

# **BTRDA<sup>®</sup>**

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# **News**

**No. 218**

**Autumn 2018**



**BTRDA Forest Rally  
Gold Star Champions 2018  
Matt Edwards/Darren Garrod  
Photo: Kevin Money/Malcolm Almond**



## President's Notes September 2018

The week commencing the 3rd September was a sad one for me and for Motorsport generally. I heard on Monday that Bill Gwynne had passed away after a short illness and then on Saturday it was confirmed that Barrie " Whizzo" Williams had died.

Bill Gwynne was just a lovely man and as talented on 2 wheels as on 4. He was still a member of the MSA Rallies Committee and Chairman of the British Rally School organisation. The Bill Gwynne Rally School is probably the most famous in the country and he helped, not only a lot of BTRDA drivers, but also International drivers to become more proficient at their driving. He was a great friend of the BTRDA. He was a Champion Motocross rider winning the Welsh Titles in 1958 and 59 becoming a works rider for many manufacturer teams. When he moved into cars, he quickly became the man to beat, winning both the Motoring News and BTRDA Silver Star titles in 1977 and 1978. My thoughts are with Bill's family and many friends.

Barrie Williams was just a one off, a complete character and I was honoured to call him one of my friends. You always had fun in Barrie's company. I knew him for over 40 years. Although mainly known for his abilities in all types of racing cars, he started his motor sport career in rallying, winning the International Welsh Rally in 1964 in his private Mini against many works drivers. Life was just fun for Barrie and he made a career from his hobby.

A light has gone out in the Motorsport world for me this week.

And now for some happier news. Some of our Championships have already got their 2018 Champions. In Rallying I am delighted to see that , after some 14 years since he started in our BTRDA Forest Championship in his Astra 1300, Matt Edwards, ably co-driven by Duncan Garrod, has won the coveted Gold Star prize when he won the Woodpecker Rally and, at the time of writing I would not bet against him winning the British Rally Championship on next month's Rally GB.

George Lepley has had a brilliant season and has won the Silver Star Championship. I believe he is the youngest ever winner and its great to see him win in a front wheel drive car, well done George. At the other end of the scale Ernie Graham and Robin Kennard have won the Historic Cup on their Ford Escort Mk 2.

In the Autotest Championship, Malcolm Livingston has won both the BTRDA and the MSA Titles for 2018, just 24 years after Malcolm won the Gold Star Championship in 1994 !

You will find in this edition of BTRDA News, our accounts for 2017. The Association Board of Directors have agreed and signed off the accounts. It is good to see that we have made a profit, from a deficit in 2016. Of course the Asphalt series did not run in 2017 and the Forest series more than broke even whilst all our other Championships ran just about to budget, so a good year all in all. If any members have any comments or questions about these figures, then please email me on [mike.broad@live.co.uk](mailto:mike.broad@live.co.uk) and I shall try to answer them. I would like to thank Tim Beard, Mike Sones and Richard Yapp for all their work on the accounts side of the Association.

Finally, a reminder that we are holding the AGM and Prize Presentation Luncheon at Drayton Manor Park Hotel on SUNDAY 3RD FEBRUARY 2019 . Final details will be given in the Winter edition of BTRDA News.

### Mike Broad

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### PAST PRESIDENTS

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

## **BTRDA® Sporting Trials Championship**

Our winter trialling season has just started at the time of writing, with two “double header” weekends running, one in the Lake District and one in Cornwall, neatly bookending the country. On the first weekend in September we had the NPTCC's Stone Trough and Robin Jager trials, both on the huge Gale Hall site at Melmerby near Penrith. They attracted 19 and 23 entries respectively and local man Bryan Walker had a superb weekend, scoring 1<sup>st</sup> and 2<sup>nd</sup> places in his Jedi. Ian Wright won the Jager on Sunday in his Sherpa Indy to reinforce his leading British Championship score to date in 2018.

The following weekend the scene moved to Cornwall where Camel Vale MC's Robin Alexander Trial attracted just sixteen entries and Launceston and District MC's David Ayers Trial only managed to attract fifteen. Richard and Joe Sharp, having travelled all the way from York, took the win at the Alexander, and John Fack, whose MSR was not working, shared his twin brother Jerome's MSR to win the David Ayers. One noteworthy performance was local Blue Class driver Alan Murton, in his own built BAM 1600, who had a compete front suspension collapse on Saturday, but managed to repair it

overnight and scored an outstanding third equal overall with Ian Wright on Sunday, resolved by the tie break to give him fourth place in the points.

Here's hoping the level of entries starts to increase as the season progresses, sadly only 23 are currently listed for the forthcoming Pete Fear Trial at Ross on Wye.

There has been an ongoing and sometimes heated discussion for quite a while now about different types of differentials used in trials. The Blue Book rules state that “a non torque biasing differential must be used” but due to unavoidable inefficiencies in their design, every type of diff provides torque biasing to some degree. We all know that Limited Slip Differentials cannot be used but it seems that some conventional diffs are much more “limited” than others. This has caused a lot of comment particularly after some types of aftermarket diffs seemed to provide a performance advantage.

At an Open Meeting at Burton on Trent earlier this year a clear majority favoured a testing program to begin gathering data on diff performance, so now after more than a year of

### **Attention IRISH FERRY USERS, both new and existing.**

For some years now, Irish Ferries have provided BTRDA members with special motor racing rates and there is now a simple alteration to your existing booking procedure as follows:



Please continue to email your crossing details to Bryan Woolfall on [bryan.woolfall@irishferries.co.uk](mailto:bryan.woolfall@irishferries.co.uk)

However please now also include your discipline name and the name of the event that you are entering in order for the Irish Ferries team to cross reference them to the BTRDA event calendar as published in each BTRDA News and on the BTRDA website. Thank You

## BTRDA® Sporting Trials Championship

experimentation two different types of diff tester have proved to provide consistent results, and the Committee have decided at a recent meeting to mandate a program of testing and sealing diffs, followed up by an ongoing program of random testing.

One test that has been accepted by the Committee is based on a "chassis dyno" principle, the car is supported on free running rollers, and short prop shafts are fitted to each hub, these drive large disk brakes mounted on a frame and their calipers are mounted in such a way as to feed torque data to a computer via a pair of load cells. The two calipers are actuated by a "balance bar" braking system so the amount of braking on each wheel can be varied, and by varying the "balance" between the

brakes the diff action under load can be determined on a graph on the computer.

It has become obvious that there are large differences between different types of diff on test, and the test is clearly able to pick out the "stiff" ones. It should be noted that no diffs in use in sporting trials are Limited Slip Diffs, it is merely that some types of diff react differently to others under load whilst being completely "free" when unloaded.

There was an informal weekend of diff testing (using the device above) held at Peter Fensom's house a few weeks ago and it would appear that there is now a majority in favour of diff testing as a regular part of our sport on an ongoing basis. From extensive consultation carried out as part of the research into this subject it would appear

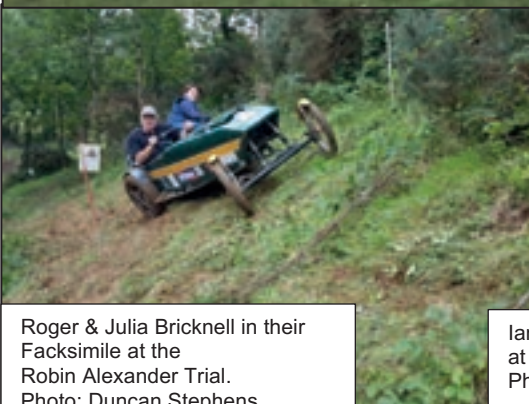
that our work may well have application in other motorsports where there have been questions of diff legality over the years.

Hopefully the longstanding and fractious diff argument in the sport is close to being closed and we can get on with keeping the "Sporting" uppermost in Trials, the message from our Chairman is "Official diff testing will start for the 2019 season".

**Julian Fack.**



It's rare to have a Sporting Trial spectator arrive by helicopter. Dave Richards visited the Peter Fear Trial on his way to Donington  
In the foreground is Stuart Beare driving his Sherpa Indy



Roger & Julia Bricknell in their Facksimile at the Robin Alexander Trial.  
Photo: Duncan Stephens



Ian Wright & Ray Bowen, Sherpa Indy at the Robin Alexander Trial.  
Photo: Duncan Stephens

# BTRDA® Sporting Trials Championship

## Top BTRDA Championship Positions after the Robin Jager Trial

Independent Red Class											
Position	Driver	Class	Axle	Total	Best 10	Average	Events	Four Turnings	Sporing Trial	Stone Trough	Robin Jager
1	Richard Sharp	Red	Indi	290	271	27.1	11	25	24	26	28
2	Stuart Beare	Red	Indi	256	256	25.6	10		20	23	25
3	George Watson	Red	Indi	230	230	23	10	27	19	25	22
4	Peter Fensom	Red	Indi	210	210	26.25	8	29	27	28	23
5	Ian Wright	Red	Indi	206	206	29.43	7		30	27	30
Independent Blue Class											
1	John Cole	Blue	Indi	202	202	20.2	10	23	14	19	18
2	Barry Hogg	Blue	Indi	98	98	24.5	4			22	
3	Pat Henson	Blue	Indi	80	80	20	4		15		19
4	Mike Readings	Blue	Indi	77	77	19.25	4			17	17
5	Nick Speed	Blue	Indi	65	65	21.67	3		18		
Live Red Class											
1	Brian Thornton	Red	Live	117	117	29.25	4				
2	Steve Courts	Red	Live	83	83	27.67	3		26		
3	Josh Veale	Red	Live	30	30	30	1				
Live Blue Class											
1	Arthur Carroll	Blue	Live	114	114	28.5	4		28		
2	Ross Bruce	Blue	Live	112	112	28	4		27		
3	Alan Baker	Blue	Live	84	84	28	3				
4	Dave Hailes	Blue	Live	81	81	27	3		29		
5	Dave Oliver	Blue	Live	25	25	25	1		25		
Rookie											
1	Mike Storrar	Rookie	Indi	90	90	15	6		7	17	19
2	Chris Hodgson	Rookie	Indi	80	80	20	4			19	20
3	Sam Beare	Rookie	Live	74	74	14.8	5		6		
4	Phil Blagden	Rookie	Live	21	21	7	3		N		
5	Neil Martin	Rookie	Live	17	17	8.5	2		5		
All Live Axle Classes											
1	Sam Beare	Rookie	Live	135	135	27	5		24		
2	Brian Thornton	Red	Live	117	117	29.25	4				
3	Arthur Carroll	Blue	Live	114	114	28.5	4		28		
4	Ross Bruce	Blue	Live	112	112	28	4		27		
5	Alan Baker	Blue	Live	84	84	28	3				
All Driver Classes											
1	Richard Sharp	Red	Indi	287	270	27	11	25	23	26	28
2	Stuart Beare	Red	Indi	249	249	24.9	10		17	23	25
3	George Watson	Red	Indi	219	219	21.9	10	27	16	25	21
4	Peter Fensom	Red	Indi	207	207	25.88	8	29	27	28	22
5	Ian Wright	Red	Indi	206	206	29.43	7		30	27	30

# BTRDA® Sporting Trials Championship



## 2018 MSA British Championship Provisional Top Scorers Scores after the Presidents Trial

All Competitors												
Position	Driver	Class	Axle	Total	Best 9	Average	Events	Walsingham	Peter Blankstone	Stuart Butterfield	Stone Trough	Presidents
1	Ian Wright	Red	Indi	86	86	14.33	6	12	15			
2	Richard Sharp	Red	Indi	78	78	11.14	7	11	13			
3	Stuart Beare	Red	Indi	72	72	10.29	7	8	10			
4	Bryan Walker	Red	Indi	43	43	14.33	3	15	14			
5	Roland Uglow	Red	Indi	42	42	14	3					
6	George Watson	Red	Indi	40	40	6.67	6	10	6			
7	Simon Kingsley	Red	Indi	37	37	12.33	3	14	12			
8	Peter Fensom	Red	Indi	36	36	9	4	13	7			
9	Jerome Fack	Red	Indi	35	35	7	5	9	8			
10	Julian Fack	Red	Indi	29	29	9.67	3					
11	Bob Packham	Blue	Live	28	28	9.33	3	6	9			
12	John Fack	Red	Indi	28	28	9.33	3					
13	Boyd Webster	Red	Indi	23	23	11.5	2		N			
14	John Cole	Blue	Indi	19	19	3.17	6	3	2			
15	Barry Hogg	Blue	Indi	18	18	9	2	7				
16	Pat Henson	Blue	Indi	17	17	5.67	3		3			
17	Ross Bruce	Blue	Live	16	16	5.33	3					
18	Arthur Carroll	Blue	Live	16	16	5.33	3					
19	Josh Veale	Red	Live	14	14	14	1					
20	Ian Wright	Red	Indi	86	86	14.33	6	12	15			
All Live Axle Classes												
1	Bob Packham	Blue	Live	28	28	9.33	3	6	9			
2	Ross Bruce	Blue	Live	16	16	5.33	3					
3	Arthur Carroll	Blue	Live	16	16	5.33	3					
4	Josh Veale	Red	Live	14	14	14	1					
5	Sam Beare	Rookie	Live	12	12	3	4					
6	Brian Thornton	Red	Live	12	12	6	2					
7	Steve Courts	Red	Live	11	11	5.5	2					
8	Phil Blagden	Rookie	Live	7	7	2.33	3					
9	Alan Baker	Blue	Live	4	4	4	1					
10	Dave Hailes	Blue	Live	3	3	1.5	2					



# **BTRDA<sup>®</sup> Car Trials Championship**

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## **LOW DOWN TORQUE**

Welcome to the last *News* before our end of season Grand Final trial, and please accept my apologies for the brief reports on our last 5 qualifying rounds. I'm indebted to Duncan Stephens for originating the event reports, which are initially written around tight weekly deadlines for Motorsport News.

It's certainly been a year of extremes in the weather dept. with the snow in February/March and then the extended heatwave throughout the summer (although not in the Outer Hebrides when I was holidaying in July!). When the ground is dry and hard it does take its toll on our more fragile cars and tends not to favour those of us that prefer the "trickling" element of the sport. Nevertheless, aside from the dominant Mark Hoppe in his well-sorted Melos, we've had four other event winners, and all in front-wheel-drive cars as it turns out.

Your championship committee will be meeting shortly to put the current year to bed and to look at the near and not so near future before issuing the 2019 Championship Rules and Calendar. Any changes to the Rules will be incorporated in

a Newsletter and feature on our web site, before appearing in the Winter issue of *News* and the Championship Rules document itself.

Quite where we stand with hybrid cars, or all-electric cars come to that, remains to be seen. Will we have to start measuring cars in watts or bhp rather than swept volume, and quite where we will need to be with tyre pressures one can but guess. If electric power is intelligently sent to (or not sent to) individual wheels then do we have a fabulous form of traction control – I rather think we do. Mmmn! Watch this space, and of course anything relevant our friends at the MSA might publish. (I was going to use the words "put out" but that phrase is used in the context of unwanted fires, and it's not for me to tempt fate).

Right now, I'm looking forward to a super-competitive Grand Final trial down on the Somerset/Dorset border; more on this in the next mag and online, of course.

**Neil Mackay**

neil.mackay.home@btinternet.com

## **Wyre Forest Trial, 10 June**

Well, we can't win them all. On this occasion a non-BTRDA driver (but the extremely capable Philip Buckle) won the Wyre Forest Car Trial in a borrowed Citroen Saxo, despite three car failures in his class. Neil Mackay pushed Buckle initially but total electrical failure in his ageing AX after lunch halted his challenge and similarly Ray Jacobs' Saxo gearbox failure halted him, enabling Buckle to clean up ahead of Rupert North in the ubiquitous yellow Mini.

Mark Hoppe (Dutton Melos) took yet another BTRDA Spoon in Class 3 with second overall; whilst brother-in-law Shawn Franklin came from behind in the last round of eight hills to win Class 1 with a stunning round. Prior to this Barrie Parker (Fiat 600) and Henry Kitching (Vauxhall Corsa) had lead the class with a huge class battle between all three drivers.

Similarly Class 3 saw the leading four covered by just five points. John Charles (Liege) nearly surprised all but for a costly six points just before lunch hindering him to third. Dick Glossop in a similar car had dropped an equally costly seven during the first round, resulting in fourth in class



**John Charles**

**Photo: Duncan Stephens**



## **BTRDA<sup>®</sup> Car Trials Championship**

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with Steve Courts upholding Imp honours with second in class behind Hoppe.

Despite a broken driveshaft in his Corsa, Dave Walker managed to take third in Class 2, a point ahead of the immaculate VW Golf GTi of

### **Wye Valley Trial, 24 June**

Mark Hoppe (Dutton Melos) won his fourth trial of the year, oozing with confidence all day despite misrouting on a section on the first round which cost him eight of his daily total of twelve points. Extremely dry, steep, twisty conditions suited the rear wheel drive class with Hoppe continuing his domination.

Shawn Franklin (Citroen Saxo) slowly opened an advantage in Class 1 over Barrie Parker (Fiat 600) to win by fourteen points and take second

overall. Trevor Moffatt (Vauxhall Corsa) challenged in the morning but slipped back behind Nick Pollitt (Suzuki Swift) and losing on a tie break. Rupert North (Mini) won Class 2 from Neil Mackay (AX GT) by a handful of points to complete the podium overall.

John Charles had his best result yet at national level with second in class to Hoppe and fourth overall with a very consistent day, beating fellow Liege driver Dick Glossop by a single point.

### **Gerry Evans Memorial Cymru Trial, Saturday 21 July**

Trevor Moffatt sprang a surprise at the Gerry Evans Cymru trial, taking the overall win in exceptionally dry conditions and in a highly competitive Class 1. Moffatt (Vauxhall Corsa) led from the start, battling with Henry Kitching (who had repaired his Corsa two days before following a gearbox breakage mid-week). During the afternoon, Moffatt extended his lead,

dropping just one point, with Kitching dropping back. Shawn Franklin (Citroen Saxo) could have challenged but for a wrong route off the start line on the second section costing a very expensive twelve points.

Dick Glossop (Liege) won Class 3, dropping just seven points all day with a particularly inspired climb before lunch. Garry Preston (Fiat 127) won Class 2 by a single point over Rupert North (Mini) and they finished fourth and fifth overall.

Mark Hoppe and Kevin Roberts couldn't be split, completing the top ten overall, both Duttons dropping points on the same hills but proving enough for Hoppe to regain the British championship he last won in 2015.

Trevor Moffatt was delighted that his name would be added to the famous trophy twenty six years after his father Bill last won the trial.



**Trevor Moffatt**  
**Photo: Duncan Stephens**

### **HCC Wales Trial, Sunday 22 July**

Rupert North, the outgoing British champion, showed some of his championship winning skills with a stunning day at the HCC Wales Car Trial, just finding room for his Mini. Tough sections challenged drivers and cars to the limit. In Class 1, Henry Kitching (Vauxhall Corsa) and Shawn Franklin (Citroen Saxo) had a day long battle with Kitching overhauling him over the final eight

sections by a single point, taking second overall but any chance of overall was hindered by two car failures in the class.

Mark Hoppe (Dutton Melos) snatched the rear wheel drive class on the final section for fourth overall, after Dave Oliver (Hillman Imp) slipped off a camber, costing ten points and dropping to third in class, four points back. Early sections

## **BTRDA<sup>®</sup> Car Trials Championship**

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proved very challenging with conditions quickly drying, necessitating the introduction of restarts on many sections.

Garry Preston in the Fiat 127 inherited the Class 2 win after North's overall win, achieving eighth overall.

### **Ernest Owen Memorial Trial, 2 September**

Mark Hoppe's sublime season concluded at the final qualifying round of the championship with his fifth overall win of the year. Extremely dry and steep conditions saw him drop just twelve points over thirty long hills in his Dutton Melos. He shared the car with brother-in-law Shawn Franklin, who outclimbed him on the first hill but dropped back to fifth in a very competitive class.

Colin Reid returned in his VW Golf GTi, having rebuilt the engine, and also drove superbly, dominating the front wheel drive class to finish nearly forty points ahead of fellow Golf driver Simon Harris with Rupert North struggling for grip in his little Mini. Neil Mackay's tales of woe with the non-finishing AX continued, this time with a broken final drive.

Trevor Moffatt (Vauxhall Corsa) was challenged all day by Nick Pollitt (Suzuki Swift) in Class 1, finishing just seven points apart in third and fourth overall.

Kevin Roberts was led most of the day by his young son Ifan but a front wishbone failure on the Dutton Phaeton towards the end of the day dropped them both back, handing the class win to Dave Oliver in his Imp on a tie break from Kevin. Steve Courts retired his Imp at the lunch break before it too broke its final drive.

And so ended our last event in the qualifying rounds, following the withdrawal of the Gaby Mohr Memorial trial originally scheduled for the following week. We hope to see this back in next year's championship.

### **Scorer's Snippets 7<sup>th</sup> September 2018**

I spoke too soon. After the disrupted start to our championship year, things were then going quite well. Then, with commendable notice but some disappointment we heard that Wolverhampton & SSCC had to cancel the Gaby Mohr Trial due to site unavailability. After some e-discussion, the BTRDA Trials Committee decided to invoke the rule where they can vary the number of scores required to qualify for the final, the scores to count towards the stars (plus the Final scores) and also the scores to count for the Jack Williams Trophy. And it is almost more complicated than it sounds!

The change in scoring/qualifying numbers has allowed three more drivers to attend the final, and although they will have little (read: no) chance of winning a Star, they could do well in the classes and even unintentionally spike others' hopes.

Mark Hoppé is the only driver to be taking the full five maximums to the Final, and with past performances through this season and with the Final being on his home territory, he has to be the favourite. Or is he? There are no less than six drivers within four points of the maximum, so the Gold Star<sup>®</sup> winner could be any of those six.

Barrie Parker, Shawn Franklin, Henry Kitching and Trevor Moffatt will be battling it out, no doubt and Nick Pollitt could do damage (to their hopes) with his Swift.

We understand that John Charles will not be able to be at the Final, but Dick Glossop holds Liege honours, and he hopes Bronze or even Gold could be his at the end of competition. If John doesn't attend, then current third placed driver in the Bronze Star is young Ivan (Mike) Roberts..... What a fantastic achievement that would be. I dare say no more! Kevin Roberts could also do well at a site he's attended a few times. Rupert North and Garry Preston top the Class Two qualifiers, and with only Neil Mackay, Dave Walker and me to contend against either of them might sneak it. It could be the first year that the event overall winner doesn't win the Gold Star, but we'll see on Sunday 7th October on the Somerset/Dorset borders. I wish Clerk of the Course Andy Webb the best of luck with the weather and that he finds the best hills that the site can offer him. I'm sure he will.

**Simon Harris**



Andy Webb  
Ifan Roberts



Dick Glossop  
Neil Mackay



Wye Valley Trial  
Photos by Angela Danby



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## Autosport International BTRDA Clubman's Rallycross Championship in partnership with Toyo Tires

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### Rounds 5 & 6 Pembrey Circuit, Llanelli, 14<sup>th</sup> & 15<sup>th</sup> July

It was a weekend of sun cream, ingenious cooling fans, plenty of fluids and very important tyre choices as we headed to sunny Pembrey for our second double header.

**HT Installations Category** Junior Rallycross driver Luke Constantine strengthened his position at the top of the overall table by taking victories on both days at Pembrey. The circuit was run in the clockwise direction on Saturday and anticlockwise on Sunday but that made little difference to Luke who was simply victorious. Saturday's final saw older brother Tom finishing third, cousin James finishing in between them for second in what was exciting and close racing which of course meant a Constantine/Swift podium lock out again! Sunday's race saw Luke and Tom finishing first and second with local driver Archie Thomas taking third as well as impressively setting FTD in the second heats. James retired with suspension damage and Morgan Wroot, racing his new Swift was obliged to sit out the final with engine issues.

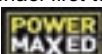
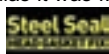
**Albatec Racings Production 4x4 Category** saw Dan Beattie, Subaru Impreza, dominating Saturday. He qualified on pole for the A final, and with neither of the Mannings at the event for him to keep an eye on plus Paul Davis in an Impreza having a spin on lap 2, Dan went on to dominate the race from both Paul and Tracey Bennett. More of the same treatment was dispensed by Dan on Sunday, when again he qualified on pole, and won a trouble-free final from Paul by 3 seconds. Tracey didn't start the final due to engine problems, discretion overcame the desire to race when some of the effects of the steam that came from the Bennett camp eventually stopped, the decision was made to take something home that resembled an engine - no doubt some of the cause was the extreme heat of the weekend.

**RaceBred Auctions, Clubman 4x4 Category** driver Nigel Burke in his Subaru Impreza qualified on pole for the A final on Saturday but was beaten into the first corner by Michael Morris, also in an Impreza. Nigel, keen to get his first place back tried the outside line in the first hairpin but disappeared off the track in a cloud of dust. By lap 3 Nigel was catching Michael back up, but alas it was Michael first to

the chequered flag and took the win. Darragh Morris did not compete the final, having retired in heat 2 with a blown turbo. Sunday saw a change in results, with Nigel leading off the line and holding his position ahead of Michael. It quickly became clear however that Michael Morris was slowing and he subsequently retired with engine problems on that first lap. A comfortable win for Nigel followed.

Pat Ryan, Vauxhall Nova, and Tony Lynch, Ford KA Sport, in the **AS Performance SuperModified Category** continued their season long battle which again didn't disappoint spectators. Saturday saw Pat fastest in the heats which put him on pole for the final with Tony right next to him. They left the line together and were side by side around the first few corners, before having a slight coming together which put Tony into the finish line marker bales and down into 7th place. Although they tangled Pat was able to hold on to take the lead and never looked back, Fred Ling, Fiesta Mk6 ST, was second followed by Paul Johnson, BMW M3, in 3<sup>rd</sup>. Tony clawed his way back up to 4th place.

Sunday told a different story. Tony was fastest in 2 of the 3 heats ensuring the A final was again very interesting to watch. Tony and Pat were close for the whole race, Pat catching Tony on the loose and Tony, determined not to make any mistakes, grateful for the arrival of the tarmac and pulling away. It was Tony who crossed the line just less than two tenths ahead, Fred Ling pushed them hard for first 2 laps until a mistake dropped him back, finishing 3<sup>rd</sup>. Paul Johnson came home 4th after a very close battle with Nick Angrave, Honda Integra type R. Peter Wharton and Gary Mitchell found themselves with annoying technical troubles on Saturday and not scoring any points on Sunday. Joining the grids for the weekend was BTRDA's first Junior RX Champion (2003) and local driver Grant Rees. This time he drove his BMW Mini Cooper S however he broke a rear radius arm on Saturday so went the few miles back home and got another one. On Sunday he suffered head gasket issues but was somewhat relieved that the Mini's air con worked all weekend.



## Autosport International BTRDA Clubman's Rallycross Championship in partnership with Toyo Tires

### In the Mel William Tyres Production

**Category** Luke Mason, Peugeot 106 GTi, had 2 great heat times putting him on pole in the A final. Dale Ford, Citroen Saxo VTS, beat him off the line though and had a clear win. The racing behind Dale was close with Keith Kerrshaawe, Peugeot 106 GTi beating Luke Mason from Andrew Smith, Renault Clio 172, who had Nathan Jones, Honda Civic Type R close behind, 1 second covers the top 4. Regrettably for Dale he was disqualified from the race results due a technical infringement promoting Keith into first place, Luke to second and Andrew Smith third. Sunday saw a different result much to Andrew Smith's delight – he was on home ground after all. Andrew qualified on pole and made the best of a great start by avoiding the numerous wing mirrors and the like which were shed at the first corner. The race can best be described as something of a chaotic first 2 laps, Andrew wasn't too worried, it was all going on behind him. He lead to the flag winning by 2 seconds from Keith Kerrshaawe and Dale Ford. Joe Meskasukas, Citroen C2 VTS retired on lap

1 with a broken gearbox with Krysstof Kozon, Citroen Saxo VTS, suffering a light roll on lap 2 having claimed a fastest heat time during the day. Dave Martin was disappointed not to make the grid having won the B final from Sue Lane. A fire put a stop to him taking 9<sup>th</sup> place on the grid.

Dave Ewin, Fiesta Evo set some great times in Saturdays heats giving him pole in the **Steve Gaunt Trailers Pre 1995 Classic Category A** final. However Ryan Taylor, BMW E30, was well on it once the lights went to green and took the win. David Edwin and Ryan Stutchbury, Peugeot 206 GTi had a great 6 lap battle, Dave finished second and Ryan 3rd, they were nose to tail over the line. Having fixed gear box issues from Saturday Shaun Buckley, Escort Mk 2, led Sundays A off the line final hotly chased by Ryan Stutchbury while Ryan Taylor ran wide and off the circuit. It was close racing between Ryan and Shaun until Shaun got a puncture on lap 2 and dropped to 5<sup>th</sup>. Ryan Stutchbury went onto take a clear win from Ryan Taylor (they both ran on hard Michelins both days) with Dave Ewin finishing third.

BBQ's and a sunny weekend ensured that there was a buzz around the paddock which was all about the upcoming Lydden Hill September meeting, it will be a new circuit for probably 75% of the registered members and it's safe to say that they were all looking forward to it. As they do at our Croft final event some of RX's dedicated European drivers are promising to join us along with a few local MSA Championship regulars. It's likely that entry levels will be similar to Croft, around the 80 mark is expected. Now that will be a weekend to look forward to!



Ryan Taylor at Round 5 Pembrey  
Photo: Sarah Hall Motorsport and Media

### The Ryan Lawford Memorial Rallycross Lydden Hill Race Circuit Saturday 8<sup>th</sup> September, Round 7

BTRDA Clubman's Rallycross returned to Lydden Hill, recognised as the Home of Rallycross, after a gap of some 5 years. Visiting drivers from as far away as Norway and Latvia took the opportunity to join us, along with others

from Belgium, Germany and Ireland. Regulars of the MSA British RX Championship also joined us so that took the entry to a very strong 85 cars, and with a good number never having raced at Lydden Hill before, plus the joker lap was slotted



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into the days race plans for the first time this year. All of that meant that we were set for a great days racing.

The event also paid tribute to Ryan Lawford, a very talented Rallycross driver who also worked for local hero Will Gollop, probably GBs most famous European Rallycross Champion (1992). Ryan then went on to become race engineer to Andy Jordan whose name all will know from BTCC and who was our Best Newcomer in 2004 and Star of the Future (Junior Rallycross Champion) in 2004 & 2005. Ryan sadly died some 5 years ago and is still very much missed in Rallycross, by Will and certainly by the Eurotech BTCC team. Therefore, fittingly, the event boasted a special extra race, the Ryan Lawford Memorial Super Final. Thanks must go to Will for donating one of his hard fought for European RX event trophies as the winner's trophy in the end of day Super Final. Will has now retired from rallycross but not from golf, of course he chose the sport forever linked with rallycross thanks to a very much watched Top Gear programme! Darren Scott, a good friend of Ryan's and running Ryan's race number 727 especially for this meeting also donated a Driver of the Day trophy in remembrance.

### Mel Williams Tyres Production Category

The greater entry level meant that finals would take place at this event down to a C final with onny Chrisp and visitor Charlie Gevaux capitalising on their front row grid positions and finishing first and second, promoting them on to

the back row of the B final grid. Their day ended in the B Final though with visitor Slawomir Woloch and Dale Ford moving forward to the A Final leaving a somewhat disappointed Joe Meskauskas to finish third.

Sue Lane drove well in two of her heats and claiming pole for the A Final with Championship regular Andrew Smith in centre position and visitor Ciaran Murphy, who had been promisingly quick all day, on the outside. Sue's start wasn't her best, and with a tangle in the first corner, she went off the course, re-joined, but eventually finished last. It was Andrew Smith who lead the field and is likely still kicking himself as he suffered a self-inflicted spin while taking his joker lap on lap four. He promptly lost the lead to promising and waiting Irish visitor Ciaran with Jarek Suchoweicki finishing second, his best finish of the season so far and ahead of visitor Slawomir Woloch in third. Andrew finished seventh. Sue Lane's conciliation prize came at the end of the day in the form of Darren Scott's Driver of the Day award for putting her Honda on pole for the A Final.

Disappointments of the day for sure will go to Steve Hickey who suffered damage in his first heat and was grateful to the Irish guys alongside him in the paddock who helped him get out at least for the third heats, Steve Gaunt who suffered engine issues and Mark Henry in his first Championship event this year who suffered the same sump guard issues as he did on his last Lydden visit!

**Tony Lynch, Aldis Valters, Leigh-Anne Sedgewick  
at Lydden**

**Photo: Trevor Coulson**



### Albatec Engineering Production 4 x 4 Category

Should anyone think to say that a race with 3 cars can't be exciting then please make sure that you watch the tv coverage to be proved wrong. The A final saw Dan Beattie and Paul Davis continue their season long tussle with Paul making the best start from the lights and claiming the lead only after turn two. Waiting in the wings however was the local Canterbury plumber Darren Clark who has been missing from the Championship so far this year. Watching the tussle unfold in front





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of him he decided to joker on the first lap and surprise Dan and Paul who were still battling hard, Darren pinched the lead off them at the hairpin and went on to take the victory. Delighted by his move, he happily admitted that he felt that one of them was doable and two was, well, a real bonus. Tracey Bennett's Subaru suffered issues from heat 2 onwards while Nick Potters first Championship appearance in his Subaru this year saw him struggling with clutch issues from heat one onwards. Neither of them made the grid for the final.

### HT Installation Junior Rallycross Category

One of the surprises of the day was from one of our young visitors from Latvia, Roberts Vitols in his Suzuki Swift. With visibly blistering starts he set two fastest times to take pole for the A final, the first time this year that a Constantine in a Swift has not sat on pole. Sadly, his race ended with a technical fault on the last lap of the race leaving Luke Constantine, Championship leader to head up a Constantine family victory from older brother Tom in second and cousin James in third. Last lap problems also claimed Morgan Wroot who did not make not to the flag leaving Eleanor Corner and Amy Baines to battle it out for fourth and fifth respectively.

### AS Performance SuperModified Category

It's highly likely that one of the three most disappointed drivers of the weekend was Kenneth Kristansen from Norway, the one-man team set out on the Wednesday morning and

having caught two ferries he arrived at Lydden on Friday with his Volvo 242 RWD, fondly referred to occasionally as a rallycross brick. Showing everyone his quick pace in practise and heat one he was forced to retire with a blown engine and therefore left the event early for his long trip back home, but promising to return. Our German visitor, Heiko Paries who we last saw in 2016, was forced to retire his MG TF 160 with engine issues after practise and Kieran Curran, over from Ireland and sadly missing the Championship for the first year since he was our Overall Champion in 2015 was forced to retire when he ran out of spare CV joints.

The entry level again gave us a C Final, Krysztof Kozon with a change of car from the Production category to a BMW Mini Cooper and visitor Dan Flitcroft who simply dropped his Production category C2 into the SuperModified Category both going through to the back of the B Final. The B final was won by Paul Johnson in his BMW M3 with visitor Allan Tapscott in his RWD Corsa taking second.

Pole for the A Final went the way of local visitor Tristan Ovenden with 2 fastest heat times in his V6 Renault Clio, which he also uses to great effect in the BRX Championship. Overall Championship contender Tony Lynch was alongside him with visitor Darren Scott on the outside. Tony Lynch however simply refused to let Tristan have it all his own way, he took his joker lap early in the race and pushed very hard

indeed. Tristan took his joker lap on the final lap of the race, however he had somewhat backed off as his lead was so great and admitted afterwards that he was totally taken by surprise when Tony exited the joker lap section ahead of him and went on to win the race. Popular Belgian driver Jos Sterkens finished third in his wonderfully prepared and much photographed Mk1 Escort. Jos has promised to return but these days readily admits that he doesn't do the same number of events as he used to, which in



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some years could be as many as 29 in a season, the joys of living in mainland Europe.

### Steve Gaunt Classic Category

Seasoned Retro Rallycrosser and Lydden Hill expert Ray Morgan in his BDA Escort was a late joiner to the Championship and with the Classic Minis arriving in force at this event, the entry was the largest that we have seen this season. However not present this weekend was Ryan Taylor and Ryan Stutchbury took full advantage of that by ensuring that he pinched Taylor's top spot in the Classic Overall table off him, demoting him to second.

The Classic B Final was a six car all Mini affair putting a smile on everyone's face. Russell Crampton in his SuperMod Mini won with George Edwardes in his Classic version taking second. The A Final pole however went to Ray and unsurprisingly, to the seasoned rallycrossers present, he won but not before Richard Todd, who was one of the many who had not been to Lydden before tried everything that he knew to get past. Marc Jones who normally competes in the SuperModified Category in his MR2 finished third. Shaun Buckley didn't take up his final position and is having something of an up and down season.

### Ryan Lawford Memorial Super Final

The Super Final no longer forms part of a rallycross meeting however to celebrate Ryan it was fitting for the traditional format to be resurrected with the 10 fastest cars from all of the finals being invited to race again in the Super

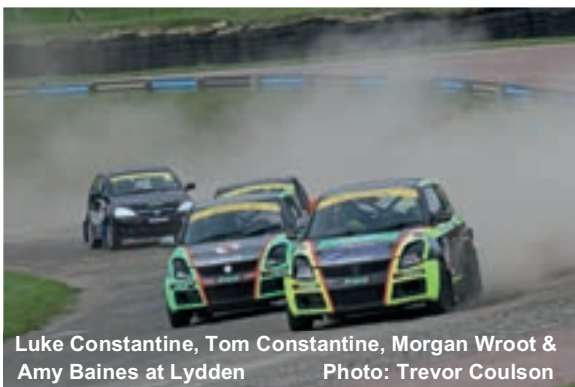
Final. It's an all or nothing race, one trophy is available and Will Gollop's donated trophy didn't move too far around the county, it went from its Whitstable home to the home of Tristan Ovenden who having been sharply reminded of how fast Tony Lynch is, made sure that this time he kept his foot well in and simply dominated the whole race. Tony finished second, long time rallycrosser and visitor Paul Coney finished third, the youngest driver on the grid Fred Lynch, our 2015 Best Newcomer, finished fifth having pushed Allan Tapscott as hard as possible giving them both an exciting race. Paul Johnson and Ricard Todd finished sixth and seventh but sadly Jos Sterkens retired in the second lap, Darren Scott and Ray Morgan were also non-finishers.

### At the end of the day....

Most drivers who had not been before really loved the track, particularly the Latvians who were keen to tell all that they had raced at the Home of Rallycross, so much so, before they set off on their return journey the SuperModified three car team could all be seen grabbing a selfie or two in front of the Lydden Hill Circuit inflatable arch. First stop Facebook, second stop Latvia.

The published scores reflect 2 dropped scores showing that it's very tight in the Overall Championship, Ryan Taylor being quite the loser this weekend. Tony Lynch is still leading the SuperModified Category but at the same time is fighting hard for Overall honours. Keith

Kershaawe is still in charge of the Production category. As we know Ryan Stutchbury has taken charge of the Classic Overall Category, Luke Constantine is leading the Junior Rallycross Category as well as the Overall Championship. By a strand of hair Dan Beattie has the Clubman 4 X 4 Category at the moment. Nigel Burke is in charge of **the RaceBred Auction Clubman 4 x 4 Category** and we will meet up with them in the final round at Croft on 27<sup>th</sup> October, for the other categories the next stop is Blyton for the penultimate found on 14<sup>th</sup> October.



Luke Constantine, Tom Constantine, Morgan Wroot & Amy Baines at Lydden Photo: Trevor Coulson

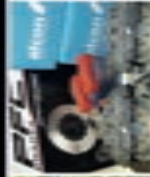




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# Autosport International BTRDA Clubman's Rallycross Championship in partnership with Toyo Tires

## Results after 7 round

<b>BTRDA Championship Overall ALL DROPPED SCORE TOTALS</b>		
1 <sup>st</sup>	Luke Constantine	200
2 <sup>nd</sup>	Tony Lynch	200
3 <sup>rd</sup>	Patrick Ryan	191
4 <sup>th</sup>	Tom Constantine	185
5 <sup>th</sup>	Keith Kerrshaawe	182



**BTRDA Supermodified Category**



**BTRDA Production Category**

<b>SuperModified Overall</b>		
1 <sup>st</sup>	Tony Lynch	200
2 <sup>nd</sup>	Pat Ryan	191
3 <sup>rd</sup>	Fred Ling	171
4 <sup>th</sup>	Marc Jones	169
5 <sup>th</sup>	Nick Angrave	153

<b>BTRDA Production Championship Overall</b>		
1 <sup>st</sup>	Keith Kerrshaawe	182
2 <sup>nd</sup>	Luke Mason	182
3 <sup>rd</sup>	Andrew Smith	181
4 <sup>th</sup>	Sue Lane	165
5 <sup>th</sup>	Dale Ford	163

<b>Up to 1600cc</b>		
1 <sup>st</sup>	Guy Corner	33

<b>Production 1400</b>		
1 <sup>st</sup>	Elliott Lewthwaite	33

<b>1601 to 2100cc</b>		
1 <sup>st</sup>	Pat Ryan	172
2 <sup>nd</sup>	Fred Ling	157
3 <sup>rd</sup>	David Brown	147

<b>Production 1600 8V</b>		
1 <sup>st</sup>	Trevor Beavan	165
2 <sup>nd</sup>	Tony Chrisp	89
3 <sup>rd</sup>	Jonny Chrisp	88

<b>Over 2101cc</b>		
1 <sup>st</sup>	Tony Lynch	200
2 <sup>nd</sup>	Marc Jones	181
3 <sup>rd</sup>	Nick Angrave	169

<b>Production 1600 16V</b>		
1 <sup>st</sup>	Keith Kerrshaawe	192
2 <sup>nd</sup>	Dale Ford	177
3 <sup>rd</sup>	Joe Meskauskas	155

<b>SuperModified BMW Mini</b>		
1 <sup>st</sup>	Leigh-Anne Sedgewick	132
2 <sup>nd</sup>	Krzysztof Kozon	30
3 <sup>rd</sup>	Stratis Hatzistefanis	28

<b>Production 1601 to 2000</b>		
1 <sup>st</sup>	Andrew Smith	175
2 <sup>nd</sup>	Sue Lane	168
3 <sup>rd</sup>	Nathan Jones	157



## Autosport International BTRDA Clubman's Rallycross Championship in partnership with Toyo Tires



### BTRDA Classic Category

Overall		
1 <sup>st</sup>	Ryan Taylor	194
2 <sup>nd</sup>	Ryan Stutchbury	183
3 <sup>rd</sup>	Dave Ewin	173

Classic Supermodified		
1 <sup>st</sup>	Ryan Stutchbury	160
2 <sup>nd</sup>	Dave Ewin	156
3 <sup>rd</sup>	Shaun Buckley	123

Classic Modified		
1 <sup>st</sup>	Ryan Taylor	165
2 <sup>nd</sup>	Richard Todd	157
3 <sup>rd</sup>	Mark Finch	149

Classic Mini		
1 <sup>st</sup>	Ian Clark	110
2 <sup>nd</sup>	Craig Truelove	67
3 <sup>rd</sup>	Todd Crooks	40



### Production 4 x 4 Category

1 <sup>st</sup>	Dan Beattie	177
2	Paul Davis	173
3	Tracey Bennett	155



### Clubman 4 x 4 Category

1 <sup>st</sup>	Nigel Burke	134
2	Andy Grant	80
3	Roger Thomas Liam Manning	37=



### Junior Rallycross

1 <sup>st</sup>	Luke Constantine	160
2	Tom Constantine	148
3	James Constantine	140

### TV Coverage

Follow the Championship on Motorsport TV (Sky 429 Virgin 545 Freesat 253), Premier Sports (Sky 866 Virgin 551) and Front Runner (Sky 431 Freesat 250) and our dedicated YouTube Channel.



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Hiring a car can be a great way to get involved, get started and to test your skills on the multi-surface sport of Rallycross.

Currently during the 2018 season there are 2 teams hiring Rallycross cars in the entry level Production category these include; '**R1 Motorsport**' and '**JDG Performance**'.

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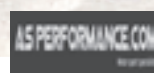
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## Jordan Road Surfacing BTRDA® Rally Series



### THE END IS NIGH!

With just the Trackrod Forest Stages to go to round off this year's Jordan Road Surfacing BTRDA Rally Series®, there are still a number of 'loose ends' to be sorted out before a definitive list of Award Winners can be published! However, already certain of their place at the top of the Jordan Road Surfacing BTRDA Gold Star® Championship points table, Matt Edwards/Darren Garrod won the penultimate round, the Eventsigns Woodpecker Stages, in their Fiesta to add to similar victories on the Rallynuts, Plains and Nicky Grist Stages Rallies and, when it comes to dropped scores, nothing trumps a maximum!

Outgoing Gold Star Champions Stephen Petch/Michael Wilkinson (Fiesta WRC) arrive in Filey for the start of the Trackrod in runners-up spot, but must be wary of the similar car of Luke Francis/ John H Roberts that has so far finished 2<sup>nd</sup> on four occasions this year. Another one in Yorkshire could see them demoting Petch/Wilkinson to the final podium spot - so, everything to play for there!...

Any thoughts of a good result on the Woodpecker that Hugh Hunter/Rob Fagg were harbouring were dashed on the opening stage when their Fiesta suffered terminal engine problems.

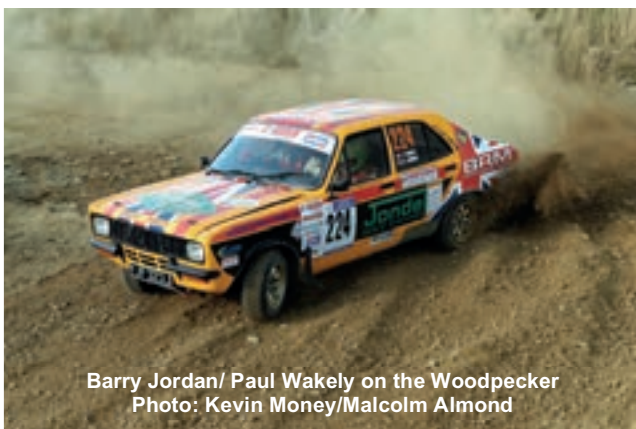
Having led the battle for Class B13 prior to the Woodpecker Stages, Ian Joel/Graeme Wood

suffered suspension damage to their hitherto pristine Escort Cosworth and the subsequent DNF has allowed Matthew Hirst/Declan Dear (Mitsubishi Lancer EVO9) and the Impreza of Lee & Craig Burgess to nip ahead of them. So, once again, there'll be a fair amount of jockeying for position on the North York Moors!

It's a good job that Russ Thompson/Andy Murphy had already clinched the BTRDA Production Cup® on the Nicky Grist Stages in July as their Lancer EVO9 succumbed to gearbox failure on the fourth of the seven Woodpecker stages, ensuring that they took no further part in the proceedings. Season-long rivals - and former Production Cup winners themselves - Pat Naylor/Ian Lawrence won the battle, but not the war, with 6<sup>th</sup> overall on the penultimate round to ensure their runners-up spot in the table is safe.

Top dogs in the MRF Fiesta ST Trophy on the Woodpecker Stages, James Giddings/Sion Cunliff, retain their series lead, with the Tordoffs, Mat & Tim, in 2<sup>nd</sup>. However, they both need to keep a wary eye out for young Ewan Tindall, co-driven by Paul Hudson, who - with all the usual caveats! - could just have pushed both crews down a place by the finish of the Trackrod....

In line with current trends, one of the innovations for the 2018 BTRDA Rally Series was the introduction of the BTRDA Rallye R2 Cup. Fourteen drivers have scored points at some time during the season but, totally out-performing anyone who dared to get in their way, George Lepley/Tom Woodburn have taken their Fiesta to maximum points scores on all six occasions to-date. Through their Road to Wales scheme, the organisers of Wales Rally GB had donated a free entry to the National section of this year's event to the BTRDA to award as they saw fit. It was decided that the leaders of the R2 Cup at



Barry Jordan/ Paul Wakely on the Woodpecker  
Photo: Kevin Money/Malcolm Almond







## Jordan Road Surfacing BTRDA® Rally Series



the conclusion of the Woodpecker Stages - due to the timing of WRGB, it was not practical to wait until the end of the season - would benefit from the prize drive. Notwithstanding, such was Lepley/Woodburn's domination of the category that 1. they made sure of victory after the Nicky Grist Stages and 2. a similar monopoly of the two-wheel drive Jordan Road Surfacing Silver Star® Championship saw to it that they arrived in Ludlow for the start of the Woodpecker as overall leaders of that as well and, without any R2 Cup constraints to hinder them, went all-out for victory - and were successful! 15<sup>th</sup> overall saw them arrive home as the top BTRDA 2WD crew which has now seen them clinch Silver Star as well. It's the first time that a front-wheel drive car has won the Silver Star Championship for more than a decade!....

Possible contenders for the title prior to the Woodpecker, Rob Dennis/Andy Boswell, had a day to forget in the Welsh Marches. Their Escort slid sideways into a bank at speed in Haye Park and, in addition to some body damage, suffered a puncture. They stopped, changed the offending wheel and carried on - probably because of the adrenalin that was pumping through their bodies, they thought nothing of it, apart from annoyance at the time loss. However, they both soon began to feel rather unwell, such that they were forced to call on the medics to have a look at them. Rib damage in both cases was suspected but, whatever, their

challenge for the 2018 BTRDA Silver Star Championship was at an end....

Ernie Graham/Robin Kellard will finish their BTRDA Historic Cup season with a full house - their Escort MkII has already accrued five maximum scores which puts it just out of reach of the Hillman Avenger of series sponsor Barry Jordan and co-driver Paul Wakely. Tom Coughtrie's Mitsubishi Galant VR4 could, conceivably, demote Barry to 3<sup>rd</sup> in Yorkshire and, so, you couldn't blame him for trying, could you?....

With the MSA's recent relaxation of the rules in respect of running orders on rallies, hopes are high that, in time to come, the dramatic decline in numbers witnessed over the past few years will begin to be addressed. Most seriously affected have been the BTRDA 1400 & Rally First Championships but that's not to decry the commitment from those currently actively involved! The 1400 Championship is finely poised - Dave Brick leads the table in his Nova with Chris Powell, who retired his Talbot Sunbeam on the Woodpecker, 2<sup>nd</sup>. However, were Powell to take a maximum on the Trackrod and Brick not score, the two would finish on equal points, with Powell getting the nod by dint of a greater number of maximums! No pressure, then....

A good run from Tommi Meadows (Ford Ka) on the final round could also prove beneficial, while similar performances from Kieran Darrington and Stuart Spyer (Corsas) and Richard Cole (Escort), none of whom completed the Woodpecker, wouldn't do their end-of-season standings any harm either!

Team-mates Guy Butler and Matt Baddeley, in their respective Toyota Corolla T Sports, are joint leaders the BTRDA Rally First® Championship.

Hence, first one home in Yorkshire gets it -



Ewan Tindall/Paul Hudson on the Nicky Grist Stages  
Photo: Kevin Money/Malcolm Almond





## Jordan Road Surfacing BTRDA® Rally Series



always supposing, that is, that Sam & Liam Johnson aren't allowed to rain on their parade and take their Seat Arosa to what would be their fourth maximum of the season....

The MAXXIS MSA English Rally Championship is now in full swing and competition is extremely tight. A graphic illustration of the strength and depth of competition would focus on Ian Joel who arrived at the start of the Woodpecker as series leader but, following his aforementioned

demise, actually dropped ten places in the points table! Taking his place is the ubiquitous George Lepley (Fiesta) who has the narrowest of margins - one point! - over Matt Edwards (Fiesta), himself a mere two points in front of Tommi Meadows (Ka). Ernie Graham (Escort MkII) is another single point adrift in 4<sup>th</sup> place, with Dave Brick (Nova) and Matthew Hirst (Lancer EVO9) rounding off the Top Six.

Unlike the BTRDA Series, the MAXXIS English Championship still has the Wyedean Stages, in early November, to go before everything is declared final. Surely, there'll be some badly-bitten fingernails by then!

Further details of the Jordan Road Surfacing BTRDA Rally Series can be found at: [www.btrdarally.com/](http://www.btrdarally.com/) and, likewise, all you need to know about the MAXXIS MSA English Rally Championship is available at: [www.englishrally.co.uk/](http://www.englishrally.co.uk/)



Tommi Meadows/Emma Morrison on the Woodpecker  
Photo: Kevin Money/Malcolm Almond

**ANDREW HALL**



Chris Powell/Jim Lewis on the Nicky Grist Stages  
Photo: Kevin Money/Malcolm Almond





## Jordan Road Surfacing BTRDA® Rally Series



### Gold Star Championship

	Overall Driver	Points
1	Matt Edwards	148
2	Stephen Petch	132
3	Russ Thompson	120
4	Paul Bird	114
5	George Lepley	108
	Overall Co-Driver	Points
1	Darren Garrod	148
2	Michael Wilkinson	133
3	Andy Murphy	122
4	Tom Woodburn	116
5	Jack Morton	114

### Silver Star Championship

	Overall Driver	Points
1	George Lepley	138
2	Andy Davison	126
3	Ernie Graham	118
4	Robert Dennis	105
5	Allan McDowall	96
	Overall Co-Driver	Points
1	Tom Woodburn	140
2	Tom Murphy	129
3	Robin Kellard	119
4	Gavin Heseltine	98
5	Toby Brick	98

### 1400 Championship

	Overall Driver	Points
1	Dave Brick	141
2	Chris Powell	112
3	Tommi Meadows	111
4	Kieran Darrington	106
5	Richard Cole	100

	Overall Co-Driver	Points
1	Toby Brick	144
2	Jim Lewis	113
3	Peter Williams	100
4	Emma Morrison	58
5	Phil King	58

### BTRDA Rally First Championship



Driver	Points	Co-driver	Points
Guy Butler	108	Liam Johnson	91
Matthew Baddeley	108	Rhodri Williams	59
Sam Johnson	91	Alex Booth	33

### The Historic Cup



Driver	Points	Co-driver	Points
Ernie Graham	100	Robin Kellard	100
Barry Jordan	80	Paul Wakely	80
Tom Coughtrie	68	Mike Crawford	41





## Jordan Road Surfacing BTRDA® Rally Series



### BTRDA Production Cup



Driver	Points	Co-driver	Points
Russ Thompson	98	Andy Murphy	98
Patrick Naylor	91	Ian Lawrence	91
James Giddings	76	Sion Cunliff	76

### BTRDA Rallye R2 Cup



Driver	Points	Co-driver	Points
George Lepley	100	Tom Woodburn	100
Robert Vardy	72	Keaton Williams	73
Tony Simpson	64	Steven Davey	63

### Fiesta ST Trophy



Driver	Points	Co-driver	Points
James Giddings	90	Sion Cunliff	90
Mathew Tordoff	84	Tim Tordoff	84
Ewan Tindall	73	Paul Hudson	73



	Driver	Points		Co-driver	Points
1	George Lepley	73		Tom Woodburn	73
2	Matt Edwards	72		Darren Garrod	73
3	Tommi Meadows	70		Robin Kellard	69
4	Ernie Graham	69		Toby Brick	68
5/6	Dave Brick/ Matthew Hirst	68		Declan Dear	65

All results are shown following Woodpecker Stages





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# **BTRDA® Allrounders Championship**

## **Supported by reis**

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### **ALLROUNDERS Three Quarters Round**

Well. Hello again. I cannot believe it's copy date for our News and it's September already, plus two of BTRDA Championships are finished, Autotest and Car trials reducing the options for our contenders. As I write the events left are five AutoSOLO, two Rallycross, one Asphalt Rally, two Forest Rally, and eight Sporting Trials. That's eighteen plus any from the Speed group Autocross/Sprints/Hillclimbs but not too many there once you get into mid October. Check the MSA Calender on the Web site for dates.

Currently leading the Championship is Jamie Yapp with a splendid 103.20 points and Qualified. We then have a further five who have also qualified including a contender for using the one car for all of the six qualifying events, and the first "under the age of 25 years" to qualify this year. But!! Closing in on this top group are five with five events counting and when their sixth event is included this will change the overall positions. All are seasoned competitors, Liam Rollings, John Fox, Fred Ling, John Wadsworth and Nick Angrave. The current championship scores are in this News and on our Web site.

We are delighted that Elis Mathews has already qualified for the under 25 age group award, the Duckham Trophy. There are, however, two others from the same age group who may also qualify, we look forward to this contest in the final results. Elis comes from a motorsport family, with a brother and father and mother having also competed in Allrounders in the past. This year father Lee has also qualified again.

Great to see that another of our under 25 group, Luke Constantine, may be in for an Overall win in the Clubmans Rallycross Championship having gained his seven maximum class wins following the latest event at Lydden Hill.

This year our championship does not so far have any entrants from Forest Rally, or Sporting Trials. The entrants in Asphalt Rally are Richard and Pat Egger ( Blue Nova ) and David Alman Co-Driver, where a series of mechanical problems are the reasons for DNF or DNS on some of the events.

This year we have 37 entrants having gained one more at Pembrey in July. Yes, another Rallycrosser. Welcome Nick. Of these 14 are in our under 25 age group who may try other sports as their interest grows and other suitable cars become available in the family.

With our current six qualifiers we are assured that all our Championship trophies will be awarded. Nick Pollitt is currently in pole position for the Davijon Trophy for using the one car for all events. Nick has supported the Allrounders championship over the years, was Champion in 1994, one of only two (I'm the other!!) who have won all five of the Allrounders trophies over the years, and is the current Chairman of the MSA Trials Committee, so what better way to stay in touch with the sport you are in charge of, sort of thing. A few years ago I was also Chairman of Autotest and Trials for what was then Motor Sport Council of the RAC Motorsports Association. It was the best possible way to keep in touch with the sports and its rules, and to guide the development of the sports.

Our Association's Lunch and Awards will be held on Sunday February 3rd at Drayton



**Nick Pollitt & Barrie Parker meet at Goodwood**



## **BTRDA® Allrounders Championship Supported by reis**

Manor Park Hotel. Details may be in this News and will be on our website.

So, as the BTRDA Championships enter the last few months of the year, we in Allrounders expect

to have even more Qualifiers for awards with 34 of the 37 entrants scoring points so far.

Now just what have you to look forward to next month or two? Well, there is the Wales Rally GB based in North Wales October 4th - 7th. Look out for any BTRDA members in the event and give them a wave. On October 20th the Ken Wharton Autotest will be held at the Chateau Impney Hotel, in Droitwich, Worcs. Autotesting it does not get any better at this level. There are also a few Sporting Trials - see the calendar of these in the news. Offer to marshal as help is generally needed, always appreciated and great fun.

So until the next News, whatever the weather, enjoy your Motorsport.

*Phil D*



**Under 25 Qualifier Elis Matthews  
at the Firefly Autotest  
Photo: Amy Evans**

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# BTRDA<sup>®</sup> Allrounders Championship

## Supported by reis

### Provisional Overall Scores to 19<sup>th</sup> September 2018

Name	Score	Grp	Score	Grp	Score	Grp	Score	Grp	Score	Grp	Score	Grp	TOTAL
Jamie Yapp	13.75	E	17.78	G	18.75	G	17.78	H	18	H	17.14	H	103.20
Alan Wakeman	7.27	B	16.00	G	10	G	13.33	H	15	H	10	H	71.60
Richard Yapp	6.67	A	12	G	13.75	G	15.00	H	11.11	H	10.00	H	68.53
Nick Pollitt	<i>12.73</i>	<i>B</i>	<i>13.33</i>	<i>B</i>	<i>10</i>	<i>B</i>	<i>10</i>	<i>G</i>	<i>10.00</i>	<i>G</i>	<i>10.00</i>	<i>H</i>	<i>66.06</i>
Lee Mathews	6.67	A	7.5	A	13.33	B	11.43	B	10.00	B	10.00	H	58.93
Elis Mathews <sup>U</sup>	10.00	A	10	A	6.67	A	2.86	B	3.33	B	6.67	H	39.53
Liam Rollings	10	A	13.33	A	18.33	H	15.00	H	17.50	H			74.16
Fred Ling <sup>U</sup>	12.00	E	12.00	E	14.29	E	14.29	G	17.14	G			69.72
John Fox	10	A	13.33	G	17.5	G	10.00	H	17.14	H			67.97
John Wadsworth	10	B	10.00	B	8.89	B	18.10	G	15.71	G			62.70
Jim Bryant	17.78	H	18.18	H	18.33	H							54.29
Luke Constantine <sup>U</sup>	17.78	E	17.78	E	17.78	E							53.34
Dave Evans	15	A	16.67	A	15	A	6.67	B					53.34
Nick Angrave <sup>U</sup>	10.00	E	8.00	E	3.33	E	12	G	14.29	G			47.62
Tom Constantine <sup>U</sup>	15.56	E	15.56	E	15.56	E							46.68
Paul Johnson	13.33	E	16.67	E	12.00	E							42.00
James Constantine <sup>U</sup>	13.33	E	13.33	E	15.00	E							41.66
Morgan Wroot <sup>U</sup>	15.56	E	13.33	E	11.43	E							40.32
Alastair Moffatt	14.29	A	17.14	A									31.43
Dave Walker	8.89	B	13.33	B	8.57	B							30.79
Todd Crooks <sup>U</sup>	4.00	E	12.00	E	13.33	E							29.33
Amy Baines <sup>U</sup>	7.5	E	11.11	E	7.50	E							26.11
Archie Thomas <sup>U</sup>	4.44	E	6.67	E	13.33	E							24.44
Duncan Wild	10.00	A	6.67	A	7.50	A							24.17
Bill Bourne	4.44	A	5	A	2.22	A	8.00	H					19.66
Jordine Wadge <sup>U</sup>	6.15	E	8.33	E	5.00	E							19.48
Pat Egger	5.00	D*	12.50	D*									17.50
Richard Egger	5.00	D	12.50	D									17.50
Miranda Wakeman <sup>U</sup>	5.00	H	10.00	H									15.00
Andrew Williams	13.33	H											13.33
James Williams <sup>U</sup>	11.67	H											11.67
David Allman	9.41	D*											9.41
Phil Darbyshire	7.14	G											7.14
Richard Pain	3.33	H											3.33

A - Autotest

B - Car Trials

C - Forest Rally

D - Asphalt Rally

E - Rallycross

F - Sporting Trials

G - Speed

H - AutoSOLO

\* Indicates Rally Co-driver    *Names in blue italics indicates one car*    <sup>U</sup> Indicates Under 25 score



# A GUIDE TO STARTING ON TARMAC AUTOTESTS



## What do I need to do to my car?

### TYPE OF CAR

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Most people start off in their road cars; small hatchbacks have proved popular and competitive as well as MX5s. When you get to National level, most people use highly modified specialised cars. Because the tests involve manoeuvring against the clock, smaller cars are more suitable than large ones, although there are normally five different classes for various types of car, including a road going one. There is no need to have highly modified cars to start with, but there are certain basic things that you should do to make sure that your car will perform properly.

### MODIFICATIONS TO CAR

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No specific safety equipment is required, but all loose objects must be removed and the battery must be securely held down, as well as the drivers seat. It is recommended that a small spill kit is carried.

Most important, is to make sure you have a working handbrake, that can consistently lock the rear wheels with ease. Either overhaul the whole cable system, or if that doesn't work, then think about fitting a hydraulic handbrake.

Fitting of a steering wheel knob, especially on FWD cars. This means that you can steer with one hand while leaving the other one free to use the handbrake and gear lever. On RWD cars, a lot of the steering can be done with the throttle pedal.

Pumping up the tyres, on the non-driven wheels, to almost twice their normal pressure or even fitting narrower ones if available. This enables the car to slide more which is essential for some of the manoeuvres required. Tyre wear is likely to be experienced on a tarmac autotest (especially on the edges of the tyre) and it is highly recommended to take a spare set of wheels and tyres to ensure you can drive home legally afterwards. Some people will buy new tyres for events, but others will talk to their local garage/tyre dealership or even negotiate with the local breakers to keep costs down.

For RWD cars, the fitting of a 'torque biasing' or 'limited slip' differential is ideally required, especially on tarmac, otherwise just one wheel will spin and traction is lost. A lot of manufacturers have this as an option in most of their ranges, so either getting a model with it installed or getting a second-hand one from a breakers and having it fitted.

The specialist cars in the championship have had a lot of time spent removing weight, especially at the rear of the FWD ones. This means the car is a lot easier to move around and can do manoeuvres at a slower speed than a heavier car.

*Remember that it is the competitor's responsibility to ensure that their vehicle and equipment comply with both the MSA's General Regulations (detailed in the MSA Competitors' and Officials' Yearbook) and the Supplementary Regulations (SRs) of the event or championship.*



# ***Demon Tweaks Direct*** **BTRDA® Autotest Championship**

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## **From The Hot Seat**

Its 24 years since Malcolm Livingston ended David Haigh's 8 year run to take his only BTRDA Championship in the trusty Lotus 7 and 15 since Dave Mosey in a Mini Special took the last of his three consecutive Gold Star wins, but it says something about our sport that both have dominated the 2018 season by driving better than ever. Whilst both have benefited from the use of highly developed machinery, their undoubted skill and car control, together with their friendly rivalry, has been a pleasure to watch throughout the year. So in the end it fittingly went down to the last event before either could claim the 2018 crown. Indeed it actually went down to the last test of the day before Malcolm secured the event by 3.6 sec and the Championship by 2 points from Dave with Dave Evans third a further 3 points behind. Elsewhere congratulations to Mark Thornton (Nova), in taking the Silver Star, runners up, Stuart Perren (Retrotester) and Kelsey Gillespie (Nova), who also takes the Bronze Star ahead of Helen Perren (Retrotester) and Tom Coverdale (Nova), as well as to all the Class winners.

On the subject of Classes, the Mini Class used to be the stalwart of Autotesting with the most numbers, but this year it was almost dead with only Ash Sights and Dave Fox making 2 appearances together with one from Dave Mosey whilst he finished the Special, so where

have all the Minis gone? It appears that they are either too rusty, at which point they become a Special, or now too expensive to use as an Autotest car, although our Irish friends don't seem to suffer from that issue. There are rumours of cars returning for 2019, but if not it could be the end of an era and a Class that defined the Sport. We have, however, as I mentioned in the last News agreed to introduce a Roadgoing Kit Car Class for 2019 in an attempt to attract newcomers, my apologies to our magnificent Organisers, who will need to fund an extra award, but hopefully this will be offset by more entries.

Continuing on the theme of Organisers I have to congratulate our supporting Clubs for the very high standards they have set this year, despite a turndown in entries. We appreciate the hard work that goes into running a Championship standard event, particularly if you have few practising Autotesters in your Club, and the growing difficulties in finding venues. The days of using a Town Centre Car Park or Industrial Estate on a Sunday are long gone and the resulting shortage of tarmac venues, and the ever present noise issue, means that some Clubs are being forced to use recognised Motor Sport venues, which, bluntly, cost a lot of money to hire. Dare I say that our entry fees are low, at least compared with Speed events, and whilst

Autotesting is all about budget Motor Sport, we should be prepared for fees to increase if the events are to run.

Whilst our Championship season has drawn to a close the finale is yet to come as most of our competitors will be seen at the Ken Wharton Memorial Autotests on Saturday 20th October, which after 31 years at the Arrow Mill, nr. Alcester, this year returns to the venue where the very first televised event was run for the BBC in January 1958 – the Chateau Impney Hotel in Droitwich Spa. The Chateau has a long



**Dave Mosey at the Firefly  
Autotest  
Photo: Amy Evans**

# **demon tweaks**

## ***Demon Tweaks Direct*** **BTRDA® Autotest Championship**

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history of Motor Sport, with the Hagley and District Light Car Club running several Ken Whartons there and the Hagley Speed Trials in the 50s & 60s, it was these that would lead to the current Chateau Impney Hill Climb and it is on part of this course that the Autotests will take

place. Spectators are welcome, as are Marshals, and if you want to make a weekend of it special room rates are available at the Hotel if you quote the Ken Wharton.

**Steve Layton**

### **From the Pits**

In 2018 four competitors have won silver spoons in the Gold Star championship for best BTRDA (this year it was all FTDs), previous Gold Star winners Malcolm Livingston, Dave Mosey, Richard Pinkney and almost Gold Star winner Dave Evans. All were at the final event of the season run by the Loughborough Car Club at the Bruntingthorpe proving ground. All but the current champion, Richard, were in with a possibility of the title so who was it going to be? There were twists and turns, or should I say handbrakes and reverse flicks, before at the end of test 18 it was Malcolm in the home-built Lindsay Special who became the 2018 BTRDA Flather Gold Star champion. It got me searching through my records and I've come up with the records that Malcolm has beaten;

- The oldest competitor to have won the GS, Malcom being 11 years older than the 49 year Dick Squire in 1980.
- The first father and son to win the Gold Star – Harry won it in 1960 and 1961. There have been other parent/children who have done well with John Mantle, the son of the very first Gold Star winner in 1958, winning the Bronze Star in 1979, John Larkin (Gold Star 1985) and James (Bronze Star 1987) and Dick Squire (Gold Stars 1962,79&80) and Beverley (Bronze Star 1985).
- The longest gap between first and last winning, Malcolm first won in 1994 making it a 24 year spread. Next comes the 18 years for Dick Squire and the 17 years for Alastair Moffatt.

A record for Malcolm to aspire to is the number of silver spoons. My records suggest that David Haigh and Alastair Moffatt tie for the top place with 61 each whilst Malcolm in down in fourth

spot with 42 and behind Dave Mosey with 44 in third spot.

Now a record for Malcolm which I know isn't accurate is the total points scored in the Gold Star Championship. Malcolm is a clear leader here having scored almost twice as many as any other competitor since 1984 with a total of over 4,000. The problem here is that I don't have the top 20 scorers in 1988 and 1989 – anybody got these records? Duncan Wild comes next having scored 2,865 since 1992. Competing longer than Duncan is Stuart Perren who first scored points in 1985 and now has 1708 on my books which is missing those 2 seasons of 88 and 89. Any data in the Perren attic? Now, is there any other current driver who has been active in autotesting more years than Stuart?

After all that I haven't made any comment on the absolute skill that Malcolm has displayed in the 2018 season. Malcolm is a driver who never looks spectacularly fast because of the so smooth driving style and absolutely accurate car placing. However, the times tell the true story and with very few penalties the results come. Perhaps a factor this year has been the weather. If I am correct, there has been just one wet event during the 11 event series where fwd will have an advantage over rwd. It was always a case with multiple champion David Haigh that when that rain came out came the lead blocks which were attached to the back axle of his home built rwd special. Subtle adjustment to the Lindsay special that Martin Mackenzie first built over 30 years ago, or should I say Lindsay specials (it's version 3 at the moment), have resulted in improved all weather grip for Malcolm and Martin. Ah, could that be another record, the first Gold Star winner to share a car during the season?

The logo for 'demon tweaks' is displayed in a stylized, bold, red font with a yellow outline and a slight drop shadow, giving it a three-dimensional appearance. The text is lowercase and set against a white background.



## Demon Tweeks Direct BTRDA® Autotest Championship

In the last News I predicted that Dave Mosey would be the one I was writing about as champion. I am writing about Dave but not for the reason of being champion but being the runner up for the second year running. The margin was a mere 2 points and if he hadn't got that 5 sec penalty on the final runs off the final event it could all have been different. But then, perhaps that could apply to so many drivers. Like football, why does everything hinge on the very last event of the season? If you have won every event before then it won't matter! Dave did start out driving his mini saloon but then swapped to the mini special which has more potential for top scores. Another Dave has headed the table during the year and that is Dave Evans who competed at every round and

was rewarded in June with an FTD at the Knutsford & District Motor Club event at the home of our sponsors, *demon tweeks*. Our thanks go to them for their continuing support over many years.

After all the above there is only a few lines left to congratulate Mark Thornton winning the Silver Star in his Nova and Kelsey Gillespie on being the best Novice driver, also in a Nova, I do wish there was a real Bronze Star for that winner. In the next News the remaining award winners will get their congratulations. Until then may I wish you all the best for the rebuild of the 2018 season autotest car into the 2019 model, or perhaps just have a relaxing pint!

**Peter Cox**

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# demon tweeks

# *Demon Tweeks Direct* **BTRDA® Autotest Championship**

## Championship Positions after Round 11 - Loughborough Car Club

<b>Gold Star</b>			
1	Malcolm Livingston	Lindsay Special 1600	137
2	Dave Mosey	Mini Special 1430	135
3	Dave Evans	Blitz Special 2000	132
4	Chris Chapman	Striker 1700	121
5	Richard Pinkney	Caterham 7 1600	116
6	Steve Morten	Striker 1800	112
7	Ian Chapman	Riot 1700	109
8	Willie Keaning	Striker 1800	94
9	Warren Gillespie	Nova 1600	87
10	John Moffatt	Westfield 7 1800	82
<b>Silver Star</b>			
1	Mark Thornton	Nova 1600	64
2	Stuart Perren	Retrotester 1590	48
3	Kelsey Gillespie	Nova 1600	42
4	Jack Palmer	Nova 1400	38
5	Helen Perren	Retrotester 1590	34
<b>Bronze Star</b>			
1	Kelsey Gillespie	Nova 1600	42
2	Helen Perren	Retrotester 1590	34
3	Tom Coverdale	Nova 1800	31
4	Elis Matthews	Nova 1397	19
5	Bill Bourne	Striker 1600	16
<b>Class A</b>			
1	Ashley Slights	Mini 1380	20
2	Dave Fox	Mini 1600	19
3	Dave Mosey	Mini 1430	10
<b>Class B</b>			
1	Warren Gillespie	Nova 1600	70
2	Mark Thornton	Nova 1600	66
3	Kelsey Gillespie	Nova 1600	42
4	Jack Palmer	Nova 1400	38
5	Tom Coverdale	Nova 1800	33

<b>Class C</b>			
1	Chris Chapman	Striker 1700	68
2	Richard Pinkney	Caterham 7 1600	62
3	Steve Morten	Striker 1800	59
4	Ian Chapman	Riot 1700	56
5	Willie Keaning	Striker 1800	49
<b>Class D</b>			
1	Malcolm Livingston	Lindsay Special 1600	68
2	Dave Mosey	Mini Special 1430	67
3	Dave Evans	Blitz 2000	63
4	Stuart Perren	Retrotester 1590	48
5	Duncan Wild	ABS Special 1380	43
<b>Class E</b>			
1	Elis Matthews	Nova 1397	29
2	Mike Biss	Mazda MX5 1840	10
<b>Class H</b>			
1	Kelsey Gillespie	Nova 1600	55
2	Jack Palmer	Nova 1400	50
3	Elis Matthews	Nova 1397	26
<b>Class J</b>			
1	Malcolm Livingston	Lindsay Special 1600	139
2	Dave Evans	Blitz Special 2000	138
3	Steve Morten	Striker 1800	130
4	Ian Chapman	Riot 1700	127
5	Stuart Perren	Retrotester 1590	112
<b>Class L</b>			
1	Helen Perren	Retrotester 1590	70
2	Kelsey Gillespie	Nova 1600	55
3	Steph Carey	Westfield 7 1800	9

David Evans at Hartlepool  
Photo: Double G Motorsport



# demon tweeks

# ***Demon Tweeks Direct*** **BTRDA® AutoSOLO Championship**

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## **Going Solo**

As I write there are 3 events to go in both groups before the BTRDA Final in November. Currently Neil Jones (MX5) has the best 7 scores in Group A, with Howard Morris (MX5) on 53, although Ian Williams (Cleo) has 54 from 6, whilst in Group B Alan Wakeman (Micra) is the only one who has completed 7 events and has 63 points with Liam Rollings (Mini) having 50 from 5 events. However as the Final will count as most people's 7<sup>th</sup> qualifying event, basically it is still all wide open as to who will be the favourite for the Championship although the Class winners look a little more obvious. I would remind the competitors that, thanks to our sponsor, demon tweeks, there are plenty of awards available in terms of DT vouchers as follows:

### **Based on the positions in Groups A & B prior to the Final**

1 <sup>st</sup> overall in each Group	£20.00
2 <sup>nd</sup> overall in each Group	£15.00
3 <sup>rd</sup> overall in each Group	£10.00

If there is a tie (i.e. 1<sup>st</sup> & 2<sup>nd</sup>) then the awards will be added together and split 50/50.

### **AutoSOLO Championship (after Final)**

1 <sup>st</sup> overall	£30.00
2 <sup>nd</sup> overall	£20.00
3 <sup>rd</sup> overall	£10.00
1 <sup>st</sup> in each Class	£10.00

The voucher awards are cumulative (i.e. you can win 1<sup>st</sup> overall and 1<sup>st</sup> in Class) so can be added together.

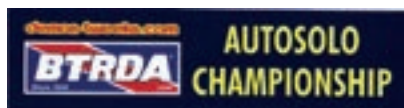
In regards to the AutoSOLO Final it will be open to all BTRDA Members, so if you haven't tried an AutoSOLO now is your chance and I would remind those Allrounders who are looking to top up their qualifying scores that it offers a great opportunity to do so, regulations will be available on the BTRDA website in due course. If you are not tempted to come and have a go, then we could do with some help with Marshals in order to try and avoid the competitors having to do so. If you are willing to assist, please contact C of C Duncan Wild ([duncan.wild@btinternet.com](mailto:duncan.wild@btinternet.com)) or myself ([steve-allrounders@btrda.com](mailto:steve-allrounders@btrda.com)).

The Group format seems to have been well accepted and we hope to get a good entry for the Final.



**Miranda Wakeman at Kemble**  
**Photo: Peter Cox**

At this moment in time we would favour continuing in this format in 2019, but would be grateful for your feedback. There are, however, some changes afoot from the MSA regarding the event permit requirements that might affect us, so we will need to liaise closely with our organising Clubs



# **demon tweeks**

# *Demon Tweeks Direct* **BTRDA® AutoSOLO Championship**

## Provisional Scores to 9<sup>th</sup> September 2018

				Group A			Group B		
				no. events	Best 7 Scores	Pos. Class	no. events	Best 7 Scores	Pos. Class
<b>CLASS A</b>	U25	Car	CC						
Alan Wakeman		Nissan Micra	1300	2	17	5	7	63	1
Liam Rollings		Austin Mini	1310	5	50	1	5	50	2
Miranda Wakeman	Y	Nissan Micra	1300				2	17	3
Andy Williams		Nissan Micra	998	4	34	2			
James Williams	Y	Nissan Micra	998	4	34	2			
Scott MacMahon	Y	Nissan Micra	1348	4	24	4			
Jamie Yapp		Vauxhall Nova SR	1297	1	9	6			
Richard Yapp		Vauxhall Nova SR	1297	1	8	7			
Lee Mathews		Vauxhall Nova	1398	1	5	8			
Elis Mathews	Y	Vauxhall Nova	1398	1	3	9			
<b>CLASS B</b>									
Philip Turner		Ford Puma	1700	2	11	6	6	46	1
Richard Mortimer		BMW Mini	1598	1	8	8	4	30	2
Richard Olsen		MGZR	1800	1	7	9	3	23	3
Jamie Yapp		Renault Clio 172 Cup	1998	1	10	7	2	20	4
Emma Olsen		MGZR	1800	1	3	11	3	15	5
Richard Yapp		Renault Clio 172 Cup	1998	1	6	10	2	13	6
Mark Summers		Ford Puma	1700	2	13	5	3	12	7
Ian Williams		Renault Clio	1998	6	54	1	1	9	8
Steve Conner		Ford Puma					1	9	8
Ramesh Ragunathan		Mazda RX-8	1300				1	8	10
Nick Pollitt		Susuki Swift Sport	1596	2	14	4	1	6	11
Jamie Foster		Proton Satria	1800	4	36	2			
<b>CLASS C</b>									
Lauren Crook		Saab 9-3	1985	4	27	1			
<b>CLASS D</b>									
Jim Bryant		Mazda MX5	1840	2	20	3	4	37	1
Oliver Jenkins		Mazda MX5	1600	1	9	5	4	37	1
Steve Conner		Mazda MX5 Eunos	1839	2	17	4	5	34	3
Peter Cox		Honda S2000	2000	1	4	8	6	27	4
Neil Jones		Mazda MX5	1840	7	68	1	2	19	5
Alexander Smith		Mazda MX5	1800	1	6	7	2	14	6
Howard Morris		Mazda MX5	1840	7	53	2	2	8	7
David Sellick		MG F	1796	1	3	9	1	3	8
Mark Summers		Mazda MX5	1800				1	1	9
<b>CLASS E</b>									
Luke Dale		Mev Exocet	1800				3	27	1
<b>Combined</b>									
Jamie Yapp				2	19				
Richard Yapp				3	22				
Steve Conner							4	30	
Mark Summers							4	13	

**demon tweeks**





## Protyre MSA Asphalt Rally Championship

### Protyre MSA Asphalt Rally Championship goes down to the wire

The overall and most of the class titles in the 2018 Protyre MSA Asphalt Rally Championship will be decided on the final round of the series, the Ford Parts Cheviot Stages Rally (Sunday 28 October), as the exciting battle goes down to the wire.

Wayne Sisson goes into the sixth and final round with a 14 point lead, although becoming champion isn't entirely in his own hands, as the dropped score rule now plays a significant role in the outcome of the series – and also the recipients of the prestigious BTRDA Gold Stars.

Co-driven by Max Freeman, Sisson has led the championship since the end of the third round and has massed 126 points. That's a magnificent achievement, as before this year he'd never rallied on Epynt or in Belgium and his class B14 AMS Arnside Motorsport Mitsubishi Lancer Evo 10 should, on paper, be no match for the more powerful World Rally Cars that are chasing him.

With a 100% finishing record – consisting of two thirds, two fifths and a seventh place points finish – Sisson's only problem now is that the lowest score he has to drop is the 24 points he scored on the Melvyn Evans Motorsport Tour of Epynt.

In comparison, Jason Pritchard and Daniel Harper, who are tied in second place on 112 points, both have a low score to drop. In Pritchard's case it's the one point he picked up

on the Rally van Wervik, and for Harper it's a zero after he was forced to miss the Tour of Epynt through illness.

The maximum number of points Sisson can finish the season on is 132, while Pritchard can accrue 141 and Harper 142.

Sisson must hope that both his rivals hit problems on Otterburn – and if they don't, a tiebreak might still be needed to decide the title, so close are Pritchard and Harper in the standings.

And to add another twist to the exciting finale, none of the title contenders know Otterburn particularly well. Harper has the slight advantage, as he finished sixth on last year's Tyneside Stages, while Sisson has competed there once, over 25 years ago, and Pritchard has never rallied there before at all.

Melvyn Evans is fourth in the drivers' standings, having contested three rallies in three different cars – a Subaru Impreza WRC S12b on the Melvyn Evans Motorsport Tour of Epynt, a Ford Fiesta WRC on the Carryduff Forklift Down Rally and a Hyundai i20 R5 Old Forge Garage Mewla Rally. Barry Groundwater is fifth after a great season in his Groundwater Lift Trucks/AMS-backed Mitsubishi Lancer Evo, while Ed Fossey is a sensational sixth in his Yokohama-backed Peugeot 208 R2.

Six-time MSA Asphalt Rally Champion Damian Cole is ninth, despite only two finishes in his Get Connected Ford Fiesta WRC – to show what might have been if a little bit more mechanical good fortune had been on his side.

In the classes, Kevin Harbour/David Tortoisshell have a 16 point lead in B10, but having scored on all rounds in their Dovebank Motors Citroen C2 R2, Rhidian Daniels/Tomos Whittle are very much in contention in their Citroen C1 Max. Graeme Sherry/Sinclair Young have done wonders this year in a Honda Civic, and currently lie third.



**B11 Title favorites Paul and Julian Doroszczuk  
on the Mewla Stages**



## Protyre MSA Asphalt Rally Championship

Two class wins in a row make Paul and Julian Doroszczuk favourites for the B11 title. The Drockspeed Motorsport Escort Mk2 brothers lead Geoff Glover/Keith Barker (RWD Astra), with Phil Turner/Ian Meakin (Toovey Race Engines/ST Motorsport-backed Escort Mk2) third and Richard and Pat Egger (Highland Cottage-backed Vauxhall Nova) fourth.

It's even closer in B13, with Ross Brusby and Steve Retchless tied for the lead on 42 points. The former has used more and one co-driver in his Chesterfield Transporters-backed Ford Escort Mk2 this year, whilst the latter has used more than one car – but mostly his Morris Lubricants/rallo.com Escort Mk2, with Sasha Heriot co-driving!

Harper and Pritchard are battling it out of the B15 honours, while Lloyd Morgan/Marc Clatworthy have one hand on the 1400S title after a strong finish last time out on the Mewla in their Spencer Sport/Euro Tech Roofing/Dynamic Fluids-backed Nissan Micra.

Drivers who have already won their class titles include Mike Pugsley (B12, Escort Mk1 RS2000), Sisson (B14), Ed Fossey (R2), Geoff Wright (R5, Booth Construction Ford Fiesta S2000), Stuart Anderson (H3, Vauxhall Chevette HSR) and Bill Paynter (1400C, Hilka Peugeot 106 Rallye).

### **Title Hopefuls on the Mewla**

Wayne Sissions/Max Freeman  
Daniel Harper/Chris Chris Campbell  
Jason Pritchard/Phil Clarke





## Protyre MSA Asphalt Rally Championship

### Championship Positions Following Round 5

#### Overall Positions

	Drivers				Co-Drivers	
1	Wayne Sisson	126		1	Max Freeman	130
2	Jason Pritchard	112		2	Chris Campbell	115
3	Daniel Harper	112		3	Phil Clarke	113
4	Melvyn Evans	83		4	Mark Glennerster	83
5	Barry Groundwater	75		5	Neil Shanks	78

#### Class Leaders

B10	Kevin Harbour	56		B10	Dave Tortoisshell	57
B11	Paul Doroszczuk	51		B11	Julian Doroszczuk	52
B12	Mike Pugsley	57		B12	Ryan Jones /Mark Clatworthy	15
B13	Ross Brusby/Steve Retchless	42		B13	Sasha Heriot	45
B14	Wayne Sisson	72		B14	Max Freeman	72
B15	Daniel Harper	52		B15	Chris Campbell	52
R2	Ed Fossey	60		R2	Chris Sharpe-Simkiss/Neil Colman	15
R5	Geoff Wright	27		R5	Chris Sanderson	27
H3	Stuart Anderson	15				

#### Class 1400

C	Bill Paynter	30		C	Andy Hollingham	30
S	Lloyd Morgan	27		S	Marc Clatworthy	30

### **ACKNOWLEDGEMENTS**

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VARIOUS REPORTS

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# BTRDA® 2018 Championship Events

September 2018

**ALLROUNDERS:** With the exception of "invitation by qualification" events such as the Car Trial and Sporting Trial Finals all events qualifying for all BTRDA® Championships within the calendar year (1 January – 31 December) will be qualifying events for the Allrounders Championship. Additional events may be selected, of which notice will be given in BTRDA® NEWS and on [www.btrda.com](http://www.btrda.com). Events for the Speed Group G will be any NON-BTRDA CHAMPIONSHIP Autocross, Sprint or Hill Climb of National A or National B status. Entrants may choose which of the events to enter and it is unnecessary to advise BTRDA Ltd in advance of the selected events.

*Please check the BTRDA website for updates*

	Autotest	AutoSOLO	Car Trials	Rallycross	Rally – Asphalt	Rally - Forest	Sporting Trials
<b>Oct</b>	6						
	7		<b>Grand Final</b> c/o Woolbridge MC				<b>John Southern</b> MSA
	13						
	14		<b>Sixty &amp; Worcs (A)</b>	<b>Blyton Park</b>			<b>Charles Pollard</b> MSA
	20						
	21						<b>Mercian Trial</b> MSA
	27			<b>Croft Circuit</b>	<b>Cheviot Stages Rally</b>		
	28						
<b>Nov</b>	3						
	4	<b>Knutsford MC</b>					<b>Tulleys Farm</b> MSA Nominated 2018
	10						
	11					<b>Wydean</b> MSA English only	<b>Roy Fedden</b> MSA
	17						
	18	<b>Grand Final (A) &amp; (B)</b>					<b>Loughborough</b> MSA
	24/25						



# BTRDA® 2018 Championship Events

September 2018

	Autotest	AutoSOLO	Car Trials	Rallycross	Rally – Asphalt	Rally - Forest	Sporting Trials
Dec	1						
	2						Gloster MSA
	8/9						
	15/16						
	22/23						
	29/30						
Jan	5/6						
	12					Awards Evening Drayton Manor	
	13						
	19/20						
	26/27						
Feb	2			Awards Evening Drayton Manor			
	3			AGM & Prize Presentation – Drayton Manor Park			

Notes: Autosolo (A) = Group A, (B) = Group B Rallycross & Car Trials \*\* = Provisional Dates

BTRDA have been invited to the Ilfracombe Targa Road Rally on Saturday 1st December. Although not in any of our championships, of course, this an up and coming discipline within motor sport. The event is based near Lostwithiel in Cornwall. It will offer about 35 miles of asphalt and prime forestry tracks, linked by 125 road miles, for an entry fee of just £150. Cars must comply fully with Road Rally regulations. Additionally, cars should have roll-over protection (single hoop) and 4-point harnesses, but no 'knobbly' tyres are allowed. See [www.ndmc.org.uk](http://www.ndmc.org.uk) for further information.



## SPECIAL AWARDS 2017 WINNERS

**Rhys Yates**

### The Stross Rally Trophy

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

**Not awarded**

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

### The Automobile Club de Monaco Trophy

**Robert Dennis**

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 in 1963. 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. Phil is still a member of Council and has served on the Rallycross committee since 1984. Additionally they have been involved in the production of the BTRDA News

**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 to take an active interest in the BTRDA.

**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 from 1988 until 2013, 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.

**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 was subsequently elected as President in 1989. His tenure of that position saw 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.

**MIKE SONES:** Mike joined BTRDA in 1972 specifically to contest the Production Car Trial Championship, and moved on to the Autotest Championship in 1974. Having been rallying since 1963, he joined the Rallies Committee in 1977 and ran the Road Rally Championship until its conclusion in 1987. Membership of the Allrounders/NEWS Committee began in the mid '70s, and the organisation of the AGM and Luncheon followed the retirement of Ron Kemp in the mid '80s. He was elected Treasurer in 1982 and served in that role until 1993. The Autotest Committee was joined in 1994, a membership that continues to this day. The Sporting Trials Championship was contested for a few years in the late '90s. In addition, he chairs the Rallycross Committee and is involved in the management of the MSA Asphalt Rally Championship. He was involved in the Association's conversion to a Limited Company, in the formation of the Holding and Operational companies that exist today, and in organising the 60<sup>th</sup> and 75<sup>th</sup> Anniversary celebrations. He was elected Chairman of Council in the Golden Jubilee Year of 1988 and continued in that position until retiring in 2014.

**BERNARD BAKER:** Bernard joined the Autotest Committee, representing event organisers, when Eastern Counties MC won the best event award for their Felixstowe round in 1977. He subsequently became committee secretary in 1980, a role he finally relinquished in 1997. His accountancy skills also brought him to the attention of BTRDA Council, when he was asked to take the role of Treasurer during 1994, a position subsequently confirmed at the AGM in 1995. He continued in the role until the end of 2014, having successfully reported on the financial affairs of both the Holding and Operational companies for 20 years.

# ***Gold Star<sup>®</sup> Champions 2017***

**Allrounders**

**Autotest**

**Car Trial**

**Forest Rally Driver**

**Forest Rally Co-Driver**

**Rallycross**

**Sporting Trial**

**John Fox**

**Richard Pinkney**

**Shawn Franklin**

**Stephen Petch**

**Michael Wilkinson**

**Jeff Hope-Davies**

**Ian Wright**

## ***AutoSolo Championship***

**Jamie Yapp**



**Malcolm Livingstone**

**BTRDA and MSA Autotest Champion 2018**

**Photo: Fern Motorsport**