs, Autocross and Rallycross.

We have three qualifiers with the required 6 events and a further 20 trying their best to score good points to chase the usual suspects. Our leading trio are Duncan Stephens with scores from Sporting Trials, Car Trials and Autotests. Next up is Roger Holder with scores from AutoSOLO, Autotest and Car Trials. In third spot is Martin MacKenzie also having points from AutoSOLO, Autotest and Car Trials.

Xavier Brooks has points from the speed group as has Richard (see photo) and Jamie Yapp, John Fox and Jess Fack. Good to see more of you in the speed group. In my opinion to be a true allrounder you should have worn a race suit (those fetching fire-proof rompers!) and crash helmet. This year we have three rally drivers claiming points, Matt Beebe in his MG ZR, and he has also co-driven, so understands both crew members jobs. It's always good to understand what is required from both seats. Siôn Matthews has at least some points on which to build on for this year. Our new recruit from the Isle of Man is Connor Corkill with his Rally car, a proper Ford Escort (see photo). He is also registered for the Asphalt Rally Championship. Connor's family is well known in Motorsport, but living on the Island may restrict his other sports in Allrounders, but hey, a little stretch of water may not stop him popping over to, say, Anglelsey or North Wales or anywhere else for that matter for the odd few events. He's young!

Most National Championships are down on numbers this year although BTRDA is less affected that some. This obviously reflects on events and covers all motorsport disciplines. Recently BTRDA Sporting trials committee undertook a survey to see why some members had not registered for their Championship. One of the reasons was the cost of travel to events with a National calendar rather than the cost of entry fees. Also stated was "other interests".

The current points table is on another page in this NEWS and also on the BTRDA website.

You may be reading this close to the end of June, so with six months left in our calendar of events there is still time and enough Motorsport to keep you out and about at club level.

I remind you that all qualifiers at the end of the year have an award.

Whatever the weather, enjoy your sport.

Phil D

Rich Yapp at Loton Park on 13th April 2013
Photo: Rich Danby ZiPP.co.uk

BTRDA® Allrounders Championship
Supported by REIS

REIS BTRDA Allrounders Championship
Provisional Overall Scores to 11th June 2013

Name		Score	Group	Score	Group	Score	Group	Score	Group	Score	Group	Score	Group	Total
Duncan	Stephens	16.00	A	16.00	A	18.46	B	18.67	B	17.33	E	17.78	E	104.24
Roger	Holder	17.50	A	17.14	A	15.38	B	10.67	B	16.36	G	8.89	G	85.94
Martin	MacKenzie	10.00	A	8.89	A	12.31	B	10.00	B	5.45	G	2.22	G	48.87
Jamie	Yapp	18.67	F	17.14	F	15.29	G	17.50	G					68.60
John	Fox	14.29	F	13.33	F	17.78	G	18.00	G					63.40
Adrian	Read	5.00	A	10.91	B	13.33	B	13.33	G					42.57
Xavier	Brooke	16.00	F	13.33	F	12.00	G							41.33
Richard	Yapp	13.33	F	11.43	F	7.27	G	8.24	G					40.27
Nick	Pollitt	18.18	B	18.18	B									36.36
Jess	Fack	12.00	E	11.43	E	3.33	F	6.00	G	3.33	G			36.09
Kevin	Hardwick	10.00	A	13.33	A	9.09	G							32.42
Trevor	Clarke	4.00	A	10.00	B	16.36	B							30.36
Matt	Beebe	11.43	C*	18.71	D									30.14
Stuart	Perren	8.89	A	11.11	A									20.00
Connor	Corkill	18.33	D											18.33
Brian	Sharpe	8.00	A	6.67	A	3.33	G							18.00
Dave	Walker	8.23	B	9.33	B									17.56
Jim	Pullar	9.23	B	6.67	G									15.90
Siôn	Matthews	14.00	B											14.00
Helen	Perren	4.44	A	6.67	A									11.11
Duncan	Wild	11.11	A											11.11
Richard	Egger	6.67	A											6.67
Pat	Egger	3.33	A											3.33
Jon	Ballinger													

A – Autotest B - Car Trials C - Forest Rally D - Asphalt Rally E – Sporting Trials F – Speed G – AutoSOLO

* Indicates Rally Co-driver

New contender
Connor Corkill
competing on his local Manx Rally

photo courtesy of ralliphotowales

BTRDA® Car Trials Championship

Championship Positions to 9th June 2013

NAME	Star Status	Alan Houson 10/02	Golden Springs 03/03	Basil Elkington 17/03	Matthews A-Salvage 13/04	Dennis Wells 14/04	Warwickshire 05/05	Wyre Forest 09/06	TOTAL	Qualified for Final
Barrie Parker	G	9	9		9	10	9	8	54	Q
Duncan Stephens	G	10	10	St		10	10	10	50	Q
Dave Oliver	G	9			10	9	10	10	48	Q
Nick Pollitt	G				7	10	10	10	37	
Les Andrew	G	7			9	8	7	5	36	Q
Steve Courts	G	8					8	9	25	
Neil Mackay	G				7	0	9	0	16	
Tim Beard	S					5	8	8	21	
Jeff Buchanan	S				2	4	7	6	19	
Adrian Read	S					6		9	15	
Dave Walker	S		7	St			4	3	14	
Bill Moffatt	S						7	7	14	
Simon Harris	S						6	7	13	
Dave Harvey	S			St			6	6	12	
Mike Stephens	S						*9*		9	
Kevin Roberts	B				9	9	8	8	34	
David Allman	B					7	6	7	20	
Chris Judge	B	9	6	St			3		18	
Brian Roberts	B						9	9	18	
Trevor Clarke	B				6	2	9		17	
Roger Holder	B	8			5	0		4	17	
Martin Mackenzie	B	6			6	0		1	13	
John Wadsworth	B				5	3	4		12	
Mike Jones	B		8						8	
Howard Blackwell	B	0					7		7	
Bob Williams	B						2	1	3	

Scorer's Snippets 14th June 2013

We now have 26 registered contenders for the Car Trial championship. The scores are in the accompanying table and show that new members in Bronze Star® Kevin and Brian Roberts are doing well in their shared Dutton Phaeton. David Allman, Chris Judge, Trevor Clarke and Roger Holder are hard on their heels, but there is plenty of time and events to go for all that to change.

Silver Star® is similarly close, with newly promoted Tim Beard leading the way with three good scores. Jeff Buchanan is finding the Toyota a different challenge, but is in second with Adrian Read, Dave Walker and Bill Moffatt close behind.

As I write this, Angela and I are preparing for the Wye Valley Car Trial at a new venue near Newent. Then the Ross Club will also be running the Grand Final in October – but that will be back at the Putley site with a Cotswold Clubmans event running alongside. Fingers crossed for the weather then.

The championship scores will be on the BTRDA website – usually updated by noon the day after an event. They are also displayed at most events – the ones I go to anyway! Alternatively, I can e-mail you a copy if so desired.

Simon Harris

BTRDA® Car Trials Championship

LOW DOWN TORQUE

Let me begin with an apology for the lack of Car Trials content in this issue. I'm currently living out of a suitcase whilst my home receives a much-needed makeover in readiness for the next chapter in my life! With rather a lot going on, something had to slip, but at least I can strive to make amends in the autumn issue!

I can't pretend that the number of championship entrants isn't disappointing, but we know from experience that some stalwarts take time out every now and again; we continue to attract new members and competitors and, as always, welcome feedback to help in our administration of the championship.

Between writing this and publication date, we will have sampled a new site for the Wye Valley Car Trial. I think many of us welcome the "blank canvass" that new sites offer – no hang-ups from mistakes of old, no "same old" sections. The middle ground to this position is when a different clerk of the course reinterprets an established site, "finding" hills hitherto escaping the imagination of legacy organisers.

We've received notice of a date change for the Ernest Owen Car Trial; it has moved to one week later: October 6th

Best wishes for the remainder of the season.

Neil Mackay

neil.mackay.home@btinternet.com

Warwickshire Trial, 5 May 2013

At last, a hint of summer, and no rain, to welcome us to Burton Dassett Country Park, with near-perfect ground conditions for a good day's trialling too. Aside from the inevitable brush with some shrubbery, we were to find intelligently set out sections, some being quite innovative on a site which has seen many an experienced C/C over the years.

Not without precedent, the event winner was trying out a car new to car trials – one might call it a latter-day Golf GTi, although the badge on the boot would infer that it was significantly smaller than the modern interpretation of this popular VW; maybe not dissimilar in size to the original, though? But with a 1.6 "GTi" engine and intrusive engine management technologies, it would need some taming. A perfect car for a certain Nick Pollitt, then! As is often the case, Nick's scores were similar to some of the (ballasted) Class 2 cars but in the interesting mix of Class 1 cars he was in his element. Meanwhile, of particular note, there was a right ding-dong contest between Trevor Clarke (Ka) and Tim Beard (Saxo) with just one point separating them after 4 rounds.

Barrie Parker In the ex Malcolm Brown Westfield at Dennis Wells Trial. Photo: Duncan Stephens

In Class 2, Duncan Stephens (Nova) didn't disappoint and Neil Mackay (AX GT) worked hard to keep in reasonable touch, heading off strong competition from Rupert North (Mini), Les Andrew (104), Simon Harris (Golf GTi) and Ray Jacobs (AX). And over in the rwd class, how would Barrie Parker and his Westfield fair against 5 Imps? Well, Dave Oliver was quick off the mark and posted an 8 point lead over Steve Courts by the end of round one; Dave was to hold on to his lead throughout, but behind him Barrie moved into 2nd place after Steve made a rare mistake on round 4. Bill (head of the Moffatt clan) came in a close 4th, proudly demonstrating there was life in the young dog (Blue Book rules prevent me from explaining any inconceivable double entendre).

In Class 4, the Roberts' Dutton Phaeton

had a commanding lead until round 4 but even with a string of 12's came in 2nd and 3rd behind Colin Francis' Citroen AX. Wrapping up the classes were the Classic spec cars with Dean Partington flying ahead in his Wasp and achieving an impressive 2 points less than Olly the Imp in Class 3.

Another quality trial from the experienced Coventry & Warwickshire Motor Club; we wish Hazel Stephens continued recovery and look forward to seeing her out and about very soon!

Neil Mackay

Wyre Forest Car Trial Kidderminster Motor Car Club 9th June 2013

Arrive and drive. No wheels to change, no trailer to unload. Must try this again sometime! There was time to get the shorts out in the warm sunshine, have a cup of coffee and await my chariot for the day. A lot of entries just before the closing date does nothing for the organisers' nerves, and it is not a good habit to get into. Please assist event organisers by entering in good time.

Nick Pollitt brought the Saxo out to play in Class One this week, with the dual-driven similar car of Tim Beard and David Allman, Adrian Read's Yaris and the MR2 of Jeff Buchanan making up the class of five. Nick took an early lead, just nipping the odd mark here and there, but his experience allowed him to clean the 'blind' hill. Adrian did well on this hill too, to ease into a safe second spot, while Jeff found the MR2 somewhat tough to handle in the early damp conditions.

Rupert North (Mini), Duncan Stephens (Nova), Neil Mackay and Ray Jacobs (both AX's) were the expected front runners in Class Two, and thus it proved, until Neil's gearbox decided to make cog mash; so an early bath for him. Rupert had a great climb on the hillock section (after I showed him the route and promptly ground out at the next post). Duncan was revving too much through the morning, while Ray went about his business in his usual quiet way. At lunch they were all on fifty, with Mark Halls (sharing Rupert's Mini) and I (sharing Roger Holder's Starlet and hopefully passing on a few tips) in the sixties.

Dave Harvey was having fun in his Imp as always, Bill Moffatt was having a surprisingly 'off' day in his similar car, while the Oliver and Courts battle continued from the previous event with that Westfield interloper (Barrie Parker) interfering where he could. Dave Oliver had a brilliant climb on the electricity pylon hill 7 on both morning rounds to take at least eight marks off everybody else to take lunch with a slender lead.

The Class Four Dutton battle was intense – the Roberts family having made the trip down from Bala to find no other starter in the class. Kevin took an early lead, while Brian pegged him back through the rest of the event. Another to find the right line on Hill 7, and then a completely clear round in the late afternoon was a satisfying end to a close contest – just one mark apart at the end.

Adrian Read at the Dennis Wells Trial
Photo: Duncan Stephens

The Class Three scores were so similar in the afternoon – nobody blinked – that the positions stayed the same. Dave beat Steve by seven, with Barrie a further four behind despite being the only other clear in round four.

Duncan managed to find some grip on occasions in the afternoon and took a slender Class Two lead, with Rupert doing little wrong and Ray slipping back a little. I was enjoying the Starlet experience – plenty of torque and a surprising amount of grip – to ease clear of Mark. Roger and I were now running at the back of the class and had time to watch a few others on the hills. Hill One on the last round had

a brilliantly positioned three post on a slight crest approached at an angle. That angle was crucial. Mark scored a two; Rupert got a clean, but had travelled slightly backwards to get there and scored a two. Les Andrew (104) got it right and cleaned it with some burning, Chris Buckle (AX) used the last of his diff pins to enthusiastically burn to a clean and retired two hills later with no drive. Duncan repeated Rupert's ploy and the marshal rightly scored him a two too, while I got the angle wrong and never gave myself a chance. Roger was last on, had been watching and learning, and got the angle and speed just right, eased off on the crest and drove to a perfect clean with no wheelspin, no drama – highly satisfying (for both of us!). So Duncan finished with a lead of four from Rupert, who was five ahead of Ray and I was a further nine back.

The big Class Two meant that Duncan took the overall win on a day when he would be one of the first to admit that he didn't drive as well as he could. But that's often the way of things – winning on a poor day is the stuff of champions. The hills were brilliantly laid out in the morning and adjusted just enough to keep them interesting in the afternoon. It was a great trial by Kidderminster, with Ann Brown to present the awards to complete a grand day out. Just one person missing to see us out of the field.....

First Overall	Duncan Stephens	Vauxhall Nova	63	82%
First in Class 1	Nick Pollitt	Citroen Saxo	77	87%
First in Class 2	Rupert North	Rover Mini	67	87%
First in Class 3	Dave Oliver	Hillman Imp	29	89%
First in Class 4	Brian Roberts	Dutton Phaeton	50	100%

SNH

BTRDA & *Go Motorsport* support School Grand Prix

from the Bromsgrove reporter

A local Primary school held a fete and Go-kart Mini Grand Prix on Saturday 15th June. Peter Dancer, a member of the school PTA, asked if we could help, as we had last year, with kit to give a motorsport racing atmosphere to their Go-kart Grand Prix for the young entrants who would be riding in homemade karts, young person steering, parent pushing, round a grass track course on the school playing fields. BTRDA provided banners, arrows and cones to define the course, BTRDA "race" numbers for the entrants race karts (thanks to sporting trials for the numbers) and stickers to doll up the carts. Our partner in this was MSA *Go Motorsport* who also provided their *Go Motorsport* sail banner and popup *Go Motorsport* kits, together with pens, pencils and stickers.

Much thought went into the marking on the "race track" with a pit area, "rumble strips" round the corners, and start/finish signage and flags.

The event attracted some nineteen entrants, in some ingenious karts, including the eventual winner with his Dr Who Tardis inspired vehicle. Prior to the first heat the course was opened by a parade of all karts and crews behind the course car, an MG6 in livery supporting MG racing with Jason Plato. The MG New factory is just up the road from the school.

There were some incidents during the racing, just like F1, some lost wheels and two rolled, due to competitive parents eager to do their best for the young drivers.

After the races the worthy winners had a podium presentation with each receiving a garland, a trophy and, of course, the obligatory bottle of fizzy drink to spray.

The event was supported by some local businesses with some great prizes and all monies raised from the morning Fete and Go-kart race is for the Parent Teachers Association school projects. Read more about it and see some of the ideas at https://sites.google.com/site/gokartminigrandprix2013/Downhome

BTRDA® Clubmans Rallycross Championship

"Clubman Lured to Croft Rallycross"

DDMC/BTRDA and Croft Rallycross – a very long history

The Darlington and District Motor Club will organise a winter Rallycross at the Croft Circuit (County Durham) on Sunday November 24th.

The event is being targeted towards the "Clubman" competitor and the event has been titled as the BTRDA 75th Anniversary Rallycross event, to help celebrate their anniversary.

"We are running the event to the old Grand Prix format," said John Rook, BTRDA Rallycross Committee. "All classes will run together for the heats and finals, with every competitor getting a final. It should produce some exciting racing. We hope to give both the competitors and spectators full grids and quick turn-around between races" Despite the event being over five months away, 35 entries have been received. "We are getting a lot of support for the event, hopefully it will show how strong an event the DDMC and BTRDA can run and we can look to doing more events next year," said Rook.

A whole host of local clubman Rallycross drivers plan to take part in the event and are hoping to put on a good show for the enthusiastic local crowd.

Any drivers who join the BTRDA from November 2013 in order to compete at the Croft event will have their membership with an expiry date of 31st December 2014.

Local driver Martin Hawkes from Stockton-on-Tees, is looking forward to racing the Hawkesfire Peugeot 206 Super Modified at the Croft BTRDA Anniversary event and hopes that the rebuilt 350bhp engine will allow him to challenge the front cars for a podium position at his local event.

The November event is an experiment to see if what the DDMC has always maintained, that the sport needs a healthy Clubman's series with the British Championship the series to aspire to, will actually work.

With drivers invited from all of the two-wheel-drive classes in Rallycross, over 60 entries are expected for the event including a host of new drivers to the sport

John Rook

John Rook at Croft hotly pursued by another sporting hatch.

"New Clubmans Rallycross Website Launched"

A brand new Clubmans Rallycross website has been launched in conjunction with the BTRDA. This website will be the main place to find out information on getting into the sport as well as any Clubmans Rallycross events throughout the UK. More information on the event can be found on; www.clubmansrallycross.weebly.com and www.BTRDA.com

BTRDA® Clubmans Rallycross Championship

BTRDA Rally Village on Pirelli Rally at Carlisle Showing Car 171, Dave Ewin and Brian Jukes' new Audi TT

"Top Gear Attracts Newbies"

The BBC 2 Top Gear programme which featured various BTRDA Rallycross competitors racing against the 3 presenters continues to attract new driver interest. General enquiry numbers regarding Clubman Rallycross since the feature have been around 200, of which around 10-15 new drivers to the sport will be seen at the Croft event in November followed by various events in 2014.

"2014 Taking Shape"

The BTRDA Rallycross committee are working hard to put together a stand-alone Clubmans Rallycross Championship in 2014. Plans are taking shape nicely and the Championship will put the competitor at the heart of everything they do including; competitive entry fees, lots of track time, no restrictions on age limits of cars or makes and events which are spread evenly throughout the year.

BTRDA MEMBERS OFFER

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REIS – Get Connected *BTRDA*® Rally Series

DIFFERENT STROKES !....

Three events in the REIS - Get Connected BTRDA Rally Series have taken place since our last update and each has been won by a different crew.

First, it was time to dust off the redcoat and head down to Butlins in Minehead for the Somerset Stages. Now Connor McCloskey/Francis Regan were first-time visitors to the area – 'and your point?' we hear you ask. Well, indeed, as was the case on the Wyedean, a lack of local knowledge did nothing to hamper the Irish duo's progress such that, having seen off an early challenge from the new pairing of Charlie Payne/ Paul Spooner, they went on to take their second outright victory of the season. They were leading the Gold Star Championship when they drove into Somerset, and were leading it even more by the time they drove out!...

Payne/Spooner kept them honest to take 2nd and, on their first Championship outing of the season, Kevin Rowledge/Andrew Bargery were 3rd. Matt Edwards' frantic efforts to sort his Lancer out in time for the journey to the south-west were almost complete when, early on the Friday morning, those immortal words 'it's a girl, Mr Edwards' stopped him in his tracks!...

Malcolm Wilson Rally winners Euan Thorburn/Paul Beaton were also absent from the Somerset entry list, but returned for the Plains – and won it! McCloskey was 2nd, maintaining his Championship lead, while Payne's 3rd place consolidated his runner-up spot in the points.

The 'circus' then moved to Southwell Racecourse, which had once again been ravaged by floods during the winter, for the Rainworth Skoda Dukeries Rally. Yes, we won't forget that event in a hurry, even though it's already six years ago! Anyway, what with Hugh Hunter's car being sold, Andy Burton not competing and Steve Perez not available, it was immediately obvious that there would be a 'new' winner of the rally this year.

Now Connor McCloskey was getting married that weekend and Euan Thorburn was still lying in a darkened room having just won the Jim Clark National Rally for the second year running – so there were two drivers who wouldn't be featuring in the results of the fifth round. Had there been any bookies at the Racecourse over the Dukeries weekend, the main thrust of their business would have centred on Payne/ Spooner (Charlie was runner-up in 2010 and 3rd the following year), Matt Edwards/Will Rogers (Matt had no 4WD experience of the event but convincingly won the 1400s on his last visit), David Wright/Michael Wilkinson, an ever improving Stephen Petch/Ian Windress and, having retired on the Plains, Rowledge/Bargery were back for more.

After a year out, Portland was back included in the menu this year and the Dukeries organisers were able to offer a full 44-mile event on stages that were in as good a condition as they'd been for years. Taking full advantage, Payne/Spooner were joint fastest on the opening stage and kept the honour to themselves on the next which put them into a lead they weren't about to surrender. This result was remarkable in that it saw Spooner become the first co-driver in the 54-year history of the event to win it four times – his first coming with Brian Bell fourteen years ago! Petch/Windress finished 2nd, ahead of Rowledge/Bargery, while Edwards had borrowed a Group N+ Impreza from Geoff Jones for the rally in which he battled on to take

Charlie Payne/Paul Spooner
Dukeries Rally
Photo: Simon Clarke

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REIS – Get Connected *BTRDA*® Rally Series

8th and some useful points which keep him in 3rd place behind Payne, who now has five scores in the bag, and McCloskey.

Wright/Wilkinson started off with the best of intentions and were 3rd after seven of the ten stages. However, an unscheduled close encounter with the scenery on the next one cost three minutes and saw them tumble out of the Top Ten.

Having been running in the top three for a while, Jamie Anderson/Ella Flynn were 4th to win Group N by a considerable margin. They lead the Production Cup from Scott Faulkner/Dominic Adams, who retired from the Dukeries, and Tom Naughton who was 9th. Any hopes Pat Naylor/Ian Lawrence, who were 3rd overall last year, had of moving their season forward evaporated halfway through the day when their Lancer's centre diff. broke. Back to the drawing board with that one, lads!

Peter Smith/Patrick Walsh (Ford Escort MkI) consolidated their lead in the REIS – Get Connected BTRDA Silver Star Championship with a maximum on the Dukeries, their fifth finish from five starts! Rob Dennis/Andy Boswell's MkII is their closest threat, ahead of the similar cars of Rob Smith and Rex Ireland. Cameron Davies is upholding FWD honours in his Fiesta, having taken maximums on all three events he has finished to date.

Having taken maximums on the first three rounds of this year's Millers Oils BTRDA 1400 Championship, defending champions Julian Wilkes/Will Rutherford-Child opted to forego the opportunity to consolidate their position still further on the Plains Rally. Although Mat Smith/Giles Dykes took their Ford Ka to a 'win' on the day, fourth place for Roger Priestnall/Jamie Forrest was enough to see a change at the top of the table for the first time in more than eighteen months! Wilkes was back for the Dukeries and, although giving best to Smith on the opening stage, the two were equal on the next before transmission failure sent the Ka on its way back to Yorkshire. Wilkes went on to win but 2nd for Priestnall keeps him ahead for the moment. Harry Gardner's Peugeot 106 is in front of Smith, but there is plenty of drama still to be played out here between now and October!

James West leads the BTRDA Rally First Championship but will not need reminding that second-placed Joe Evett has taken maximums on every event he has finished so far! Evett is also embroiled in the battle for supremacy in the MG ZR Rally Challenge which, following the Dukeries, has Jayne & David Auden showing the others how it should be done!

Contenders for the MSA English Rally Championship will be packing their bags in preparation for their long summer break. After the Dukeries, they have until the end of August to prepare themselves, mentally and physically, for a busy end to their season which begins with the Woodpecker. While they do, it is Wilkes who leads, from Priestnall and Peter Smith but, with 92 drivers having already scored points, there are bound to be a considerable number of changes to the order in time to come.

Roger Priestnall/Jamie Forrest on Somerset Stages
Photo: Simon Clarke

Full details of the 2013 REIS - Get Connected BTRDA Rally Series, incorporating the Gold Star, Silver Star, Millers Oils 1400 & BTRDA Rally First Championships are available on the Championship website : www.btrdarally.com while the MSA English Rally Championship has its own : www.englishrally.co.uk

ANDREW HAILL

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REIS – Get Connected *BTRDA*® Rally Series

REIS Get connected Gold Star Championship

	Overall Driver	Points
1	Charlie Payne	135
2	Connor McCloskey	116
3	Matt Edwards	101
4	Jamie Anderson	97
5	Stephen Petch	79
	Overall Co-Driver	**Points**
1	Francis Regan	116
2	Paul Spooner	112
3	Will Rogers	101
4	Ella Flynn	98
5	Patrick Walsh	90

REIS Get connected Silver Star Championship

	Overall Driver	Points
1	Peter Smith	123
2	Robert Dennis	103
3	Robert Smith	82
4	Rex Ireland	78
5	Cameron Davies	75
	Overall Co-Driver	**Points**
1	Patrick Walsh	132
2	Andrew Boswell	106
3	Jonathan Boucard	104
4	Michael Gilbey	79
5	James Gratton-Smith	77
6	Keegan Rees	77

MILLERS OILS 1400 CHAMPIONSHIP

	Overall Driver	Points
1	Roger Priestnall	131
2	Julian Wilkes	120
3	Harry Gardner	103
4	Mat Smith	87
5	David Bennett	81

	Overall Co-Driver	Points
1	Jamie Forrest	131
2	Will Rutherford	120
3	Elliot Graham	103
4	Giles Dykes	87
5	David Auden	82

Jamie Anderson/Ella Flynn Dukeries Rally.
Photo: Simon Clarke

Peter Smith/Patrick Walsh Dukeries Rally.
Photo: Simon Clarke

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REIS – Get Connected *BTRDA*® Rally Series

MSA ENGLISH RALLY CHAMPIONSHIP

Driver	Score		Co-driver	Score
Julian Wilkes	100		Will Rutherford	100
Roger Priestnall	85		Jamie Forrest	85
Peter Smith	83		Jonathan Boucard	83
James West	69		Patrick Walsh	82
Robert Smith	65		Steven Eggington	69
Daniel Wakefield	65			

The Historic Cup

Driver	Score		Co-driver	Score
Peter Smith	96		Patrick Walsh	96
Rex Ireland	70		Les Forsbrook	59
Theo Bengry	59		Seyyan John	34

The *BTRDA* Rally First Challenge

Driver	Score		Co-driver	Score
Mick Smith	121		Joe Sturdy	124
James West	120		Calvin Houldsworth	98
Nick Carr	120		Steven Eggington	90

The *BTRDA* Production Cup

Driver	Score		Co-driver	Score
Jamie Anderson	74		Ella Flynn	74
Scott Faulkner	66		Dominic Adams	66
Tom Naughton	59		John Roberts	54

The MG ZR Rally Challenge

Driver	Score		Co-driver	Score
Jayne Auden	72		David Auden	72
Joe Evett	60		Calvin Houldsworth	60
James Weaver	58		Teresa Butler	58

All results are shown following The Dukeries Stages

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BTRDA 2013 Championship Events

June 2013

ALLROUNDERS: With the exception of "invitation by qualification" events such as the Car Trials and Sporting Trials Finals all events qualifying for all BTRDA Championships within the calendar year (1 January – 31 December) will be qualifying events for the Allrounders Championship, together with any National A and National B Autocrosses, Rallycrosses, Sprints and Hill Climbs.

Note: Only AutoSOLO results from the Championship events count towards qualification (i.e. not Challenge results)

		Autotest	AutoSOLO	Car Trials	Rally - Asphalt	Rally - Forest	Sporting Trials
July	6						
	7				**ALMC Stages**		
					Dublin		
	13					**Nicky Grist Stages**	
	14					Builth Wells	
	20	**Hartlepool & DCC**		**Cymru**			
		Hartlepool		Abergele			
		Bob Clouston		N Wales CC			
		01429 429672		Dave Thomas			
				01492 584872			
	21	**Alwoodley MC**	**U17 MC NW**	**HCC Wales**			
		Sherburn,	Challenge only	Prestatyn,			
		Nick Middleton		Clwyd Vale CC			
		01132 676021		Pete Dale			
		07748 622365		01745 857316			
	27						
	28		**Loughborough CC**				
			Champ & Challenge				
Aug	3						
	4	**Owen MC**					
		Birmingham,					
		Simon Whittick					
		01785 823466					
	10		**Bristol MC**				
	11		Champ & Challenge		**Tyneside Stages**		
					Otterburn		
	17						
	18		**Dolphin**				
			Champ & Challenge				
	24						
	25		**AMSC**		**Mewla National**		
			Challenge only		Builth Wells		
	26	**Bank Holiday**					
	31					**Woodpecker**	
Sep	1	**Loughborough CC**				Incl. MSA English	
		Pat Egger				Ludlow	
		0116 2364022					
	7				**Wexford Stages**		
	8		**Farnborough &DMC**	**Gaby Mohr**	Wexford		**Robin Jager**
			Champ & Challenge	Wolvs & SSCC,			NPTCC
				John Fox			01228 561308
				07848 034852			
Sep	14						**Robin Alexander**
							Camel Vale
	15		**Bolton Le Moors**				**David Ayres**
			Challenge Only				Launceston &
	21						North Cornwall
	22		**Ross & District MSL**				
			Champ & Challenge				
	28					**Trackrod Rally**	
	29	**Lancs & Cheshire**			**Patriot Stages**	Pickering	**Warco**
		Wrexham			Caerwent		Peterborough
		Dave Hensley					01733 252886
		0161 9620836					

BTRDA 2013 Championship Events

June 2013

		Autotest	AutoSOLO	Car Trials	Rally - Asphalt	Rally - Forest	Sporting Trials
Oct	5						
	6			**Ernest Owen**			**John Southern**
				Burton on Trent			NPTCC
				Owen MC			01228 561308
	12			Mike Sones			
	13		**Oxford MC**	01283 791368			**Pete Fear Pinfold**
			Champ & Challenge				Ross & D MSL
							01989 780469
	19					**Cambrian**	
	20				**Cheviot Keith**	Llandudno	**Mercian Trial**
					Knox Rally		Cov & Warks
					Otterburn		01676 532337
	26						
	27		**Knutsford MC**	**Grand Final**			**Stone Trough**
			Champ &	c/o Neil Mackay			Y.S.C.C
			Challenge Final	0115 9291728			01788 542694
Nov	2					**Tempest 2 Rally**	
	3					MSA English	**November Sporting**
						ONLY	Sportingtrial.com
							01732 359235
	9						
	10						**Roy Fedden**
							Bristol
							01454 238333
	16/17						
	23/24						
	30				**Championship**		
Dec	1				**Awards**		
					Presentation		
	7					**Championship**	
	8					**Awards**	
						Presentation	
	14/15						
	21/22						

Photos from Richard Yapp's autotesting records

Paul Leyser, Peter Cox & Martin Mackenzie
In front of Dave Cook's Anglia.
(Year & event unknown)

From 1982 or 1983
Malcolm Livingston (with hair!) supervised by Richard Yapp and Harry Livingston
(Cool hats!)

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MSA Asphalt Rally Championship

(WIDE) OPEN FOR BUSINESS!

With the first three rounds of the 2013 REIS – Get Connected MSA Asphalt Rally Championship now behind us, a fascinating battle is in prospect as we move towards mid-season. Following the opening skirmish on the Tour of Epynt, crews had a nine-week break to prepare themselves for the Manx National and Jim Clark National Rallies which both took place in quick succession in May.

Three events, three different winners and everything to play for! As previously reported, Steve Simpson/Patrick Walsh took a narrow victory on Epynt in their Subaru Impreza WRC before reporting back for duty, along with everyone else, on the Isle of Man. Since the Manx National Rally first took place in 1980, a few drivers have won it three times, but no-one has ever achieved a hat-trick (three consecutive victories). Having won the event in 2009 and 2010, Paul Bird had been denied the chance to put his name in the record books the following year by Melvyn Evans who was also victorious in 2012. So, although he has not registered for the Championship this year, all eyes were on the Welshman to see if he could achieve what no-one else has. Well, 'no' is the simple answer – his Impreza retired during the second day and Bird went on to join the exclusive club of those three-time Manx winners.

The 'Drive of the Rally' came from Jason Pritchard whose Focus WRC finished 2nd overall. The 24-year old from Builth Wells was actually taking time out of the leader over the closing stages – who knows what might have happened if the event had been a bit longer!...

Prior to the start of the Jim Clark National Rally Euan Thorburn/Paul Beaton, who have been making waves in the BTRDA Gravel Series this year, joined the Asphalt Championship as well and immediately went on to take their second consecutive win on the ever-popular event. Simpson/Walsh were next, putting the pair into the lead of their respective categories in the points. Bird was absent (well, in Barbados, actually!) and defending champion Cole registered a rare retirement when his Focus' clutch packed the fiddle.

So, as we approach the first of two trips across the Irish Sea to the ALMC Stages in July, the overall points table has a somewhat unfamiliar look to it. That's not to say there isn't time for change – with the 'five from eight of nine' scoring system, the situation will even out as the season progresses. Following a disastrous 2012, John Indri is pedalling his Darrian T90 GTR with his usual gusto and, with three finishes under his belt already, has put himself into 2nd place in the table. The Chelmsford driver also leads the Millington Rear-Wheel Drive Challenge from Simon Mauger (Ford Escort MkII) and the Darrians of Washington James and Ashley Field.

Washington has also maintained a 100% finishing record to date and holds 3rd in the table, ahead of Bird and Cole, while a planned absence from the Manx has not dented Mauger's aspirations as 3rd on the Jim Clark has moved him into the Top Six overall.

In spite of a setback on the Jim Clark when his Skoda Fabia WRC retired from 4th place after a puncture on the very last stage, John Stone's season is on the up. He currently finds himself just outside the Top Ten but, with the aforementioned scoring system, has plenty of time to make amends before being held to account!

Behind Patrick Walsh in the Co-drivers' table, Giles Corbett, Mark Mason and Phil Sandham (whose

Steve Simpson/Patrick Walsh - Jim Clark National Rally Photo: John Kendrick

MSA Asphalt Rally Championship

driver, Darren Atkinson, won the Manx National 'B' Rally outright) hold sway, but such is the closeness of the competition that none can afford to relax!

Having dominated Group N in 2012, Rob Tout/Dan Holley returned this year and, following the Tour of Epynt, seemed to be carrying on where they left off. However, missing the Manx was followed by a very early bath on the Jim Clark when their Lancer's differential failed. The Imprezas of Chris Rice and Julian Barnett, with two finishes apiece, occupy 1st & 2nd in N4, with Tout and John Morrison equal third.

The Underwoods, Darren & Sue, lead the BTRDA Front Wheel Drive Challengers in their rapid Nova, from the Peugeot 205 of Tim Daltry/Emma Morrison. Matt Beebe/ Paula Swinscoe's defence of their title went awry with a most unfortunate accident on the Isle of Man, but they are set to resume on the ALMC Stages in their MG ZR 190 and can easily improve from their 3rd place at the moment. It is also pleasing to note that five out of the first seven FWD co-drivers are ladies!...

Daltry/Morrison also lead the AB Motorsport Peugeot 205 Challenge. Undaunted by a DNF on the Manx, they were back in action on the Jim Clark and returned south with another maximum score to their credit.

The leading 1400cc driver at the end of the season will qualify for £500 worth of product from Titan Fuchs Race. Howard Moore (Lotus Elise) is currently in pole position for this, but Steve Brown (Nissan Micra) and five others who have scored points will, doubtless, have other ideas on that one!...

Registrations for the MSA Asphalt Championship are, once again, gratifyingly high with driver numbers already in the mid-nineties. The total will, doubtless, increase as we head to Dublin and the books don't actually close until the end of August.

Further details of the REIS – Get Connected MSA Asphalt Rally Championship are available from the Coordinator :

Andrew Haill – Tel : 0121 313 1416/
E-mail : andrew.haill@btconnect.com
OR
By visiting the Championship website :
www.asphaltrallying.com

Clockwise from above:-

AB Motorsport Peugeot Challenge leaders Tim Daltry/Emma Morrison

BTRDA FWD Challenge Leader
Darren & Sue Underwood

Millington RWD leader
John Indri/Brian Cammack.

Photographed on Manx Rally by
John Kendrick, Rallycam@yahoo.co.uk

MSA Asphalt Rally Championship

Championship Positions Following Round 3 Jim Clark National Rally

Overall Positions

	Drivers			Co-Drivers	
1	Steve Simpson	84	1	Patrick Walsh	88
2	John Indri	75	2	Giles Corbett	61
3	Washington James	66	3	Mark Mason	60
4	Paul Bird	57	4	Phil Sandham	57
5	Damian Cole	55	5	Brian Cammack	55

BTRDA FWD Challenge

1	Darren Underwood	25	1	Sue Underwood	27
2	Tim Daltry	24	2	Emma Morrison	25
3	Matt Beebe	15	3	Paul Stringer	16

Millington Rear Wheel Drive Challenge

1	John Indri	39	1	Brian Cammack	30
2	Simon Mauger	30	2	Mark Mason	28
3	Washington James	28	3	Josh Davison	27

AB Motorsport Peugeot 205 Challenge

1	Tim Daltry	30	1	Emma Morrison	30
2	Craig Jose	12	2	Nigel Hewett	12

Class Leaders

N4	Chris Rice	27	N4	Daniel Holley	15
A6	David Earthy	15	A6	Maria Rayner	15
A7	Alex Laffey	30	A7	Jack Morton	30
A8	Steve Simpson	40	A8	Patrick Walsh	45
B9	Howard Moore	27	B9	Sasha Heriot	30
B10	Darren Underwood	30	B10	Sue Underwood	30
B11	Tim Daltry	23	B11	Emma Morrison	24
B12	John Indri	39	B12	Brian Cammack	30
B13	Neal Arden	34	B13	Giles Corbett	32
B14	Damian Cole	30	B14	Paul Hollingham	15

Drive of the Manx Rally Man Jason Pritchard pictured here on the Jim Clark National Rally.

Photo: John Kendrick, rallycam@yahoo.co.uk

Demon Tweeks Direct
BTRDA® Autotest Championship

Championship Positions after Round 6 - Whitchurch Motor Club

	Gold Star		
1	Dave Evans	Blitz 2000	91
2	Stephen Morten	Sylva Striker	88
3	Paul Fobister	Haigh Special	87
4	Chris Chapman	Sylva Striker	84
5	Ian Chapman	Riot	79
6	Lee Valentine	Nova 1600	74
7	Keith Walton	Lowcost KW7	65
8	Richard Pinkney	Caterham	59
9	Roger Holder	Mini Special 1380/Nova 1400	56
10	Malcolm Livingston	Lindsay Special	50
	Silver Star		
1	Rob Rolston	Mini 1380	46
2	Dave Cook	Micra	43
3	Mike Biss	MX 5	42
4	Brian Bridge	Mini 1098	41
5	Roger Holder	Mini Special 1380/Nova 1400	38
	Bronze Star		
1	Toby Cook	Micra	36
2	Kevin Hardwick	Peugeot 205xs 1360	32
3	Martin Burn	Nova	17
4	Steven Haigh	Mini Special	17
5	Bert Greenaway	Bertone	16
	CLASS A		
1	Rob Rolston	Mini 1380	48
2	Brian Bridge	Mini 1098	45
3	Bob Budd	Mini 1380	18
4	David Goodlad	Mini	15
5	Anthony Preston	Mini 1400	10

	CLASS B		
1	Lee Valentine	Nova 1600	50
2	Dave Cook	Micra	43
3	Toby Cook	Micra	36
4	Roger Holder	Nova 1400	29
5	Martin Burn	Nova	17
	CLASS C		
1	Stephen Morten	Sylva Striker	45
2	Chris Chapman	RAW Striker 1800	43
3	Ian Chapman	Riot	40
4	Keith Walton	Locost KW7 1600	34
5	Richard Pinkney	Caterham	30
	CLASS D		
1	Dave Evans	Blitz 2000	47
2	Paul Fobister	Haigh Special	46
3	Mike Sones	Mini Special 1380	33
4	Martin MacKenzie	Lindsay Special	29
5	Malcolm Livingston	Lindsay Special	27
	CLASS E		
1	Mike Biss	MX 5	46
2	Kevin Hardwick	Peugeot 205 xs	36
3	Brian Sharpe	Suzuki Ignis	17
	CLASS H		
1	Toby Cook	Micra	50
2	Joe Sturdy	Nova	10
	CLASS L		
1	Helen Perren	Retrotester 1700	20
	CLASS J		
1	Dave Evans	Blitz 2000	94
2	Stephen Morten	Silva Striker	93
3	Paul Fobister	Haigh Special	93
4	Ian Chapman	Riot	88
5	Keith Walton	Lowcost KW7	79

Gold Star Leader David Evans

Silver Star Leader Rob Rolston

Bronze Star Leader Toby Cook

Photos: Amy Evans

Demon Tweeks Direct
BTRDA® Autotest Championship

From the Hot Seat

As I write this we are exactly half way through the Autotest Championship season, that is to say that 6 of the 13 events have taken place and no more scores can now be added to be carried forward to the second half of the season. Once again this year entries for events are down compared with previous years, but, unlike last year this seems due to competitors picking their events rather than not competing and we have welcomed the return of some "old" faces, who were missing last year. Of the 48 registered contenders, 43 have competed, which is a good sign and, dare I say, with the absence of "our friends from over the water" this year's Championship looks wide open, with 4 different FTD winners so far from 6 events. Congratulations to Stephen Morten and Ian Chapman who have all managed to take their first BTRDA Silver Spoons, as has Dave Evans, who now has 2 as does Richard Pinkney.

This scrap for FTD's, however, might just let the Gold Star Champion come though from consistent scoring, rather than getting the occasional FTD, but we will see what happens in the second half of the season as Dave Evans finishes the first half on top. Elsewhere we could be going to see a famous Father and Son double this year with Toby Cook leading the Bronze Star and Dave Cook currently second in the Silver Star. There is still a long way to go, so watch this space. I am sure that Pete Cox will go into more detail and analysis elsewhere.

One thing that the Autotest Committee is very aware of is the lack of new drivers coming into our sport. With less Clubs running Clubman's Autotests and most Regional Championship only including BTRDA & MSA Championship events, it is very difficult for beginners to get the opportunity to learn their skills before being faced with what have become very talented drivers who will completely out perform and possibly demoralise them. A couple of ideas already muted are a Beginners Championship to run alongside the existing one as they do in Northern Ireland, although their "beginners" look frighteningly quick to me, or the possible supply of "arrive & drive" cars for newcomers to try, this proved very successful with the BTRDA Futures Group and with Richard Eggers Loughborough team. If you have any ideas that you would like for us to look at, please let me know so that we can discuss them at our next meeting on the 10th August.

Still on the subject of promoting the sport, the 75th Anniversary Celebration taster day proved hugely successful and enjoyable, despite the usual Curborough weather, but at least no horizontal snow. A good turnout of competitors came to display their skills with several trying the AutoSOLO course, with unofficial timing showing Alastair Moffatt fastest on both layouts. My thanks to all involved and this is something that the Committee will consider repeating next year to encourage more potential drivers to come along and have ago.

Steve Layton

From the Pits

Since the last News, with its bright platinum coloured Jubilee cover, I've managed to get out and about with the Jubilee autotest/autosolo event at Curborough and clerking the Autosolo Challenge/Championship events at Abingdon. What I did miss was Ian Chapman's first BTRDA FTD, and the most important silver (plated) spoon, victory at the MK Dons football stadium car park for the CSMA Juniper autotest event. My records suggest that Ian first got into the final end of season Gold Star top 20 in 2000, the year that the late Tim Sargeant won the Gold Star in his Dutton sports car. There were also several other quick sports cars drivers around at the time. The quick sports car bit hasn't changed over the years and Ian has been innovative in the mods to his Sylva Striker and then the build of the Riot sports car. Ian started the year off well by having reached the 1,000 Gold Star points in 2012 so maybe 2013 could be Ian's year. Mind you, he has a few more years to go

before he reaches the record points Malcolm Livingston who has at least 3,251 points on the board – and still counting! There could be a few more for the 1988 and 1989 records which I haven't entered. They will definitely be needed when I write the book on "50 years of BTRDA Autotesting", or should it be "50 years of BTRDA spinning round pylons" as the sport was called Driving Tests in the early days.

This brings us nicely to the BTRDA 75th anniversary weekend with a test laid out on the start line loop of the Curborough sprint course. The idea was for new/old/champions to have a go in whatever car was available. That is of course the vehicle having been passed by Scrutineer Sones! What was not checked was the fit of the driver into the car and this is where multiple champion Trevor Smith came unstuck when he tried to fit his frame, or rather legs, into Stuart Perren's Retrotester. There was a cry of, "Can't get my leg over!" Now then, not what you think but it was a case of not being able to get his foot over the clutch pedal! Trevor in a modern rwd sports type car would have been very interesting. One older rwd champion who did have a go was David Haigh in his son's mini special. With back problems David has had to give up competitive driving. All I would say about David's time was that the numbers on my stop watch indicated a quick run. Of course, the event wasn't competitive but when you get a bunch of championship auototesters (a question for readers -what could we call such a group?) out there was "What time was that?" The lowest numbers came from another past champion in a red mini special who needed more than one run to make sure he beat the youngsters. Having already mentioned David Haigh it was interesting to hear of his comments on the refurbished Haigh Special where Paul Fobister has made some radical changes with suspension and engine. David thought that the car was more like a conventional sports car rather than a special. The mods prove to have been successful as on total points scored so far this season Paul heads the list of six Gold Star entrants who have scored on every round.

The AutoSOLO at Dalton Barracks, Abingdon was quite instructive for several people. In my briefing (chat) to competitors before the event I asked who hadn't competed on one before. To my surprise it was at least 6 or 7 of the 45 strong entry who put their hands up. It was a very pleasant surprise at at the end of the day I spoke to several of them and they said what a good event it was. The format of a split national B/Clubmans event/championship is working well with on this occasion the split in numbers being 17/28. Some of the newcomers got the tests wrong but I think it was a case of too much right foot and then missing a cone completely. It does show that, as with all driving, you have to think what follows the current manoeuvre. Even the FTD winner, Stuart Harrison, got the very first test run wrong by not just missing a single cone but a whole bust stop chicane section. I think it was more of the pressure on him, this being his own club event and having got FTD on the previous 2 events. However, Stuart is still young and could be one to watch in the future. The recently modded Nova of Jamie and Richard Yapp also raised a few eyebrows as the addition of an lsd and power

A young Stuart Perren shows an old hand how a modern rwd goes.

steering seems to have made the Nova lift the back wheels even higher. And what of the other surprises? Well, the first one was the birthday cake which fellow Dolphin Club members gave me at lunchtime. The big east wind coming down the runway didn't allow the candle to be lit but then, there should only have been 21 of them – I've never grown up and it may be a factor of 3.19 out! The final surprise was a visit from Tim Walton, the club steward and the MSA Steward. The MSA Steward had never heard of an autosolo or knew what it was. The Steward was actually there for the Sprint which was going on at the same time. On the Sunday there was a big stages rally which made the CAR-nival events a total entry of around 400 competitors. I was out time keeping when the autosolo restarted but I gather he was impressed by the driving. It does make it all the last 10 years work worthwhile having sat in on the very first discussion of the idea of this America sport called AutoSOLO taking place in the UK.

Overall, a good 2013 so far. Let's hope for a fine summer of warm weather and hot competition.

Peter Cox

Going SOLO

As we approach the end of June we reach the halfway point of both the year and the AutoSOLO calendar (almost as if we planned it!), the competition is fierce and the results still wide open. I am delighted to report that both the Challenge and the Championship have been well supported this year with 9 of the 12 Challenge, and 18 of the 21 Championship contenders, having scored points so far, although our scorer, Richard Yapp, wishes that some of the event organisers would highlight the Turbo'd cars, as they are not always obvious to pick out, not to mention having to re-classify to comply with the BTRDA Class structure.

In the Challenge David Graves's attack on Class A has come to premature, but hopefully temporary end, following the demise of his KA in a road accident, while Class B is a battle between Roger Barfield, Dan Darkin (who also has a car issue at the moment), Sam Karangatha and Sean Pearce in the interesting Mazda RX8, whist Graham Moore has competed in both Class C and Class D (could be trying for a double class win?), which leaves the battling MX5s of Stuart Eardley and Steve Watts in Class D.

Kevin Belcher appears to have the Championship sewn up with some impressive overall wins and 5 max scores from 5 outings, but remember what happened last year, as there is a strong challenge from both Ian and Stuart Harrison, and a long way to go yet, which gives plenty of events for others to catch up. Overall there appears to be some interesting evolution going on. Early days of AutoSOLO saw the small nimble saloons dominate but now the influx of sportscars and what appears to be the slight opening up of courses is now giving the edge to performance, but that's motor sport, we all want to go quicker.

As I have mentioned in my Autotest article, the 75th Celebration taster day proved very successful with a good number of people turning up to "have a go" at the AutoSOLO course, which was designed and supervised by John Fox, who I am pleased to say has now joined our Committee, including some erstwhile Autotest, Rallycross and Rally drivers, who seemed to thoroughly enjoy themselves. The Autotest Committee are considering doing this again next year and would be grateful for your feedback on the idea, together with any thoughts that you may have on promoting the AutoSOLO scene. Also if you have any snippets or info you would like adding in to the next News, please let me have them.

Steve Layton

Demon Tweeks Direct
BTRDA® Newcomers AutoSOLO Challenge

BTRDA Newcomers Autosolo Challenge 2013 Supported by Demon Tweeks Direct Provisional Scores to 8th June

NAME	17-Mar-13	14-Apr-13	21-Apr-13	5-May-13	19-May-13	8-Jun-13	BEST 6 SCORES TO DATE
Roger Barfield		2B			7B		28B
Dan Darkin	6B						26B
Andrew Dobrovolskis							
Stuart Eardley	8D						14D
David Graves							20A
Sam Karangatha	8B	1B			8B		23B
Oliver Knight	6A						6A
Graham Moore	9D	8C	8D		5C	5C	22D/18C
Sean Pearce		5B		9B		7B	21B
Ben Powers							
Trevor Smith							
Stephen Watts	10D	2D	9D			8D	37D

Meath Engineering (tools) Ltd
BTRDA® AutoSOLO Championship

BTRDA Autosolo Championship 2013 Supported By Meath Engineering (Tools) Ltd Provisional Scores to 8th June

NAME	17-Mar-13	14-Apr-13	5-May-13	8-Jun-13	Best 8 Scores
Kevin Belcher	10C	10C	10C	10C	50C
Mike Biss	9D			7D	25D
Xavier Brooke		10D			10D
Arthur Chan	8D	9D		8D	25D
Owen Cule		8D			8D
Paul Dallyn	8A	10A		8A	26A
Nick Darkin	3B				22B
Jess Fack			7B	6B	13B
John Fox	10B		10B	10B	7A/30B
Kevin Hardwick					5A
Ian Harrison	9E	10E	9E	9E	44E
Stuart Harrison	7E		10E	10E	37E
Ben Heggs	6B	9B			23B
Roger Holder	6D				9A/6D
Sam Holder					1A
Jim Pullar		8A			8A
Richard Yapp			6D	5A	9A/6D
Jamie Yapp			9D	1OA	18A/9D

Autosolo photos from Oxford Motorclub's Boscardo event provided by Sean Pearce
Clockwise from top left:-
Richard Yapp, Richard Austen, Daniel Parker, Zenya Heap or Haydan Marks

BTRDA® Sporting Trials Championship

As is usual with the BTRDA Calendar the sporting trials world is somewhat out of step with the rest. We finished for the summer well over a month ago, so our report will be slightly out of date, however there have been quite a number of trials since the last News in March.

Towards the summer break our events started to attract somewhat larger entries, around the 30 mark, which is satisfactory if not luxurious. We had two outstanding events of quite different character in April, the JB Taylor at Rendcomb near Cirencester, and the Derbyshire at their traditional site near Leek in the Peak District. The JB Taylor was a hard charging type of wooded trial, lots power but with careful control was the mode for the day, and the C of C had carefully set some varied sections using the terrain in quite a subtle way. There was even a mostly downhill sideways cross camber section, which, contrary to normal guidelines, worked really well, demanding the use of power to stay up the camber whilst crabbing along the slope, the direction of travel was at least 45 degrees to the angle of the car. The woods there are sparse, it is a shooting ground, so the trees were not generally material to the sections, so car damage was not a factor, but they did provide shade to help the moisture remain in the soil. Conditions were ideal, and it was a great event. The following week we went to the Peak District for the traditional Derbyshire Trial near Leek. Here full power was not needed, subtlety was the name of the game, but speed was required, the black slippery rotting vegetation under the dry brown bracken is a unique challenge. It is possible to get the car up to speed to a surprising degree, but a fraction too much power and you stop right at the bottom of the hill. What is memorable is how two superb events just one week apart demand such totally different skill sets. Surely it is this contrast that gives sporting trials it's enduring fascination?

The BTRDA 75th Anniversary was somewhat disappointing, the "Trials" area at Catton Park failed to attract many spectators. Just down the road at Curborough was a different story, and the Autosolo and Autotests attracted a good crowd, and were busy all day. At Catton we had a full Historic Sporting Trial, which went well, with a very popular win by Monty Peters. At the same time Julian Fack ran Nick Pollitt's Celebrity Challenge. David Lapworth, the technical brains behind the Subaru World Rally Team, challenged Robert Reid the late Richard Burns' co-driver and current performance director at the MSA to a "duel" in a sporting trials car. Duncan Stephens had set out some deceptively simple looking sections on the grass, but, as ever with Duncan there were quite a few traps for the unwary. What was fascinating was how these highly experienced competitors managed to let the pressure of competition get to them. They both drove almost flawlessly during practice, but, when the competition itself started they made mistakes. The result came right down to the last section, Robert had failed about half way up and David only needed to do a reasonable climb to win, he seemed unsure of the route, but proceeded in spite of being asked if he was ready, he then drove straight out of the section half way up the first rise, to let Robert win. They both enjoyed it tremendously, and I hope we can persuade them to come along to a proper trial some time.

George & Victoria Watson at the Jacobean in their last outing in the CAP
Photo: Duncan Stephens

At a recent Council meeting Nick Pollitt reminded us that the BTRDA Micra had been a great success in bringing new talent into several sports, at minimal cost. He wondered if the same sort of idea might work in the notoriously "difficult to enter" world of Sporting Trials. This set me thinking, there are problems of course, transportation, servicing, and

above all training. We do not allow newcomers to jump in a sporting trials car and compete at our events, it is too dangerous, so we demand they attend a training day first. At our last training day at Shelsley Walsh in March we had our biggest ever attendance, and I feel sure that if we had made the offer of a "hire car" we could have persuaded one or two to have a go. In spite of the problems I still feel this idea has legs, we need to work on it, and maybe we can do something in time for the next training day in October.

Tom Bricknell & Sara Dyer at the Jacobean. Photo: Duncan Stephens

In the motorsporting public's mind Sporting Trials has two "images", one that you have to be old and two that you have to be rich to be successful. Neither are correct, several of our top drivers are in their 20's and 30's, and one in particular has blown the "expensive car" idea right out of the water. Josh Veale continues on his successful career path using an old Sherpa which originally cost him just £1250. He is a superb engineer, and also has an eye for a bargain which verges on the surreal. He always seems to find stuff for a small fraction of its normal price. He is also a very talented driver, and currently lies in 3rd place in the British Championship, and is in the top three on most events, see the short event reports below. There are successful cars which cost a lot of money, in fact the Kincraft cars so superbly created by Jack Pearce in the '70s and '80s were much more costly in their time, taking inflation into account, than todays "supercars". However, then, as now a talented driver and/or engineer can take them on and win, as demonstrated by Josh's performance today, and many others in the past.

The hot topic in recent times has been the performance of our nominated tyres. The Committee deliberately chose the Vredestein T Trak as a hopeless looking tread pattern, in the expectation that it would perform less well than its predecessor the Vredestein Sprint+. This was done in somewhat of a hurry as the Sprint+ had suddenly been withdrawn, apparently on road noise grounds. At the same time we added the Toyo 330, again a fairly useless looking tread, so as not to be dependent on a single tyre. It takes a very long time to test a trials tyre, you need to try it out in many varied types of terrain, wet and dry, grass and mud, heather and bracken, mountain grass, and so on. The first tests of the T Trak were encouraging, the Irish said they were hopeless, which was great news, but as soon as we started to run them on mainstream championship events a different picture emerged. It seems that the old Sprint+ was superior in freezing conditions, but in all other types the new T Trak was able to "dig in" in spite of its weedy looking tread. We now know that it is superior to a marked degree in most conditions, precisely the result we did not want. In addition it seems to have very vulnerable sidewalls, leading to many failures. For these reasons we are looking for an alternative, and, whilst 165/80 x 15 tyres are a rarity, lower profile 15" tyres are very common now. We have been running some "on event" tests, running "hors concours", to try and avoid the previous mistakes. There is no doubt that the 185/65 x 15s we have tried are inferior, but there are a couple of problems. Firstly they are wider, and since most trials cars travel in purpose made trailers or inside small vans, this is a problem. You do not want to be changing wheels at the end of a cold, wet trial in order to be able to get home. Secondly new trials wheels (with their tyre retention systems) are expensive, and it seems the 4" rims we use are too narrow to allow the new wider tyre to run safely on cross cambers, as the wide tyre can flop over until you are running on the sidewall. Obviously, apart from the cost, this exacerbates the problems of transportation.

For now the experiment continues, and we also continue to set tyre pressures as carefully as possible to suite every event, including changing pressures during the day as the ground conditions change.

Talking of tyre pressures, the BTRDA website, which continues to attract around 500 "hits" a day, is being modified to include a "Really Useful Tips" section under the Sporting Trials section. I have written the first one on Managing Tyre Pressures. If you have any ideas for future "Tips", write it yourself or contact me to discuss it.

In the last News I mentioned that the well regarded Hagley &DLC's Geoff Taylor Trial in February had been cancelled for the third time in four years due to weather conditions. This is in spite of re-locating it two weeks later in the calendar. Hagley have requested a re-date and are hoping to run it as the first trial in the second half of the season, in early September. This is an interesting idea, I hope it works out for them, but historically early Autumn trials have not attracted a good entry as people are still on holiday or their cars are not ready after the break.

Talking of the summer break, I hope one or two drivers will take the opportunity to make their cars a bit quieter. What happens is we start the season in dry weather in September and mostly we trickle our way up the sections, making very little noise whatever car we are driving, then we get a wet day and blasting at full revs and full throttle brings forward quite a different picture. Some cars are quite good, others are reasonable, and some seem to have no silencing at all. In the past we have lost sites because of this problem, and it is totally unnecessary. There was a super little site in Bromsgrove, surrounded by houses, which was ideal for the smaller event, or for training. All went well until we had a wet day, we made a lot of noise and the complaints poured in. The farmer said no more and that was the end of that, sadly. There are excellent straight through silencers available for just a few pounds, and some are quite small, so let's not give the public any more ammunition than necessary to attack motorsport.

The Survey Monkey web based reporting system seems to be working well, we continue to get much more feedback on event standards than the previous paper based system, although it is only useful where the questionnaire is carefully structured. I understand the Autotest Committee have started to use it, it will be interesting to see how useful they find it. Certainly the Trials Committee are satisfied that it is a step in the right direction. As well as event reporting it has proved useful in general on "State of the Nation" type questions regarding our sport.

That's all for now, I look forward to seeing you on the hills in September.

Julian Fack

ST Short event reports

Peter Blankstone Trial, 17th March, MAC, Shelsley Walsh, 30 Starters

The Shelsley spectators car park provides in many ways a perfect trials site, flat grass at the bottom, ever increasing slope towards the top as the grass gives way to bracken. Not only that but the classic Shelsley paddock provides the perfect parking area, not to mention the permanent facilities, such as loos and restaurant. The ground was very damp and sections were big and wide, leading to some high speed attempts as befits the location. There are a number of steeper banks up the slope, so the C of C has some discretion as to course setting. Ian Bell and Russell Sharp showed the way with a very low total of just 18 marks, but in the Blue Class Barry Hogg's Hamilton came a creditable 6th on 31.

1st	Ian Bell/Russell Sharp	Hamilton	18	1st Red
2nd	Duncan Stephens/James Washer	Crossle	24	2nd Red
3rd	Roland Uglow/Laura Wilks	Crossle	27	3rd Red
6th	Barry Hogg/Matthew Frith	Hamilton	31	1st Blue
16th	Richard Thomas/Brian Wall	Kincraft	56	1st Green

BTRDA® Sporting Trials Championship

President's Trophy, 24th March, Southsea MC, Langrish, 20 starters

This wooded site just off the South coast was used for the Gold & Silver Star Trial a few years ago, and it is starting to get organised with more of it's extensive area being used. This year's event was of a high standard, and very enjoyable. The ground was in perfect damp condition, and the Historic Sporting Trial the day before had tested the first part of the sections, as well as the access system from the parking area to avoid mud on the main road past the site. Nick Speed had an excellent result to lead the Blue Class in 8th overall position.

1st	Ian Bell/Russell Sharp	Hamilton	20	1st Red
2nd	Thomas Bricknell/Sara Dyer	Crossle	24	2nd Red
3rd	Steve Courts/Jim Knifton	Facksimile	25	3rd Red
8th	Nick Speed/Mike Baker	Crossle	46	1st Blue
12th	John Cole/Anne Cole	MJH3	75	1st Green

Raymond Baxter Trial, 7th April, NPTCC, Gale Hall, 17 starters

1st	Simon Kingsley/Matt Kingsley	Crossle	14	1st Red
2nd	Martin Grimwood/Mike Salton	Crossle	18	1st Blue
3rd	Robin Jager/Rob Baxter	Kincraft	19	2nd Red
10th	Bryan Walker/Jackie Walker	Jedi	46	1st Green

Championship leader Ian Bell travelled all the way from Bedford to Cumbria for the Baxter, the only southerner to make the journey, only to have "one of those days", he drove out of one section to take a big score, and that led him to stop at a 10 mark on another section. The site was dry on a sunny and very pleasant day, and the sections were on a part of the site seldom used, Simon Kingsley made the most of Ian's problems to take a fine win, closely followed by Martin Grimwood. Ian Bell got a good natured cheer for his lowly finish at the prizegiving.

JB Taylor Trial , 14th April, Sportingtrials.com, Rendcomb, 29 starters

This second use of the new site at Rendcomb, a few miles North of Cirencester, was a triumph. Unlike last year the ground was damp and remained so, courtesy of the extensive leaf cover. The trees are well spaced, so largely played no part in the proceedings apart from this. The sections were imaginative and varied, including a downhill cross camber, which demanded an interesting technique where the direction the car was facing had nothing to do with the direction of travel. John Fack is starting to get the MSR set up to his liking, and had a superb day, as did Josh Veale in the old Sherpa, and Blue Class driver Richard Robarts in his self build RB7, three marks covered them all.

1st	John Fack/Maxine Fack	MSR	16	1st Red
2nd	Josh Veale/James Washer	Sherpa	17	2nd Red
3rd	Richard Robarts/Beth Carroll	RB7	18	1st Blue
15th	Alan Ede/Christine Dawe	Kincraft	46	1st Green

Derbyshire Trial, 21st April, Lancs & Cheshire CC, Averillside Farm, 32 starters

This was a classic Derbyshire, the ground appeared dry and dusty but below lay the black slimy rotting vegetation that requires such a subtle touch. It is no good driving slowly, you need speed, but you can only achieve it through very careful throttle control. Ian Bell redeemed himself after his poor day at the Baxter (above), to beat subtle driving specialist and current British Champ Thomas Bricknell by a good margin. Thomas' stepfather Roger was brilliant in the old Facksimile to run him so close, just 3 marks separated them.

BTRDA® Sporting Trials Championship

1st	Ian Bell/Russell Sharp	Hamilton	32	1st Red
2nd	Thomas Bricknell/Sara Dyer	Crossle	41	2nd Red
3rd	Roger Bricknell/Julia Bricknell	Facksimile	44	3rd Red
8th	Boyd Webster/Andy Gians	Kincraft	54	1st Blue
18th	Bryan Walker/Jackie Walker	Jedi	82	1st Green

Jacobean Trial, 28th April, London CC, Long Compton, 27 starters

Glen McKeown, who runs trials for London CC, announced his retirement at the end of the event, and stated that there would be no more London trials. This is a great shame, as they are one of our oldest clubs, having run trials for most of the 20th Century. Not only do they have what must be the most impressive array of trophies, but the names "Jacobean Trial" and "Gloucester Trial" simply reek of history. Their spectacular trophies list all the winning names you have ever heard of in trials circles, with no exceptions. Hopefully we can come up with some formula to allow London CC to continue promoting trials in future.

1st	Ian Wright/Keil Wright	Sherpa Indy	14	1st Red
2nd	Roland Uglow/Laura Wilks	Crossle	14	2nd Red
3rd	Thomas Bricknell/Sara Dyer	Crossle	16	3rd Red
6th	Andy Wilks/Mark Smith	RCAP	22	1st Blue
8th	Alan Ede/Cristina Dawe	Kincraft	36	1st Green.

Four Turnings Trial, 12th May, Camel Vale MC, Pervose, 19 starters

This traditional season ending event in Cornwall was subject to a downpour, and as a result its normal subtle character was very different this time. It was basically flat out all day, which suited Duncan Stephens' forceful style to a tee. He finished well ahead of Calvin Kneebone, who was using the old Kincraft Imp which suits him so well. Alan Ede's Kincraft in the Green Class finished 6th, two places above Blue Class winner Jerome Fack, who was testing his brother John's MSR prior to taking delivery of his own one, in time for Autumn, hopefully.

1st	Duncan Stephens/Josh Veale	Crossle	27	1st Red
2nd	Calvin Kneebone/Jon Moores	Kincraft	36	2nd Red
3rd	Thomas Bricknell/Sara Dyer	Crossle	40	3rd Red
6th	Alan Ede/Cristina Dawe	Kincraft	53	1st Green
8th	Jerome Fack/Andreas M-Jones	MSR	71	1st Blue.

Julian Fack

Membership Report

Very many thanks to all those who have joined on line in 2013. As always there will be continual improvement and we aim to make it even easier for 2014.

The Forest and Asphalt rally series continue to dominate the championship numbers. However, don't forget the other 202 championship entrants taking part in events on grass, asphalt, on airfields, car parks and wooded hills. It just shows what a diverse group of competitors we have in the BTRDA.

Liz & Peter Cox

2013 Championship registrations so far:

Forest Rally	273
Asphalt Rally	147
Autotest	48
AutoSOLO Challenge	12
AutoSOLO Championship	21
Allrounders	24
Car Trial	26
Sporting Trial	71

BTRDA® Sporting Trials Championship

Provisional Championship Table - Top Scorers

Name	Class	TOTAL	Peter Blankstone	President's Trial	Raymond Baxter	J.B.Taylor	Derbyshire	Jacobean	Four Turnings
Ian Bell	Red	251	30	30	23	24	30	27	c
Thomas Bricknell	Red	220	25	29		22	29	28	28
Steve Courts	Red	176	11	28		23	22	22	
George Watson	Blue	169	12	20		13	12	21	20
Joshua Veale	Red	160		27		29	27		
Andrew Wilks	Blue	154	19	22		25	20	25	21
John Fack	Red	149	24			30	21	26	
Roger Bricknell	Red	135	14	25		17	28		23
Roland Uglow	Red	135	28			27	26	29	
Richard Robarts	Blue	125	17	21		28	5	15	
John Cole	Green	123	9	19		11	6	14	
Simon Kingsley	Red	120	16		30	20			27
Peter Fensom	Red	119	27				16		26
Julian Fack	Red	116	22			26	24		
Peter Mckinney	Red	102	20	24		15	25	18	
Barry Hogg	Blue	98	26				19		
Boyd Webster	Blue	97	8		27		23		
Dave Rance	Red	87	23				15		
Duncan Stephens	Red	86	29					c	30
Ian Wright	Red	85						30	
Mike Readings	Blue	83	13			c	11	16	18
Martin Grimwood	Blue	72	c		29		14		
Jerome Fack	Blue	65	c			18			22
Paul Price	Blue	63				21		17	
Richard Waterhouse	Blue	62			26		10		
Bryan Walker	Green	59			21		13		
Dave Oliver	Blue	54	21	c			7	12	
Ian Veale	Red	51		26				c	
Michael Salton	Green	50			24		3		
Alan Ede	Green	48						23	25
Ian Evitt	Blue	47			22				
Robin Jager	Red	46			28		18		
Pat Henson	Blue	41					17	24	
David Zank	Green	40	7	c		9			
Jeffery Armitstead	Blue	40			20				
Kevin Judd	Green	39		18					
Andrew Bell	Red	38	18					c	
Richard Thomas	Green	33	15			14	4		
Ian Fulwood	Green	33		c			8		
Dave Hailes	Green	30	c			4		11	15

BTRDA® Sporting Trials Championship

MSA BRITISH SPORTING TRIAL CHAMPIONSHIP

2013 MSA British Championship Provisional Scores

by Janet Darbyshire, Championship Co-ordinator

MSA Championship leader Ian Bell with Russell Sharp at the Peter Blankstone Trial
Photo courtesy of Stella Card, stellamcard@gmail.com

1	Ian Bell	Hamilton	93
2	Tom Bricknell	Crosslé	87
3	Josh Veale	Sherpa	60
4	Steve Courts	Facksimile	50
	Roland Uglow	Crosslé	50
6	John Fack	MSR/X-Facktor	49
7	Andy Wilks	RCAP	43
8	Roger Bricknell	Facksimile	39
9	Julian Fack	Crosslé	31
10	Richard Robarts	RB7	30
	Ian Wright	Sherpa Indy	30
12	Peter McKinney	Crosslé	28
13	George Watson	CAP	27
14	Duncan Stephens	Crosslé	26
15	Peter Fensom	Crosslé	23
16	David Rance	Crosslé	17
17	Barry Hogg	Hamilton	15
18	John Cole	MJH	13
	Nick Speed	Crosslé	13
20	Pat Henson	Facksimile	11
	Ian Veale	Sherpa	11
22	Alan Ede	Kincraft	10
23	David Zank	Sherpa	9
	Kevin Judd	Sherpa	9
25	Boyd Webster	Kincraft	8
	Andrew Bell	Hamilton	8
	Paul Price	CAP 5	8
28	Dave Oliver	Facksimile	6
	Simon Kingsley	Crosslé	6
30	Paul Faulkner	Sherpa Indy	4
	Jerome Fack	SRB	4
32	Robin Jager	Kincraft	3
33	Mike Readings	Sherpa Indy	1

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THE EDITORS DO NOT NECESSARILY AGREE WITH THE VIEWS EXPRESSED WITHIN THE VARIOUS REPORTS

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SPECIAL AWARDS 2012 WINNERS

The Stross Rally Trophy — **Tom Cave**

Awarded annually to the BTRDA member achieving the best performance(s) or individual result(s) on any International or National Special Stage Rally Championship/Event. This trophy is awarded upon the recommendation of the Rally Committee

The Jack Twyford Trophy — **Tom Cave**

Awarded annually to the highest placed BTRDA member driving on the British round of the World Rally Championship or otherwise any event in the British Rally Championship

The John Gott Memorial Trophy — **Gill Cotton**

A Special Award to be presented at the discretion of the Rallies Committee

The Patricia Baldwin Trophy — **Hazel Stephens**

A Special Ladies Award to be presented at the discretion of Council

The Automobile Club de Monaco Trophy — **Peter Smith**

Awarded to the winning driver in the Gold Star Series Historic Cup

HONORARY MEMBERS FOR LIFE

DEREK SMITH: Joined the BTRDA in 1951, competing regularly, particularly in Autotests, and won the Flather Star in1963. After three years as Secretary of the Autotest Committee he became General Secretary of the Association from 1967-1982 and was also Treasurer during the same period. As Chairman of the Rallycross Committee from 1976 to 1978, and a Group 1 RAC Timekeeper, he did much to improve the standards of timekeeping at BTRDA Rallycross and Autocross events

PHIL and JANET DARBYSHIRE: Phil and Janet have been actively associated with the BTRDA since the 1960's, and both served on the Autotest Committee and since the Mid. 70's on the Allrounders Committee. Additionally they have helped to edit and publish BTRDA News since 1977. It was the Directors and Council's wish, endorsed by the Annual General Meeting that Phil and Janet Darbyshire be appointed as Honorary Members for Life.

BRIAN and MARGARET STAPLETON: Though almost exclusively with Sporting Trials Committee, Brian and Margaret have also served the Association since 1974 with Brian acting as Committee Secretary and Margaret as a co-ordinator for the Sporting Trials Dinner. Both continue as competitors and event officials and it was the Directors and Council's wish, endorsed by the Annual General Meeting that Brian and Margaret Stapleton be appointed Honorary Members for Life

MIKE and HAZEL STEPHENS: Mike has been involved in BTRDA activities for over 40 years, primarily concerned with the Production Car Trial committee and was its champion many times over, but also as secretary to the Rallies committee during the period of greatest development of both road and special stage championships. Chairmanship of the Association was taken up in 1982, and only relinquished in 1988 to the more demanding role of General Secretary until 2004. Hazel has been in charge of the organisation of the AGM and Awards Presentation day since 1988, and between them, their household has looked after the distribution and posting of News and Clear Round since the early 1980's. They continue to be involved with various activities of the Association, including Rallycross, the Luncheon, book-keeping, News and Clear Round.

HOWARD WILCOCK: Howard joined the BTRDA Rally Committee in 1979 and has been involved with the BTRDA Rally Championships since 1987, firstly with the Clubmans Championship, and subsequently the Gold Star Championship, as Championship Co-ordinator. Throughout this period, his wholehearted commitment has been unstinting, his judgement and decisions taken about the format of the championship as a whole have been crystal clear, resulting in the Gold Star Championship being the pinnacle of clubman motorsport. He continues to be involved in the championship, and represents BTRDA on a number of MSA Committees

BRIAN MIDGLEY: Brian has been involved with BTRDA for over 40 years, principally associated with the production car trial world where he was committee chairman, and fierce competitor, for many of those years, whilst he was also responsible for the Association's awards for almost a decade. A constant and authoritative member of Council, he became a director of the Association upon its conversion to a Limited Company, and subsequently elected as President in 1989. His tenure of that position has seen the Association make great strides forward, both in its dealings with the MSA and in the motorsport world at large. His was the greatest contribution in the re-organisation of the Association into Holding, and Operational, companies that exist today.

Gold Star® Champions 2012

Allrounders	**Duncan Stephens**
Autotest	**Steven Ferguson**
Car Trial	**John Moffatt**
Forest Rally	**Shaun Gardener/Ben Innes**
Rallycross	**Gary Cook**
Sporting Trial	**Duncan Stephens**

AutoSolo Championship **Mike Biss**

BTRDA® Challenge Winners

Asphalt Rally FWD	**Matt Beebe/Paula Swiscoe**
Asphalt Rally RWD	**Richard Felgate/Mark Mason**
AutoSolo	**Paul Dallyn**

David Lapworth & Robert Reid with the Historic Sporting Trial Competitors at Catton Hall 75th Anniversary Celebrations

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