

BTRDA[®]

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News

No. 220

Spring 2019



**Darren and Sue Underwood
at the Peter Blankstone Trial**

Photo: Calvin Samuel

President's Notes Spring 2019

At our Awards Luncheon, Mike Sones pointed out in his opening address an interesting fact. We now organise five different awards presentations, Forest and Asphalt Rally, Rallycross, Sporting Trials and The Awards Luncheon. This season we had over 600 people attend with over 40% collecting awards, that is very impressive and shows why we do not have one big awards do for the Association, it would go on forever! I attended the both the rally presentations and the Luncheon, so next year I must make sure to get to the Rallycross and Sporting Trial dinners. It takes a lot to organise these functions so thanks to all involved and especially Sue Underwood, our Awards Secretary, who has the unenviable task of sorting out the awards for all of them !

So our awards season is over for 2018 and is now down to us to have some Serious Fun with our Championships now all up and running.

Our guest for the Awards Luncheon was Hugh Chambers, the new Chief Executive of Motorsport UK. He gave us an outline of what is happening with the new company. It is already apparent that the focus will be more on grassroots motorsport in the coming years which will hopefully help BTRDA to grow our championships. Motorsport UK is having a culture change to become more commercial, more customer friendly. There will be changes in the near future and I am confident that we shall see the changes bear fruit in the coming months and years.

Hugh also said he would like to have a go at some of our sports, and Julian Fack was quick off the mark to organise for Hugh to attend the Sporting Trial Training day at Shelsey Walsh on March 9th which went very well, and it seems that Hugh had a great day out.

Finally, can I please remind all members yet again, to support the companies that support us to be able to put on our championships.

It is not easy to find such help, and many of our sponsors have been with us for quite a few years . So when you need tyres for your competition or road cars , do not forget Protyre, Toyo or Maxxis. Demon Tweaks have been supporting the Autotest Championship for over 20 years and give BTRDA members discounts on their products as well as offering a bonus scheme for those that sign up. REIS are back with us and offer all types of insurance not just for our sport and we have quite a few support sponsors in the Rallycross and Rally Championships.

I have to mention Jordan Road Surfacing who are our major sponsor of the Forest Series, its just that I am not sure how many of our members are able to put any business in the way of Barry Jordan's company, but I am sure someone may need a new road or long drive covered !

My thanks to all of them that help us enjoy our sport, for sure, with what is happening in the world at the moment, we need to be able to have some Serious Fun to get away from the silliness of politics !!

Mike Broad

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

PAST PRESIDENTS

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



Jordan Road Surfacing BTRDA® Rally Series



SO FAR, SO GOOD!...

Not only has the UK weather always been a popular topic of conversation but its unreliability, especially during the winter months, also has a habit of throwing the country into complete disarray! In 2017 the opening round of the Jordan Road Surfacing BTRDA Rally Series®, the Cambrian Rally, was abandoned shortly after the start due to snow and ice and then, twelve months ago, the Malcolm Wilson Rally fell foul of the 'Beast from the East', leaving the organisers no choice but to call it off. So, here we are at the end of March and, with both the above events having taken place, we can be cautiously optimistic of running a full calendar in 2019 - fingers crossed, of course!...

Having endured a busy - not to mention extremely successful! - season in 2018, Jordan Road Surfacing BTRDA Gold Star® Rally Champions Matt Edwards/Darren Garrod elected not to defend their title but, following an absence of several years, we've welcomed the 2013 winners Euan Thorburn/Paul Beaton back into the fold and, not to put too fine a point on it, they're really making their presence felt! Outright victories on each of the first two events in their Focus WRC have put everyone else on the back foot but, with five events still to run and each competitor's best five scores to count, the Scotsmen still have a good deal of work to do if they are to stand any chance of becoming this year's Gold Star Champions....

Charlie Payne/Carl Williamson were their nearest rivals in North Wales but then suffered

a day to forget in the Lake District. Their Fiesta just scraped into the Top Ten to at least claim some points, which is more than can be said for Stephen Petch/Michael Wilkinson.... They were side-lined in North Wales by differential failure and then finished up on the side-lines themselves - in a ditch! - on the Malcolm Wilson. Events 2 - Petch 0, and no need for a penalty shoot-out!....

Former ST Trophy winner Sam Bilham has returned to the BTRDA Series this year in a Fiesta R5 and, after a shaky start on the Cambrian (i.e. an early finish!), he and Patrick Walsh acquitted themselves admirably in testing weather conditions on the Malcolm Wilson to take an excellent 6th overall. We can expect more from these two as the season - and their knowledge of the car - progresses... Steve Simpson was hoping to capitalise on his 7th place Cambrian finish in Cumbria but it all came to nought when his S2000's steering rack broke on the penultimate stage.

Irish representation has come in the form of Niall Henry in a Citroen DS3 R5 that finished 3rd in North Wales and then Connor McCloskey whose Fiesta R5+ was fastest out of the blocks to lead the Malcolm Wilson after the opening stage, only to disappear soon afterwards....

The battle for Class B13 has begun in something of a topsy-turvy fashion. Based on their 2018 performances, anyone with a couple of quid to spare might have been moved to take a punt on Ian Joel/Graeme Wood (Escort Cosworth) or Matthew Hirst/Declan Dear (Mitsubishi Lancer EVO9). However, if they'd done that prior to the Cambrian, that would have been the last they'd see of their hard-earned cash as neither crew made it back to Llandudno. Ian Bainbridge/Daniel May (Impreza) kept their heads, while all around etc., to triumph first time out from Richard Hill's similar car, only for it all to go wrong on Round 2.

Joel/Wood were 2nd overall on the Malcolm Wilson, a mere nine seconds in front of Hill and



Euan Thorburn/Paul Beaton on the Malcolm Wilson Rally
Photo: Mark Almond/Kevin Money





Jordan Road Surfacing BTRDA® Rally Series



Steffan Evans who, in turn, pinched 3rd from Petr Krizan/Lukas Sintal (Lancer EVO9) on the final stage. Bainbridge/May were holding 6th place with one stage to go but didn't see the end of it....

As far as the BTRDA Production Cup® is concerned, the Lancer EVO9s of current holders Russ Thompson/Andy Murphy and Pat Naylor/Ian Lawrence, who were victorious in 2017, are pitched against each other once again, with a third example of Scott Faulkner/Gareth Parry joining in the fun this season. Naylor/Lawrence were top dogs on the Cambrian, from Thompson and Faulkner, but didn't finish Round 2 whereas, although having a day to forget in Cumbria, Thompson battled on to get his car to the finish and, in so doing, earn a good haul of points. For his part, Faulkner managed to avoid the pitfalls that were troubling his rivals to take 5th overall and maximum Production Cup points to top the table at this stage.

Zak Hughes/Tom Wood's two victories in the MRF Fiesta Trophy move them into 3rd place, ahead of Naylor/Lawrence.

The Jordan Road Surfacing BTRDA Silver Star® Championship has a somewhat different look to it at present. Forsaking his series-winning Fiesta R2, George Lepley has begun where he left off at the end of last season by taking Barry Jordan's Hillman Avenger to first place on both rounds so far. As we've said before, nothing trumps a maximum but doing their best to keep up with George are Zak Hughes and Perry Gardener, the Ludlow driver also leading the BTRDA Rallye R2 Cup in his Fiesta.

The Escort of Damian Pratts/Jonny Tad Evans took 2nd points on the Cambrian but a 'minor inversion' in the Lakes saw to it that there'd be no increase to its tally on that occasion! On the subject of Escorts, David Gathercole's RS1600 is joint leader of the BTRDA Historic Cup® (with Lepley!) but struggling to maintain his

previous form, Tom Coughtrie is experiencing bothers with his Mitsubishi Galant VR4 that has caused DNFs on both events so far.

So, another piece of George Lepley's 2018 empire, the BTRDA Rallye R2 Cup, is still dominated by Fiestas. As mentioned above, Perry Gardener - with a bit of help from co-driver Keaton Williams! - is top of the shop, in spite of being eclipsed by Tony Simpson/Ian Bevan in another Fiesta on the Malcolm Wilson. Simpson is 2nd, with James Giddings and Tommi Meadows sharing 3rd place and, just in case you needed to ask, they're both in Fiestas as well!...

To help celebrate Tynemouth Computer Services' 40th birthday, and its involvement with the BTRDA Series for the same length of time, founder Martin Liddle is supporting the BTRDA Junior Driver & Co-driver categories this year with cash awards for the Top Three on each event. George Lepley, Zak Hughes, Ed Fossey, Sam Bilham, Keaton Williams, Shannon Turnbull, Gareth Parry & Tom Murphy have all benefitted from the scheme to date. Don't spend it all at once - oops, too late!...

In the first full season since Motorsport UK's relaxation of the rules regarding the running order on events, all eyes are on the Fuchs Lubricants BTRDA 1400 Championship to see what difference, if any, allowing them to run at the front of the field again has made. In terms of numbers of entries, we can report a positive effect - it has to be said that we're still a long way



George Lepley/Arwell Jones on the Cambrian Rally
Photo: Mark Almond/Kevin Money





Jordan Road Surfacing BTRDA® Rally Series



from the halcyon days of 50+ 'pocket rockets' battling it out at the front of the field, but that should take nothing away from the effort and out-and-out speed of those who are currently contesting this particular category!

With 1st & 2nd places already under their belt, Chris Powell/Jim Lewis lead the charge in their Talbot Sunbeam, from the Suzuki Swift of Steve Black/Paul Morris. Having been absent from the Cambrian, Callum Black/Michael Gilbey took top honours on the Malcolm Wilson in their MG ZR while Dave & Toby Brick took their Corsa to 2nd in Wales but opted to forego the trip up north.

Having been thwarted with its anticipated launch on the Malcolm Wilson Rally last year, the MAXXIS Motorsport UK English Rally Championship had no such bothers this time and, as is usual after the first round, the class-based series has multiple joint leaders. Take a bow.... Euan Thorburn, Ian Joel, George Lepley, Zak Hughes and Andy Davison (Talbot Sunbeam VXR). Then, just behind them and 6th

equal, we find Richard Hill, Sam Bilham, Callum Black, Tony Simpson and Tim Phelps in his Ford Escort MkII.

Contenders for the MAXXIS English Championship title now have a slightly longer break than their BTRDA counterparts - their next event is the closed-road asphalt Tendring Clacton Rally at the end of April. It'll be then that all the joint places begin to disappear as those whose success continues move upwards in the points table. However, we'll have to wait until the Wydean Rally in early November to see who will be the 2019 MAXXIS Motorsport UK English Rally Champions...

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

Andrew Haill



**Chris Powell/Jim Lewis
Malcolm Wilson Rally**

**Photo:
Mark Almond/Kevin Money**

**Zak Hughes/Tom Wood
Cambrian Rally**

**Photo:
Mark Almond/Kevin Money**





Jordan Road Surfacing BTRDA® Rally Series



Gold Star Championship

	Overall Driver	Points
1	Euan Thorburn	60
2	Scott Faulkner	51
3	Richard Hill	50
4	George Lepley	50
5	Charlie Payne	49
	Overall Co-Driver	Points
1	Paul Beaton	60
2	Gareth Parry	52
3	Carl Williamson	49
4	Lukas Sintal	49
5	Tom Wood	49

Silver Star Championship

	Overall Driver	Points
1	George Lepley	60
2	Zak Hughes	49
3	Perry Gardener	48
4	James Giddings	42
5	Tommi Meadows	40
	Overall Co-Driver	Points
1	Tom Wood	50
2	Keaton Williams	50
3	Emma Morrison	44
4	Ian Bevan	39
5	Hannah McKillop	37



1400 Championship



	Overall Driver	Points
1	Chris Powell	58
2	Steve Black	54
3	Noel Lappin	50
4	Dominic Hodge	48
5	Matthew Evans	45

	Overall Co-Driver	Points
1	Jim Lewis	58
2	Paul Morris	54
3	Stefan Arndt	49
4	Daniel Evans	46
5	Robert Gilham	43

BTRDA Rally First Championship



Driver	Points	Co-driver	Points
Joseph Keen	30	Liam Johnson	1
Sam Johnson	1	Mark Townson	1
Andrew Wheatley	1		
Wesley Gilford	1		

The Historic Cup



Driver	Points	Co-driver	Points
David Gathercole	40	Tom Woodburn	20
George Lepley	40	Rob Fagg	20
Hugh Hunter	20	Arwel Jenkins	20
		Mike Crawford	20





Jordan Road Surfacing BTRDA® Rally Series



BTRDA Production Cup



Driver	Points	Co-driver	Points
Scott Faulkner	37	Gareth Parry	37
Russ Thompson	35	Andy Murphy	35
Zak Hughes	34	Tom Wood	34

BTRDA Rallye R2 Cup



Driver	Points	Co-driver	Points
Perry Gardener	38	Keaton Williams	38
Tony Simpson	33	Emma Morrison	34
James Giddings	33	Ian Bevan	30
Tommi Meadows	33		

Fiesta ST Trophy



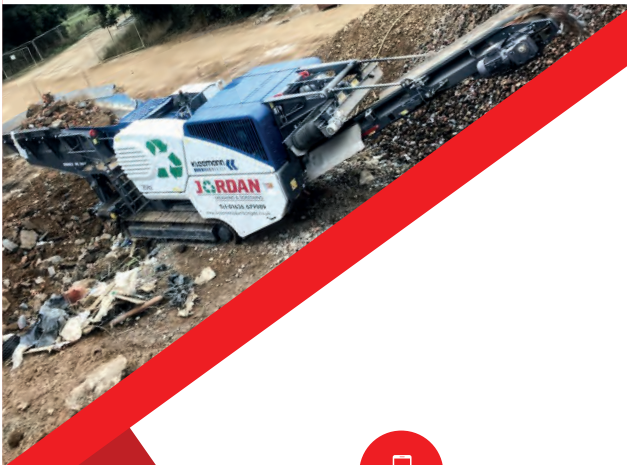
Driver	Points	Co-driver	Points
Zak Hughes	40	Tom Wood	40
Bobby Mitchell	19	Shannon Turnbull	19
Steven Ormond-Smith	18	Brynmor Pierce	17



	Driver	Points		Co-driver	Points
1=	George Lepley	25	1=	Tom Woodburn	25
1=	Zak Hughes	25	1=	Tom Wood	25
1=	Andy Davison	25	1=	Graeme Wood	25
1=	Ian Joel	25	4	Paul Beaton	24
1=	Euan Thorburn	25			

All results are shown following Malcolm Wilson Rally





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Prot tyre Motorsport UK Asphalt Rally Championship



Pritchard gets his Prot tyre Motorsport UK Asphalt Rally Championship title defence off to a winning start on the Tour of Epynt

Jason Pritchard got the defence of his Prot tyre Motorsport UK Asphalt Rally Championship title off to the best possible start by winning the opening round of the 2019 series, the Rallynuts National Tour of Epynt Rally, in his North Road Garage Ford Focus WRC05.

Strong winds sent dark clouds sweeping over the military ranges all day long, with heavy downpours of rain, sleet and hail making driving conditions hazardous and tyre choice almost impossible. While a high retirement rate decimated the high-quality field, a brilliantly controlled performance by Pritchard made the extremely difficult look easy.

Having not driven his Focus since last October, Pritchard admitted to being a little rusty on the opening stage – but then he and Phil Clarke took the lead of the event on SS2 and never looked back. On each stage thereafter they stretched their advantage – even when they had to stop for a flock of sheep to cross the road on the penultimate stage.

Their 2 minute 13 second victory margin doesn't accurately reflect the big battle they had with Damian Cole in his similar Focus WRC05. The Get Connected/Energizer-backed driver led after SS1, and it was only two disastrous tyre choices on two of the longest stages that prevented Cole pressurising Pritchard more for the win. Co-driven by Shelley Rogerson, Cole lost 14 seconds on SS4 when the wintry conditions in the service area at the Quarry could not have been more different to the dry and sunny conditions on the other side of the ranges near the Drover's Arms. The gap had increased to 57 seconds before the final stage, when Cole's ice tyres left him with no grip whatsoever – so much so that the car behind overtook him. Not even the sheep could believe what they had just witnessed – yet second and 28 points is still a great start to the six time Asphalt Rally Champion's campaign.

John Stone suffered an early misfire in the Fiesta WRC that Mikko Hirvonen had won the 2011 Rally Australia in. New spark plugs and a

replacement coil cured the problem, allowing the 2014 Asphalt Rally Championship runner-up to press on. Co-driven by Jack Morton, there was to be no heroics from the Blackburn driver this time, as he was keen to keep his Legend Fires-backed Ford in one piece ready for another rally in two weeks time. Fourth overall (behind Sebastian Ling/Aled Rees in a Citroën DS3 R5, who are not registered for the Asphalt Rally Championship) gave Stone third placed points – which was exactly what he was aiming for on a rare visit to Epynt.

On their Epynt debut, and on only their second rally in their new Cairnsmill Caravan Park Fiesta R5, Alan Kirkaldy/Cameron Fair finished fifth overall and fourth in the Asphalt Rally Championship. A fast and faultless run on the driver's first pace note event was rewarded with top points in the R5 category – beating David Hardie who was contesting his first rally in a Fiesta R5. The swap to a left hand drive car clearly suited him, as he and co-driver John McCulloch set a good pace – with a half spin and stall on SS3 being their only mishap on their way to eighth overall and fifth Asphalt Rally Championship contender.

Reigning B14 class champions Wayne Sisson/Max Freeman picked up points for sixth, exactly what they did on the opening round on Epynt last year before going on to lead the series for much of the season. It was another fine performance in their immaculate AMS Arnside Motorsport Mitsubishi Lancer Evo 10, with a broken rear driveshaft three miles from the end of SS6 their only issue.

Oli Hopkins completed the top 10 after a magnificent drive in the Hopkins Motorsport-owned and Spencer Sport-run Mitsubishi Mirage. It was only his fourth event in the car, and he drove intelligently when he found himself on the wrong tyres and pushed hard when the rubber suited the surface conditions. Co-driven by Ian Taylor, 23 points for finishing seventh registered Asphalt driver was just reward for a magnificent effort. His brother Philip wasn't so





Prot tyre Motorsport UK Asphalt Rally Championship



lucky. Back behind the wheel of his rebuilt Hopkins Motorsport-owned and MacWhirter Motorsport-run Mitsubishi Evo 6, he can co-driver Aled Edwards were forced to retire with early engine problems.

A magnificent assortment of Darrians contested the Tour of Epynt, overseen by the brand's wizard Tim Duffee. Richard Merriman/Kath Curzon came out on top, finishing first in class and 12th overall and in their two-litre Vauxhall-engined Darrian T90. They also claimed eighth overall and maximum Asphalt Rally Championship points in the B11 class, and won two tyres courtesy of the new Prot tyre tyre bonus scheme.

Huw Reed/Anthony Hackett were flying in their 2.5-litre Millington Series 2-engined, ex-John Dalton/Damian Cole, Darrian T90 GTR, but a coil pack problem on SS4 caused a misfire. They tried to fix it in service, but the misfire returned on SS5 and they called it a day. David Morgan/Richard Suter had to reverse their 2.5-litre Millington-engined Darrian T90 GTR at a chicane on SS1 and then spun at Llandeilo'r Fân Triangle on SS5. They ended the event stuck off the road, after locking the brakes on a muddy fast approach to a right hand corner over a crest.

Graham Hollis/Ashley Trimble feared they would be forced to retire after early alternator problems in their Escort Mk2, but they charged on

brilliantly to finish 13th overall, ninth in the Asphalt series and second in the B11 category.

Rounding off the top 10 Asphalt Rally Championship crews home were Gary Le Coadou/Carl Sorensen in their ex-Dani Sordo Hyundai i20 WRC. A spin at the first corner of the first stage cost them 25 seconds, but the target for the event was to reach the finish and learn as much about the car as possible – which they achieved in some style.

Rhidian Daniels showed his mechanical creativity when the gearstick on his Citroën C1 Max snapped on SS3 and he continued with the jack handle as a replacement! Together with Tomos Whittle, the talented crew now lead the B10 class – two points ahead of Adrian Drury/Cat Lund who overcame power steering concerns in their Drury Deliveries-backed Peugeot 106 GTi.

Defending B12 class champion Mike Pugsley made an inspired intermediate tyre choice for the second loop of stages, but had to slow when the fibreglass bonnet on his 1974 Escort Mk1 RS2000 blew up, restricting his view and acting like a parachute. He and co-driver Marc Clatworthy were first to stop at the scene of a nasty accident in the afternoon and were given a nominal stage time, but that didn't stop them winning their class and collecting two Prot tyre tyre incentive rewards.

Jason Pritchard/Phil Clarke
Ford Focus WRC05
on the Tour of Epynt



Will Mains/Claire Williams were adamant that they were having a nice quiet run in their Vauxhall Nova – although finishing 21st overall, nine seconds behind a Subaru Impreza WRC and winning class one by seven and a half minutes suggests that maybe it wasn't the Sunday drive they modestly claimed it to be! Needless to say, they





Prot tyre Motorsport UK Asphalt Rally Championship



now lead the 1400 class.

The event was a very special milestone for Geoff Glover, as it was his 100th Asphalt Championship rally in his self-built rear-wheel drive Astra – and in celebration, he was seeded at number 100. Not only that, it was his 36th rally on Epynt and his 18th Tour of Epynt start – and he and co-driver Keith Barker put all that experience to very good use to finish 24th overall and claim third in the B11 class.

Chris Ford/Neil Coleman were having a solid run in their ex-Chris Atkinson Century Hose-backed Impreza WRC S11, until a very heavy landing on SS6 – yet they were still rewarded with 18 points for 12th registered finisher.

Hugh Hunter was making his rally debut in his newly acquired ex-François Duval factory Focus WRC05. Keen to get miles under his belt, the 2017 Manx National winner started steadily, but a problem with the fly-by-wire system brought the P+R Benn-prepared car to a halt for 15 minutes on SS3, meaning that he and co-driver Rob Fagg were OTL.

Phil Turner/Simon Anthony were fourth overall in their TCS-backed Mitsubishi Evo 9 until they lost turbo boost halfway through SS5 and were forced to retire when they discovered the turbo had broken away from the exhaust.

Nigel Jones was doing his first rally for three years in his ex-Petter Solberg Subaru Impreza WRC S9. Co-driven by Tracy Davies, the Carmarthenshire driver was going well until SS5, when a problem with the gear selection saw the car remain in service.

A spin at Llandeilo'r Fân Triangle on the first stage meant that the time didn't reflect John Indri's pace in his Spencer Sport-built Mitsubishi Mirage. Despite a lack of grip, he and co-driver Matthew Smalley were determined to climb back up the leaderboard, but a rare turbo issue forced them into retirement before they got into their stride.

Richard Clews was contesting his first event since last July's Carryduff Folklift Down Rally, yet despite the long layoff he had made a great start. That was until the clutch in his ITG Air Filters Subaru Impreza failed on the road section to SS3, putting him and co-driver Hamish

Campbell out. Marcus Padgett/Rhys Stoneman had also made a good start in their rapid Nissan touring car engined Micra Kit Car, until a loss of oil pressure on SS2 forced them out.

Chris Rice/Craig Cameron hit a rock in their Subaru Impreza and retired on SS2, while David Longfellow/Mark Broadbent had an early oil leak in their Witch Craft Beers-backed Subaru Impreza LX, which filled up the co-driver's footwell. The problem was fixed, but they failed to reach the finish when a severe misfire developed on SS5.

Paul and Julian Doroszczuk made a fantastic start, despite their normally-aspirated Cosworth-engined Drockspeed Motorsport Escort Mk2 feeling unstable at high speed on the opening loop of stages. Sadly, the reigning B11 class champions retired on the second loop when the sumpguard broke after a very heavy landing and they lost the engine oil. Phil Turner/Ryan Griffiths retired when their Toovey Race Engines/ST Motorsport-backed Escort Mk2 got stuck in sixth gear on SS2 – an annoying early end to a flying start, especially as the gearbox had only just been rebuilt.

Other retirements included Richard Felgate/Mark Mason in their new BMW M3, Jonathan Stepney/Aled Davies in their Peugeot 205 GTi, Wayne Ellis/Gareth Price in their Peugeot 206 and Roger Priestnall/Jamie Forrest who parked their Proton Satria S1600 on SS2. Andrew Woodward/Rich Pover found the set-up of their WMD Motorsport Peugeot 208 R2 was too soft, but once adjusted they were setting good times. Unfortunately their rally came to a dramatic end on SS5, when they crashed heavily on the Burma Road, badly damaging the car and red flagging the stage. Bob Fowden/Aled Davies (Comline Auto Parts Subaru Impreza WRC S11) and Jamie Jukes/James Morgan (Spencer Sport Mitsubishi Mirage) were non-starters.

Jason Pritchard (1st) said: "We just kept our heads down and drove to the conditions. The car's ran faultlessly, Phil's been faultless on the notes and it's nice when you have a day like this because all the boy's have done in service is changed the tyres once, slicks on for one loop and then back onto wets, so it's been a very





Protyre Motorsport UK Asphalt Rally Championship



good and enjoyable day. It wasn't easy, but the only stage we struggled on was the first one because I was a bit rusty and I messed up on the paddle shift going around the hut because I was in the wrong gear and I don't know how the car didn't stall. I got my act together after that and it's been good. A big thank you to the marshals who stood outside all day in torrential weather, and it's been a good slick event with no major hold ups."

Damian Cole (2nd) said: "We had a good run through the first stage, but I chose completely the wrong tyres for two of the longer stages – my fault, but that's what did a lot of the damage today. I think we were lucky in the end to come second, because we went on an ice tyre for the last stage that gave us no grip at all, I might as well have had Plasticine on the rims! It was really nice to be back in the Focus and we'll use it for the rest of the year."

John Stone (3rd) said: "I'm not an Epynt expert and the place frightens me to death, but I have to say that it was a great day and the result is exactly what we had targeted. The conditions were really difficult, especially when we were

going over Mabion Way towards the end and there was ice and snow – but it really was a brilliant day. We'll come back to Epynt – I don't really know why we've stayed away for so long!"

Two camera crews enabled every stage to be broadcast live on the internet for the first time in the Asphalt Rally Championship, and the web-stream coverage from the Port Talbot Motor Club organised event will remain on the Special Stage Facebook page for fans to view.

The Masterpixel Media Manx National Rally on 10/11 May hosts Rounds 2 and 3 of the Protyre Motorsport UK Asphalt Rally Championship, with full points awarded on both the Friday and Saturday nights.

For more Championship information, please contact:

Jane Evans: Jane@asphaltrallying.com

For information on Protyre, please contact:

Shaun Chetwyn, Protyre Motorsport Manager
Shaun.Chetwyn@protyre.co.uk / 07968 307584

For Media information, please contact:

Paul Evans: paul@fablass.com

Championship Positions Following Round One

Overall Positions

Drivers		Co-Drivers	
1 st Jason Pritchard	30	1 st Phil Clarke	30
2 nd Damian Cole	28	2 nd Shelley Rogerson	28
3 rd John Stone	27	3 rd Jack Morton	27
4 th Alan Kirkaldy	26	4 th Cameron Fair	26
5 th David Hardie	25	5 th John McCulloch	25

Class Leaders

B10 Rhidian Daniels	15	B10 Tomos Whittle	15
B11 Richard Merriman	15	B11 Kath Curzon	15
B12 Mike Pugsley	15	B12 Marc Clatworthy	15
B14 Wayne Sisson	15	B14 Ian Taylor	15
B15 Jason Pritchard	15	B15 Phil Clarke	15
R5 Alan Kirkaldy	15	R5 Cameron Fair	15
1400S William Manins	15	1400S Claire Williams	15



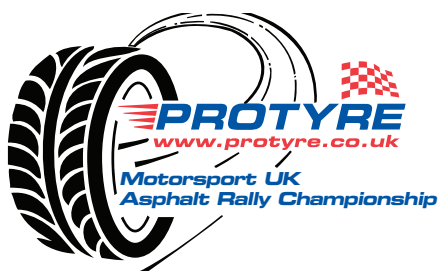


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BTRDA® Sporting Trials Championship

The 2019 season started as usual, but somewhat perversely, with the 2018 Gold and Silver Star Final in early January. There was a last minute hiccup in that the whole planning for the event had been based on using the wooded Bristol MC site at Berkeley on the South bank of the Severn Estuary. It turned out that the Pony Club were double booked to use the parking paddock, and the landlord sensibly decided that young horses and riders would not mix with noisy trials cars. This left us with a last minute decision to change sites, and having had a long term booking for the Tortworth Court Hotel for the Saturday evening Trials Dinner. We had used the Frocester Hill site for the Gloster just five weeks previously, but it was very convenient for the hotel, and it was decided to make the best of it and move the Final there. It turned out the ground had recovered amazingly well and we had a good day.

Including a larger than usual Northern Irish team of seven cars, we attracted 42 entrants, and scoring was low for the top drivers, with Roland Uglow and Laura Wilks' Crossle finishing on just 2 penalties. John Fack and Andy Gowen's MSR was second on 5, equal with Ian and Sandy Veale's home converted Sherpa IRS who lost out on the tie-break. Ross Bruce and Jarrod Goodwin's Concord was the winning live axle car in tenth place on 13, the Silver category was won by Tom McKinney and Chris Millar from Northern Ireland, who came an excellent 12th overall.

Starting the 2019 BTRDA Trials Championship, Hagley & District Light Car Club have struggled

for some time with finding suitable sites for their Geoff Taylor Trial in February, which is often a wet month, and a sodden parking field has proved to be enough of a problem to cause them to cancel their event on several occasions. This year Steve Layton has managed to find a huge site on the Apley Estate near Telford, which is not only convenient but also seems to have great potential for the future. Of course February 2019 was bone dry and sunny, but competitors were able to get a feel for the site, which bodes well for years to come. Parking and access is no problem, and there is a huge area available to explore. Possibly because of past problems, or maybe because some drivers have not got their act together this early in the season, the entry was just 22, but a good day was had by all in the warm sunshine. Simon and Matthew Kingsley's Crossle won on 14, followed by Ian and Sandy Veale's Sherpa IRS on 16, and John Fack and Andy Gowen's MSR on 20. The live axle class was won by Ian and Janette Fullwood's CAP on an excellent 27, and the Blue Class winner was Andy Wilks and Mark Smith's Crossle on 17. Darren and Sue Underwood's Sherpa took the new Rookie class on 58.

The 750MC Walsingham Trial at Buriton near Petersfield took place after some doubts caused by snowfall in the week, but was a success with 20 Nationals entries plus 12 Club entries. Simon Kingsley's Crossle took the honours on 18 points, with Ian Wright second on 28 and Richard Sharp third on 35.

As usual we ran a Training Day at Shelsley the day before the Peter Blankstone Trial on the same site. This time we attracted nine participants, which included Hugh Chambers the new CEO of the renamed Motorsport UK (was MSA). We were worried because, unlike February, March was very wet, and it poured on Friday night, leaving minor floods everywhere on the roads. Saturday turned out perfectly, a drying wind and lots of sunshine all day, so the day was a great success, which was a relief given that the "boss" was watching, and



Paul Price & Kate Kirk at the Peter Blankstone Trial
Photo: Calvin Samuel

BTRDA® Sporting Trials Championship

participating. I emailed him later on asking for any suggestions for improvements, and he replied along the lines of "stickier tyres just for me, please!"

Saturday evening poured yet again, but the scene repeated itself and Sunday was a superb day for trialling, wet ground but dry sunny weather. The MAC attracted a decent entry of 28 for the Peter Blankstone Trial, and it went like clockwork in spite of a new untested team running it. Josh and Tristan Veale's Sherpa IRS (a home conversion similar to his Dad Ian's) took a superb win on 42 points, followed by Roland Uglow and Laura Wilks' Crossle on 48, and Ian and Keil Wright's Sherpa Indy on 51. Bob Packham and Mark Tallon's old Kincraft took the live axle class in a superb 7th place overall on 57, and Ian and Janette Fullwood's CAP on 69, were the winning Blue team. Darren and Sue Underwood's Sherpa again won the Rookie class on 93.

The following weekend NPTCC ran a double header in Cumbria, where the weather was more than damp, there were all sorts of warnings on the BBC but they successfully ran both events none the less, attracting 15 entries. Mike Salton and Tom Walker took the win at the Stone Trough on just 4 points, and Simon and Matthew Kingley's Crossle won the Stuart Butterfield on the Sunday on 51.

By way of contrast the Presidents Trophy Trial the other end of the country in Hampshire was very dry, the Southsea MC having run

successful a Historic Trial the previous day on the same site. In spite of the balmy weather the ground retains moisture and there were all sorts of traps for the unwary, most drivers making mistakes somewhere along the line. Ian Wright and Alex Hill's Sherpa Indy managed to win on 33, just pipping Peter and Liz Fensom's Hamilton by one point. Roland Uglow and Beth Carroll came third on 41. Ross Bruce and Jarrod Goodwin's Concord had an excellent day to take the live axle class and sixth overall on 47, two ahead of Mark Howse and Trevor Woods' ancient but beautifully restored Impunity II. Paul Faulkner and Pete Luff had a good day in the Sherpa Indy to land fifth place and the Blue Class win on 46.

The big news for 2019 is we have finally sorted out the rules for differential testing, and we will be running test weekends at three venues in early summer, North, South and Midlands. Diffs will be tested (and sealed afterwards) on Richard Sharp's diff tester dyno, whilst the simple (and easily transported, unlike the dyno) lever test will also be used at events from time to time. It has taken a while to get here but we think the system is finally workable, for instance things like a simple to use sealing system had to be found and purchased. The test limits for 2019 are fairly wide, but the 2020 figures will be more rigorous. Hopefully we can finally put the "diff" argument to bed very soon. In a nutshell the Blue Book states that "torque biasing" diffs are not permitted, but in practice all diffs are

torque biasing to some extent, so the trick has been to find a limit to define what a "free" diff really means, but which is low cost, practical and long lasting.

At the time of writing there are six events to go before the summer break, and another eleven in the autumn, so there is all to play for. Hoping to see you on the hills sometime.

Julian Fack.



Nick Speed & Mike Barker at the Peter Blankstone Trial
Photo: Calvin Samuel

BTRDA® Sporting Trials Championship

Top BTRDA Championship Positions after the Presidents Trial

Position	Driver	Class	Axle	Total	Best 10	Average	Events	Peter Blankstone	Stuart Butterfield	Stone Trough	Presidents
Independent Red Class											
1	Simon Kingsley	Red	Indi	146	146	29.20	5		30	29	27
2	Richard Sharp	Red	Indi	125	125	25.00	5	18	28	27	
3	Boyd Webster	Red	Indi	102	102	25.50	4	21	27	28	
Independent Blue Class											
1	Andy Wilks	Blue	Indi	100	100	25.00	4	20			25
2	Mike Readings	Blue	Indi	75	75	18.75	4	13			22
3	John Cole	Blue	Indi	38	38	19.00	2	14			
Live Red Class											
1	Mark Howse	Red	Live	59	59	29.50	2				29
2	Ross Bruce	Red	Live	56	56	28.00	2				30
3	Brian Thornton	Red	Live	54	54	27.00	2		27	27	
Live Blue Class											
1	Alan Baker	Blue	Live	164	164	27.33	6	24	28	28	28
2	Sam Beare	Blue	Live	85	85	28.33	3	28			
3	Ian Fullwood	Blue	Live	59	59	29.50	2	29			
Rookie Class											
1	Darren Underwood	Rookie	Live	63	63	15.75	4	12			16
2	Paul Marsh	Rookie	Live	33	33	16.50	2				18
3	Keith Parker	Rookie	Live	14	14	7.00	2	3			
All Live Axle Classes											
1	Alan Baker	Blue	Live	164	164	27.33	6	24	28	28	28
2	Darren Underwood	Rookie	Live	107	107	26.75	4	27			25
3	Sam Beare	Blue	Live	85	85	28.33	3	28			
All Driver Classes											
1	Simon Kingsley	Red	Indi	145	145	29.00	5		30	28	27
2	Richard Sharp	Red	Indi	120	120	24.00	5	16	27	25	
3	Alan Baker	Blue	Live	109	109	18.17	6	5	23	24	20
4	Boyd Webster	Red	Indi	98	98	24.50	4	19	26	27	
5	Andy Wilks	Blue	Indi	96	96	24.00	4	18			23
6	Ian Wright	Red	Indi	87	87	29.00	3	28			30
7	George Watson	Red	Indi	83	83	20.75	4	15	21		
8	Stuart Beare	Red	Indi	68	68	22.67	3	22			
9	Jerome Fack	Red	Indi	64	64	21.33	3	23			22
10	Darren Underwood	Rookie	Live	63	63	15.75	4	12			16

BTRDA® Sporting Trials 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	Simon Kingsley	Red	Indi	70	70	14	5	15		15	13	12
2	Richard Sharp	Red	Indi	45	45	9	5	13	1	12	10	
3	Ian Wright	Red	Indi	42	42	14	3	14	13			15
4	Boyd Webster	Red	Indi	38	38	9.5	4		4	11	12	
5	Andy Wilks	Blue	Indi	36	36	9	4	12	3			8
6	Alan Baker	Blue	Live	29	29	4.83	6	6	0	8	9	5
7	Mike Salton		Live	28	28	14	2			13	15	
8	Roland Uglow	Red	Indi	27	27	13.5	2		14			13
9	Bryan Walker	Red	Indi	24	24	12	2			10	14	
10	John Fack	Red	Indi	24	24	12	2		12			
11	Stuart Beare	Red	Indi	23	23	7.67	3	11	7			
12	George Watson	Red	Indi	23	23	5.75	4	10	0	6		
13	Josh Veale	Red	Indi	21	21	10.5	2		15			
14	Andrew Woodhead	Red	Indi	21	21	10.5	2			14	7	
15	Paul Price	Red	Indi	21	21	10.5	2	N	11			
16	Ian Veale	Red	Indi	20	20	10	2		6			
17	Jeff Armitstead	Blue	Live	20	20	10	2			9	11	
18	Jerome Fack	Red	Indi	19	19	6.33	3		8			7
19	Mark Howse	Red	Live	18	18	9	2	9				9
20	Peter Fensom	Red	Indi	16	16	8	2		2			14
All Live Axle Classes												
1	Alan Baker	Blue	Live	74	74	12.33	6	12	9	13	13	13
2	Darren Underwood	Rookie	Live	47	47	11.75	4	13	12			10
3	Sam Beare	Blue	Live	40	40	13.33	3	14	13			
4	Mike Salton		Live	30	30	15.00	2			15	15	
5	Ian Fullwood	Blue	Live	29	29	14.50	2	N	14			
6	Mark Howse	Red	Live	29	29	14.50	2	15				14
7	Jeff Armitstead	Blue	Live	28	28	14.00	2			14	14	
8	Ross Bruce	Red	Live	26	26	13.00	2	11				15
9	Brian Thornton	Red	Live	24	24	12.00	2			12	12	
10	Paul Marsh	Rookie	Live	22	22	11.00	2	10				12

BTRDA® Allrounders Championship

ALLROUNDERS – The year begins

2018 Award winners

Champion	Peter Cooper Trophy	Jamie Yapp
Runner up	Darbyshire Trophy	John Fox
Third	Margot Young Trophy	Liam Rollings
One Car	Davijon Trophy	Liam Rollings (BMC Mini)
Under 25	Duckham Trophy	Elis Matthews
Qualifiers		Alan Wakeman, Richard Yapp, Nick Pollitt, John Wadsworth Lee Matthews.

Welcome to our Championship for another year of BTRDA motorsport. As always we've listed last year's award winners as this is the first News that we can record the 2018 results, due to Allrounders year finishing on December 31st and after publication of the Winter News. We congratulate all our qualifiers in 2018.

We look forward to all this year's entrants doing well and aiming to qualify with six events from at least three disciplines. Read the rules - always a good way to start!

Now to the start of this year's championship. At the time of 19th March copy date there should have been 12 qualifying events from the various BTRDA Championships, but unfortunately the

Car Trial weekend has been postponed, with Rallycross to start on 24th and speed events (Nat B Autocross, Sprint and Hillclimb) to find.

Current scores are in this news and will be regularly updated on the website www.btrda.com. So far our contenders have gained useful points from AutoSolo and Autotests with Rallycross just starting and we hope to see points gained from the other groups very soon. It's disappointing that so far we have no contenders from the two rally series nor the sporting trials but maybe they will come along later.

Speed events start in April when hopefully the weather will be warm.



Simon Harris at Curborough Autotest
Photo: Peter Cox

Recently I was out supporting my local club who ran the first sporting trial of the season at a new venue. I helped with the set up and marshalled on the day, an unexpected foggy start which turned into a lovely sunny afternoon. It's a wonderful new venue with great potential. All the event needs is a few more competitors. This was followed by an autotest, again the first of the season, for the same club, Hagley, at the Curborough sprint venue. A cold blustery day but mostly dry, gusts of wind occasionally blowing over the pylons and re-arranging the test marker cones. Problems for all to deal with. The modern autotest maneuvers do seem to be ultra complicated and test layouts tight and not always suitable for the larger cars, but that's today's level of autotesting with lots of skill as

BTRDA® Allrounders Championship

always. Memory tests requiring speedy lightweight cars. However, it must be somewhat demoralising for newcomers and to those drivers without the specially prepared cars.

All go from now on with a packed calendar of qualifying events. We now look forward to

another competitive year in Allrounders. Do well.

Whatever the weather, enjoy your motorsport,

Phil D

A Point of View

There have been discussions in the (production) car trial circles about trying to attract additional competitors by trying to encourage the use of newer cars. This stems from the "new car" class being for post-1998 cars which at the moment is a bit of a misnomer. The new idea is to move this date to around 2012.

This started me thinking about the age of cars that compete in all Nat B events. Rallying seems to have more newer cars than other Nat B events, but even so only a very small percentage are less than 5 years old. When I looked through the entry lists of sprints and hill climbs the only new cars were single seaters. Most of the touring and sports cars are well over 5 years old though there is the occasional Porsche or Ferrari. Autotests and Autosolos also seem to have around 80% of cars well over 5 years old.

Obviously, the price of cars is a factor and another factor is that newer cars and their electronic systems do not suit competitive motor

sport. As with most things there are exceptions where a car is marketed for competition use but as a general rule the majority of new cars and their electronic systems do not suit motorsport without being modified.

As an example my Jetta does not like left foot braking and doing this cuts the power, so even if you have your foot flat to the floor on the accelerator the engine reduces to a tick over when you left foot brake. On my MX5 if I start a sprint without switching off the traction control the car nearly cuts out after a few yards and when you arrive at the first corner the engine cuts out. The traction control can usually be switched off. However all cars now have electronic stability control which as far as I can ascertain cannot be switched off unless you engage the services of an electronics whizz to programme the system, including the ECU.

On events such as Autosolos and Autotesting it would be difficult to drive a new road car without the computer system hindering progress. The

same would apply to car trials where the car would be virtually impossible to drive especially if you had to traverse a field at an angle of 45 degrees.

There may be post 2012 cars that could cope with these situations but how long would it take to find those models. More than likely cars would have the electronic systems modified to cope and as class one is for standard cars these cars would not be eligible for this class.

As the object of this change is to encourage new competitors to enter the post 2012 family car to enjoy a day's motor sport. I wonder what odds "Bet Fred" give on that being a success.

John Wadsworth



Stuart Perren at Curborough Autotest
Photo: Peter Cox

BTRDA® Allrounders Championship

Provisional Overall Scores to 25th March 2019

Name	Score	Grp	Score	Grp	Score	Grp	TOTAL
John Fox	13.33	A	15.56	H	18.00	H	46.89
Alan Wakeman	17.14	H	16.00	H			33.14
Robert Milligan	17.78	H	12.00	H			29.78
James Hall ^{U25}	13.33	H	14.00	H			27.33
Simon Harris	6.67	A	11.11	H			17.78
Jamie Yapp	17.78	H					17.78
Todd Crooks ^{U25}	17.14	E					17.14
Alfie Jeakins ^{U25}	16.67	E					16.67
Mark Bradley ^{U25}	14.55	H					14.55
Charlie Titcombe ^{U25}	13.33	E					13.33
Alastair Moffatt	12.50	A					12.50
Richard Yapp	10.53	H					10.53
Abbie McGuinness ^{U25}	10.00	E					10.00
Dave Evans	8.00	A					8.00
Amy Baines ^{U25}	6.67	E					6.67
Fred Ling ^{U25}	3.33	E					3.33
Stuart Perren	2.50	A					2.50
Phil Darbyshire							
Paul Johnson							
Nick Pollitt							
Luke Powell							
John Wadsworth							
Dave Walker							

A - Autotest

B - Car Trials

C - Forest Rally

D - Asphalt Rally

E - Rallycross

F – Sporting Trials

G - Speed

H – AutoSOLO

* Indicates Rally Co-driver

^{U25} Indicates Under 25 score



David Evans at
Curborough Autotest

Photo: Peter Cox

BTRDA® 2019 Championship Events

April 2019

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. 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.

Motorsport UK English Rally Rounds are shown in Green

Please check the BTRDA website for updates

	AutoSolo	Autotest	Car Trials	Rallycross	Rally – Asphalt	Rally – Forest	Sporting Trials
Apr 6							
7	Bath MC (B)						
13							
14		Boundless by CSMA NE London	Ivinghoe Spring Trial Ting/Dunstable			Rallynuts Stages Rally Builth Wells	J B Taylor Kentish Border
20							
Apr 21		Easter Sunday					
27							
28	Oxford MC (A)	Rhyl & District MC			Clacton MSA English Only		Pennine Airedale & Pennine
May 4							
5							Jigger Jug NPTCC
6		Bank Holiday Monday					Raymond Baxter NPTCC
10							
11					Manx National Rally		
12	Sixty & Worcester CC (A)	Wolverhampton & SSCC				Plains Rally Incl. MSA English Oswestry	Four Turnings Camel Vale
May 18				Pembrey R2			
19	Boundless by CSMA NWMC (A) and Bristol MC (B)			Pembrey R3			Spring Trial Midland TCC



BTRDA® 2019 Championship Events

April 2019

	AutoSolo	Autotest	Car Trials	Rallycross	Rally – Asphalt	Rally – Forest	Sporting Trials
May							
25							
26							
27		Bank Holiday Monday					
Jun							
1		Loughborough CC	Derwydd, Corwen				
2			MAS Trial				
			Anglesey				
8	Abingdon CAR-Nival						
9	(B)		Wyre Forest				
			Stourport on Severn				
15					Rally van		
16					Wervik		
22							
23	Boundless by CSMA	Alwoodley MC	Wye Valley				
	NWVG (A)		Ledbury				
29							
30				Blyton Park R4			
July							
6							
7		Knutsford & DMC					
13							
14	Farnborough DMC (B)					Nicky Grist Stages	
						Builth Wells	
Jul							
20		South of Scotland MC	Gerry Evans		Down Rally		
			Memorial				
			Cymru				
			Abergele				
21			Clwyd Trial				
			Prestatyn				
27/28							

BTRDA® 2019 Championship Events

April 2019

		AutoSolo	Autotest	Car Trials	Rallycross	Rally – Asphalt	Rally – Forest	Sporting Trials
Aug	3							
	4	Under 17 MCNW (A) and Bath MC (B)	Caernarvon & Anglesey MC			Tyneside MSA English Only		
	10				Pembrey R5			
	11				Pembrey R6			
	17/18							
	24							
	25							
	26					Mewlia National		
			Bank Holiday Monday					
	31							
Sep	1						Woodpecker Stages Incl. MSA English	
	7							
	8	Ross & DMSL (A) and Farnborough DMC (B)		Gaby Mohr Memorial Bridgnorth				Robin Jaeger NTPOC
	14							Robin Alexander Camel Vale David Ayres Launceston MC
	15	Under 17 MCNW (A) and Bristol MC (B)	Hartlepool & DMC					
	21					Cheviot Stages Rally		
	22			Ernest Owen Memorial				Peter Fear Ross & District
				Burton upon Trent				
	28				Lydden Hill R7		Trackrod Forest Stages Incl. MSA English	Charles Pollard Peterborough MC
	29		Whitchurch MC					



BTRDA® 2019 Championship Events

April 2019

		AutoSolo	Autotest	Car Trials	Rallycross	Rally – Asphalt	Rally – Forest	Sporting Trials
Oct	5							
	6	Oxford MC (A & B)						John Southern NTPOC
	12							
	13			Grand Final Stourport on Severn				
	19				Knockhill Test & Practice Day			Training Day Long Compton
	20				Knockhill R8			Mercian Trial Midland TCC
	26							
	27	Knutsford & DMC (A)						
Nov	2							
	3							Tulleys Farm Kentish Border
	9							
	10							Roy Fedden Bristol MC
	16							
	17	BTRDA						Loughborough Loughborough CC
	23/24							
	30							
Dec	1							Gloster Midland TCC
	7						Grizdale MSA English Only Reserve Event	
	14/15							
	21/22							
	28/29							



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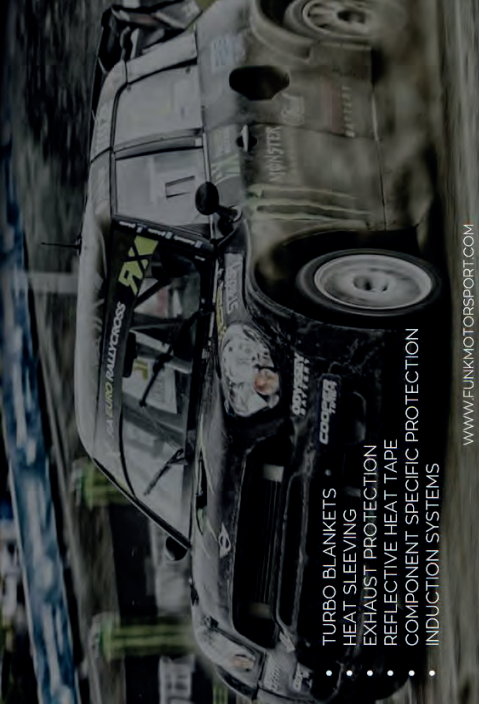


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Autosport International BTRDA Clubman's Rallycross Championship in partnership with Toyo Tires

2019 Championship Preview

The 2019 Autosport International BTRDA Clubman's Rallycross Championship in partnership with Toyo Tires will be run over 8 rounds this year. The renewal of title sponsorship with Autosport



International, in addition to major backing from other high profile sponsors, not only allows all events to be televised but also will mean the championship will have a presence at the Autosport International at the NEC in January 2020. With the reigning BTRDA Rallycross Champion, youngest ever winner and Gold Star winner Luke Constantine missing from this round 1 of the Championship, it means all other drivers present here today can take full advantage and get some good points on the board. Luke is due to join the championship from round 2 onwards and is planning to contest all remaining events.

HT Installations - Clubman 4x4

The headlining Clubman 4x4 category with their 450+ bhp, 4x4 cars, will have a 5 round championship at Pembrey and Knockhill in

2019. The 2018 Champion Nigel Burke will return to try and re-claim the category title, driving his fully re-built Subaru Impreza. He is sure to face some stiff competition this year with

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

Welsh duo, father and son, Mike and Liam Manning both driving new cars in 2019 planning a full assault. Other driver to watch out for include; Tommy Graham (Ford Fiesta), 2018 SuperModified class champion Pat Ryan (Mitsubishi Colt), Imran Mogul in a similar machine, rallycross newbie Melvyn Da Sousa (VW Golf 4x4 Turbo) and 2017 Champion Roger Thomas in his brand new Ford Fiesta MK7.

Flitspeed - Production 4x4

This category could see the largest growth since its introduction with double figure entries due to be on track at Pembrey from May onwards. 2018 Champion Dan Beattie is fully rebuilding his Subaru which will mean he will only take part in a couple of events before a full assault in 2020. Category newbies all driving Subaru Impreza's include the category sponsors Dominic Flitney in his 'Flitspeed', James Philips, Paul Pascoe, Chris-Rasher Baker, Andrew Stevens will all join regular category competitors Darren Clark (Nissan), Paul Davis (Subaru), Tracey Bennett (Subaru) and Nick Potter also in a Subaru.

AS Performance - SuperModified

The Unique and diverse SuperModified category will certainly provide some of the best action in the Championship with some real headlining drivers & cars looking to take home the title. Returning to the category after a season off rebuilding his brand new BMW Mini Cooper S, Todd Crooks will be hoping for top honours.

Also returning this year is Gary Cook at the wheel of a Ford Fiesta ST and Guy Corner in a brand new self-built Lotus Exige. Having raced in the BMW Mini class in previous seasons, Leigh-Ann Sedgwick will be driving the more powerful ex Tony Lynch BMW Mini Cooper S. Other drivers to watch are Allan Tapscott (Corsa Rwd), newbie Danny Prime (Toyota Starlet) and former Scottish Rally driver William Stewart at the wheel of the ex Tommy Graham Ford Escort Zakspeed Turbo. The championship has even

Cars present at the MDA organised Blyton test day in February



lured 17 year old Norwegian Elise Friem in her Ford Focus ST to compete in all rounds.

Funk Motorsport - Production

Going into the 2019 season, the Production category looks like it could be the most open it has been for years with the likes of Luke Mason and Keith Kerrshaawe not doing full seasons and around 15 new drivers set to join the grid. Amongst some of the new drivers include a host of Clio's driven by Robert Hindley, Robert Pickard and Dom Booth and a host of Citroen C2 drivers; Dale Riches, Matt Johnson, Vioral Puls, Joseph Finney and Ben Eastwood.

SG Trailer Hire - Classic

The Classic category is sure to provide some great racing from some of the older machinery and often most flamboyant drivers. The fantastic news that 2017 Champion Brian Hardman will join the grid is a huge boost for the category and is sure to start as favourite this season. All the usual suspects will be back this season and will be joined by some new drivers and cars including; Steve Pascoe, Sierra Cosworth, Arron Pullen, Toyota MR2 and Scott Cartledge, Escort Cosworth. Moving from the SuperModified category, Marc Jones will try his hand at the classic category in his Toyota MR2 and returnee Keith Rylands will be hoping for success in his Fiesta Cosworth.



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Questmead Ltd/710 Oils - Juniors

The 2018 season saw the Junior category grow to double figure entries throughout the season and not only that but one of the competitors; Luke Constantine winning the overall BTRDA Rallycross Championship. 2019 will again see a growth in this category with a whole host of regular Suzuki Swift drivers being joined by a wide variety of new drivers and cars. These

newbies include; Abbie McGuinness driving a new VW Lupo, John Shepherd, Vauxhall Corsa, Alfie Jeakins, Nissan Micra K12, Reece McGuire, Seat Arosa and driving a 'hired' Vauxhall Corsa Max Langlaid who will move into a new car from round 2 onwards. New drivers can also be found in the more familiar Suzuki Swifts and these include; Alfie Porter, Charlie Titcombe and Matt Ovenden.

Round 1 - Blyton Park Circuit, Lincolnshire, Sunday March 24th, 44 starters

What a difference 6 months can make, back in October for round 8 of the Championship, torrential rain was the order of the day at Blyton, roll on 6 months and the Championship was greeted by blue skies, glorious sunshine and dust! A great days racing was had by all, there

were a few withdrawals, but 44 cars raced hard all day.

The biggest success being that there were 16 brand new drivers on the entry list for round 1 and 22 drivers who didn't race with the championship in 2018, which just shows the strength and appeal of the BTRDA Rallycross Championship.

Flitspeed Production 4x4 Category

With the lowest entry seen at Blyton there were only 2 starters in the 4x4 category, and with it, 2 brand new drivers to the sport, both driving Subaru Imprezas. Chris Baker in his WRX version unfortunately blew his engine at the end of heat 1 which would rule him out for the rest of the day. This left Welshman James Philips to use the event as a test session, allowing him to get faster and faster times all day and pick up maximum points in the category.

With entries expected to be around 6 or 8 cars for rounds 2 and 3, both James and Chris are sure to face some stiffer competition.

AS Performance SuperModified Category

As always, the diverse but fiercely competitive SuperModified category provided some great racing and at Blyton there was 11 entries. It was Fred Ling in his Fiesta who laid down a marker in the first heats by beating the field by a huge 8 seconds. Northern Ireland driver and making his debut in Rallycross in his new Vauxhall Corsa Allan Crockett claimed



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heat 2 and 3 and with it claimed pole position for the A final. Allan very nearly had a different story to tell as a coil pack and ECU wiring issue caused dramas even before practice had begun. With the will of the BTRDA paddock in full force, phone calls were made, parts found and assistance gained from fellow Rallycross competitor Gary Dixon who drove to Blyton to save the day. In the final as the lights went out Allan made a great start and lead the final for 4.5 laps, until the hard charging Todd Crooks, debuting his new BMW Mini Copper S caught Alan and made a pass as they went over the jump and down the back straight. Following them home was Devon's Allan Tapscott in his RWD Corsa, making a welcome return to the BTRDA Championship and who had a trouble-free race day. Another driver making his debut in Rallycross driving the ex-Tommy Graham Ford Escort Zakspeed, Scottish driver William Stewart came home 2nd in the B final and then rose to 4th in the A Final. Other notable drivers in the category included rallycross debuts for Leonardo Lyon and Michelle Swallow both having a great days racing finishing in the A Final.

The driver who by far travelled the furthest to get to Blyton was Norwegian Elise Freim, who has committed to a full BTRDA Championship, faced a tough day mechanically but was classified 8th

in the category and will pick up some valuable points.

Funk Motorsport Production Category;

By far the largest entry at Blyton was the 'Funk Motorsport' production class and with it provided some of the closest racing on the day. The qualification heats were extremely close with 3 different drivers claiming heat wins, Joe Meskauskas (Citroen C2) heat 1, Nathan Jones (Honda Civic) heat 2 and Dale Ford (Citroen Saxo) Heat 3. It was Dale Ford who was the most consistent across the heats and with it put himself on pole position for the A Final where he drove an excellent lights to flag victory. There were enough entries for a C Final which saw Chris Harper and Louis Kershaw move forward to the back of the B Final. In the B final it was the 2ltr cars of Bradley Sampson and Peter Hamlett who came home 1st and 2nd to join the A Final grid, and Chris Harper who won the C final and came home in 3rd place. Whilst Dale Ford had a great race and claimed victory, it was Nathan Jones and Sue Lane who came home in 2nd and 3rd places. A couple of drivers suffered misfortune at round one included James Orton who retired from practice with transmission problems and Dale Riches making his Rallycross debut who unfortunately rolled his Citroen C2 in heat 1.

The Funk Motorsport category had a great start to the year with some epic racing, with grids expected to grow to close to 30 cars for the rest of the season it looks like it's going to be a great season.

SG Gaunt Trailer Hire and Sale Classic Category

The 2018 SuperModified 2101cc+ class champion Marc Jones (Toyota MR2) decided to switch to the Pre 1995 Classic category for 2019 and with it dominated proceedings at Blyton taking 3 heat wins,



Dale Ford Production Class at Blyton



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claimed pole position and then had a lights to flag win in the A Final. The returning 2017 Historic champion Brian Hardman returned and had a great day until a windscreen full of mud caused him to crash head on into a course marker and with it end his challenge for top honours in the final. Claiming a great 2nd place at the event was the ex BTCC driver Harry Vaulkhard in his rebuilt Vauxhall Corsa and completing the podium positions was Dave Martin in his Peugeot 205. The flamboyant BMW driver Vince Bristow came home in 4th, also facing visibility issues and Keith Rylands was a non-starter in his new Fiesta Cosworth.

Questmead Ltd/710 Oils Junior Category;

The stars of the future of Rallycross, the Junior competitors certainly provided some great racing at Blyton. A great 5 car entry was attracted and with it there were 4 debuts in the sport from Alfie Jeakins in his Micra, Charlie Titcombe, Suzuki Swift, Abbie McGuinness, VW Lupo and having struck a last minute hire deal, Max Langmaid, Vauxhall Corsa. These 4 new drivers joined the more experienced Amy Baines in her Vauxhall Corsa, and it was this experience which allowed Amy to claim 3 heat

wins and pole position for the A Final. In the final things didn't quite go according to plan when on lap 2 whilst pushing hard Amy had a light roll which ruled her out of the re-start and what would have been a sure win. With Amy's demise it was Charlie Titcombe who lead the re-start for 3 laps until Micra driver Alfie Jeakins caught and passed and claimed his first category win. Charlie Titcombe followed Alfie home and in 3rd place it was VW Lupo driver Abbie McGuinness who has a great day on her debut in the sport. Unfortunately, a clutch issue ruled out Max Langmaid after practice, he will however be back on action at Pembrey in May.

Congratulations to all category and class winners along with James Phillips, Production 4x4 Subaru Impreza and Dale Ford Production Citroen Saxo VTS who both receive the Toyo Tires incentive of £150 each for racing and winning on Toyo Tires.

Making his debut in the BTRDA Rallycross Championship and travelling across the Irish Sea, Allan Crocket in his Vauxhall Corsa picked up the 'Best Newcomer' award at the event.

Rounds 2 & 3 take place on May 18th & 19th at the Pembrey Circuit, South Wales

Loughborough College Students – A report on their first event as pit crew

We are a group of Loughborough College students studying a motorsport course and we were given the opportunity to work as the pit crew for the colleges own Honda Civic Rallycross car as part of our programme of study.

We got told about this opportunity when our lecturer Dave Wappat came into our class and asked for volunteers to participate in being a member of the pit crew and we instantly said yes to this. We thought it was a great opportunity for us to demonstrate our mechanical abilities under stress in a race environment.

The Type-R was taken to a test day and driven by a few of our tutors, including Dave. When the test day was done,

the car came back to the college and it was our task to investigate and rectify any issues that were reported under the expert guidance of Gary Cook. This included the front suspension mountings having an issue coming loose and

also finding a way of stopping the mud from getting into the engine bay under the wheel arches. We engineered a make-shift gator using an old tyre inner-tube and some split pins, to secure the gator to the inside of the wheel arches. All the issues were sorted with only a couple days until the event.

On the Saturday, we arrived at the college for 12:15, forty five minutes early thanks to Abe's time-keeping skills, while Dave was fashionably late. Darren, our other tutor was in charge of getting the car to Blyton on the trailer with the van. We set off at around 1pm and we arrived at Blyton for 2:40. We set up the pit area once the car had been scrutineered. After an early start on Sunday, we got to the pit area to begin setting up the car for the day. Darren was giving us excellent guidance on how to go about our activities on the race day and gave us a fair bit of independence when making decisions for the car.



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Our driver, Dave, went out for a few practice laps and reported any issues he had with the car. He went out for his first heat and brought the car home for a win after a battle with an Alfa-Romeo 147. We saw a couple more successes

during the day including a second place in heat 3 and qualifying for the class A-final, which was a much better result than we expected. During an inspection phase we did find that the front-right wheel had slightly too much play at the

track-rod end which now being under pressure, we able to rectify and get the car out in time for it to take the grid for the race. Dave did a great job of keeping the car in one piece and driving clean in each race, which made our jobs a lot easier.

Overall we thought the day was a great success and it all ran very smoothly. We all really enjoyed the experience and hope to be able to help with the car again. The weekend was a great opportunity to experience what sort of things go on at a race event and the responsibilities that come with being a member of the pit crew.



Rallycross Snippets

Knockhill Race Circuit will return to the BTRDA Championship calendar for the first time in 5 years having agreed terms with the DDMC on a minimum 2 year deal which sees the final round of the Championship move away from the traditional Croft Circuit venue to Knockhill on Sunday 20th October. The final round will be preceded by a Rallycross test day on the Saturday afternoon allowing the drivers to get used to the new circuit.

The Ex Tommy Graham Ford Escort MK2 Zakspeed will re-appear in the championship this year driven by Rallycross newbie and former Rally driver Willie Stewart from Scotland. This will be his first year in the sport and is hoping for some great results in the SuperModified category.

Berkshire's Nigel Edge will make his debut in the championship this year driving the ex Adam Clarke, John Lyne Citroen Saxo in the Production category.

'The Car in front is a Toyota' – motorsport newbie Danny Prime will debut his self-built SuperModified spec Toyota Starlet fitted with a 1300cc Turbocharged engine this year and is planning a full season.

Former Overall, Category and class champion Gary Cook will make a return to the Championship in 2019 driving a self-built SuperModified spec Ford Fiesta ST powered by an 'Exon Engines' 2000cc Ford Lump. Unveiled at the recent Autosport International in January and debuted at the Rallycross test day at Blyton, Gary is hoping for some good results in 2019.

'They see me rollin' – Todd Crooks has spent the whole of 2018 on the side lines in his normal SuperModified car whilst his new car was built after a huge roll in the British Championship event at Lydden Hill in August 2017. He has kept racing in 2018 at the wheel of either a classic mini or a more modified version in the Classic Category. For 2019 a SuperModified car based upon a 2003 Mini Cooper S. His engine



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is turbo converted to 320bhp with the help of the Link engine management and an ITG air filter among other mods. Running a standard gearbox, and has been lightened with their own panels, and black art designs have done some triple tube dampers. The radiator has been moved to the back, and a F56 mini challenge dashboard panel fitted. Todd will be hoping to challenge for top honours not only in the SuperModified category but also the overall championship.

A whole host of brand new drivers and cars are set to hit the Production category in 2019 and these include; Dale Riches will debut a brand new self built Citroen C2, Robert Hindley Renault Clio 182, Dom Booth Renault Clio 172, Matt Johnson Citroen C2, Louis Kershaw Rover 25, Joseph Finney Citroen C2, Paul Greenwood Saxo, Joe Booth Suzuki Swift and Sam Johnston Citroen Saxo.

UK Colleges and Universities see Rallycross as a great way to develop their skills and knowledge and in 2019 we will see at least 3 of them doing battle on the track. Brooklands College will race a Ford Fiesta MK5 fitted with a Puma engine in the SuperModified category, David Wappat will drive a brand new Honda Civic Type R in the Production category from Loughborough College and Brunel University with a Ford Fiesta MK6 in the Production category.

Former Ministox and short oval drivers will join the Junior Category in 2019 with Alfie Jeakins driving a Nissan Micra K12, daughter of top rally driver Abbie McGuinness driving a VW Lupo and

Max Langmaid who will hire a Vauxhall Corsa for round 1 before either buying or building a car for the remainder of the year. Reece McGuire will also join from August onwards once he has reach 14 years old driving a Seat Arosa.

Rallycross newbie Melvyn De Souza will debut a brand new 2000cc VW Golf 4x4 in the Clubman 4x4 category from Pembrey in May onwards.

Former Welsh rallyman James Phillips has purchased one of the ex Dominic Flitney, Flitspeed Subaru Impreza's in the Production 4x4 category. James will be joined in the category by a whole host of new drivers which should see the category get into double figures for the first time from the May Pembrey event onwards. These new drivers include; Paul Pascoe, Dominic Flitney, Andrew Stevens, and Chris Rasher Baker.

2018 SuperModified class Champion, Irishman Patrick Ryan will move up to the 4x4 category in 2019 whilst his brand new Millington powered Vauxhall Corsa is built. Pat will use his Mitsubishi Colt 4X4 in the category and is due to be joined by a strong field which should see entries in double figures at Pembrey in May.

Norwegian invasion – Fresh on the back of her debut at the 2018 final at Croft, 17 year old Elise Freim will compete in a full BTRDA Championship in her self-built Ford Focus ST.

The classic category will see a whole host of new cars this year including; Steve Pascoe Sierra Cosworth, Arron Pullen Toyota MR2 and Keith Rylands Fiesta Cosworth.



Danny Prime's Supermodified Toyota Starlet - Before and After



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Results after Round One

BTRDA Championship Overall		
1 st	Dale Ford	40
2 nd	Todd Crooks	40
3 rd	Alfie Jeakins	40
4 th	Marc Jones	40

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BTRDA Supermodified Category

AS PERFORMANCE Overall SuperMod		
1 st	Todd Crooks	40
2 nd	Alan Crockett	37
3 rd	Allan Tapscott	35

SuperModified up to 1600cc		
	-	

1601 to 2100cc SuperModified Class		
1 st	Alan Crockett	40
2 nd	Leonardo Lyon	37
3 rd	Gary Cook	35

Over 2101cc SuperModified Class		
1 st	Todd Crooks	40
2 nd	Allan Tapscott	37
3 rd	William Stewart	35

SuperModified BMW Mini Class		
	-	

Funk
motor sport

BTRDA Production Category

FUNK MOTORSPORT Overall Production		
1 st	Dale Ford	40
2 nd	Nathan Jones	37
3 rd	Sue Lane	35

Production 1600 8V Class		
	-	

Production 1600 16V Class		
1 st	Dale Ford	40
2 nd	Joe Meskauskas	37
3 rd	Lee Keeler	35

Production 1601 to 2000 Class		
1 st	Nathan Jones	40
2 nd	Sue Lane	37
3 rd	Bradley Sampson	35

Production 1400 Class		
	-	



James Phillips
Production 4 x 4 at Blyton



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Classic Category

Overall Classic Category		
1 st	Marc Jones	40
2 nd	Harry Vaulkhard	37
3 rd	Dave Martin	35

Classic SuperModified Class		
1 st	Marc Jones	33

Classic Modified Class		
1 st	Harry Vaulkhard	33
2 nd	Dave Martin	30
3 rd	Vince Bristow	28

Classic Mini Class		
	-	

TV Coverage

Motorsport TV (online platform – free to view),
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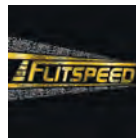
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Alfie Jeakins
Junior Rallycross at Blyton



Production 4 x 4 Category

FLITSPEED Production 4x4 Cat.		
1 st	James Phillips	33
2 nd	Chris Rasher-Baker	30



Clubman 4 x 4 Category

HT INSTALLATIONS Clubman 4x4 Cat.		
	-	



Junior Rallycross Category

QUESTMEAD/710 OIL Junior Rallycross		
1 st	Alfie Jeakins	40
2 nd	Charlie Titcombe	37
3 rd	Abbey McGuinness	35



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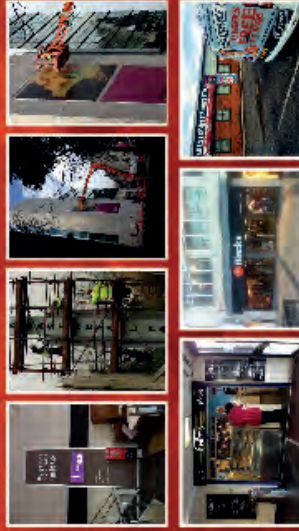


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Demon Tweaks Direct **BTRDA® Autotest Championship**

From The Hot Seat

To paraphrase the movie title "Autotesting – Here we go again!" with 2019 seeing the return of many stars of past years, as well as some budding starlets, to join our company of regulars. As you will read elsewhere, we have no less than 6 Gold Star Champions registered for this year's Championship which should make the season's battles interesting.

I am glad to say that it looks like the Minis are back this year with John Fox, Charlie Lower, Ash Slights, Rob Rolston and Mike Biss all registered so far. Hopefully we will see them all out during the year as we were seriously contemplating having to abandon the Class at the end of last year due to the lack of support. The other main Classes appear to be well supported with the Saloons benefitting from a vibrant Northern contingent with a Midlands interloper in a returning Gavin Dickson, who has bought back

his Nova. The sportscar Class sees the return of all the regular machinery, albeit with various modifications over the winter and two new faces with the return of Steve Stringer after an eight-year absence, and Dave Evans having forsaken the Specials and imported Paul Blair's Striker, both will have a steep learning curve to master. The Specials welcome the return of Paul Swift and Alastair Moffatt and the arrival of Mark Thornton to the Class in the ex-Paul Mooney Vauxhall engine Mini Special.

What support the two "standard car" Classes will get is yet to come clear, but the Saloon class will inevitably encourage the attendance of some Allrounders at events and hopefully some budding competitors will be attracted to the "Roadgoing Kit Car" as a starting point.

Regarding events for 2019 we welcome Rhyl and District Motor Club to the fold, returning after many year's absence. They appear to be a very enthusiastic organising team and we wish them well. Elsewhere there has been some rescheduling to the traditional calendar with Hartlepool moving to September and Loughborough to June when their Championship round will become a feature of the Coventry Motofest on the first weekend of June, where we will be able to showcase our sport to a wider public.

It's very early days yet so we will have to wait and see what the season will bring, hopefully it will be another cracker like last year and go down to the wire.

Steve Layton



Charlie Lower at Curborough Autotest
Photo: Peter Cox

From the Pits - *This report comes in two parts:*

Part 1 - Before the first event.

For this first report of the year I always like to welcome the new registrations and so here is a warm wheel spinning welcome to Charlie Lower and Robert Milligan. Many of you will have met Charlie at last year's Ken Wharton where he was

originally a general reserve but ended up driving for Scotland (and Wales!) as their Mini driver. I could be bold and predict that Charlie will be the most successful of the Lower family - in championship autotests that is. Dad Kevin runs a garage in Seaford down on the south coast

demon tweaks

Demon Tweeks Direct **BTRDA® Autotest Championship**

and has competed on just about every form of motorsport with four wheels and still notches up several FTDs in the grass events which are very popular in the south east. His brother Barney has already won the regional association stage rally championship and goes pretty well in his BMW on grass events. Back to Charlie, last year he featured in a MSA promo for autotests having used the family MX5 at the CSMA Silverstone event. In that same MX5 he won the best road going award in the regional Southern Autotest championship. And, then it was an ex Paul Swift mini that was used for the Ken Wharton event. The Mini will be the car he has entered for the Curborough Hagley event where he is will be up against in Class A a young Ash Sights and Dave Fox in the Vauxhall engine mini.

I'm afraid I haven't got as much information on Robert other than that he is from Bedford which will be handy for several of the rounds in the 2019 demon tweeks series.

One "new" registration for 2019 is actually somebody who was the Gold Star champion back in 1976 and 1978. Steve Stringer has entered Curborough in his original Lotus 7 with its umbrella handbrake which was used to good effect to beat the likes of Trevor Smith and Dick Squire back in the 70's. It's not that Steve has

been inactive since then as he has been a very active participant in stunt driving and the Top Gear Shows. Talking of stunt driving brings me nicely to another "old" star in Paul Swift who is out at Curborough in his mini special. Paul was Gold Star champion from 2004 to 2007 but has spent much of the time since then on stunt driving activities as well as driving a very nicely prepared Mk 2 Escort on tarmac stage events. Having mentioned Gold Stars it would be rude not to acknowledge the other Gold Star drivers at Curborough – Richard Pinkney (3), Alastair Moffatt (5), Dave Mosey (3) and Malcolm Livingston (2). I reckon that's a total of 19 for the drivers competing, could this be a record? I'm not sure whether Gavin Dickson comes into the new old description but it is a few years since he has been out competing and he is on the Curborough entry list in a 1400 Nova. I wait to see which version this will be! What will definitely be new is the Striker that Dave Evans will be using in the sports car class. Dave has been competitive in the Blitz special so let's see how the longer wheel base behaves. From my own experience driving David Haigh's Mk 2 special which was much shorter than his championship winning car, now owned and heavily modified by Paul Fobister, a shorter car does not really help in autotests as it is more unstable in reverse.

And now for

Part 2 – After the first event

A quick rewind to my opening comments re welcoming newcomers as Murray Walker joins the list. He is one of the very active SoSCC (South of Scotland Car Club) members and drives a Nova. Not only drives it but drives it exceedingly well and he was a deserving winner of the second in class B award.

There were a couple of other changes to the entry list as the Gavin Dixon Nova didn't appear. It was in fact Gavin's original car which he had repurchased but he found it needed a few changes before it could be driven competitively.



Murray Walker at Curborough Autotest
Photo: Peter Cox

demon tweeks

Demon Tweeks Direct **BTRDA® Autotest Championship**

The other major change was that Steve Stringer was not in his championship winning Lotus 7 but in Gordon Glendenning's old Striker. These new-fangled car set ups obviously need a bit of getting used to as Steve did appear to need a few more hands available to him to control the Striker. He even almost visited me in my marshal's position on the grass for Test 1, I thought he wanted a signature from me as a Passage Check on a rally!

I was right in my analysis for Dave Evans swapping to the longer wheel base ex Paul Blair Striker. Dave found the handling was indeed different requiring more effort to get it to throw in reverse being far more stable than the Blitz special in the same situation.

My expectations from the collection of 19 Gold Star winners was almost upheld as 3 of them finished on the podium. The most recent, Malcolm Livingston, showed that he means to carry on where he left off in 2018 by winning the Harry Yapp Memorial Trophy for FTD. The margin was by 15.3 seconds over the mini special of Dave Mosey, but could have been a lot closer had Alastair Moffatt not gone around a cone the wrong way on Test 1 in his mini special. They were the top 3 overall followed by another mini special of Paul Swift who swapped the usual brand new Ford cars driven by his stunt team for the more nimble fwd mini special he used to win his Gold Star. There are actually some new bits in Malcolm's car which Martin MacKenzie has added during the winter rebuild. The included synchro on reverse in the Manta gearbox which is now attached to the Vauxhall engine. Also in a very different car was Mark Thornton, who has changed his Silver Star winning Nova for the Irish Nova engine mini special of Paul Mooney. There were a couple of maximums and penalties during the day for Mark so not the right time to ask him how it is going.

Past champion Richard Pinkney had a bad day in the office in his Caterham 7 with no less than 4 cone/line penalties and a maximum in his total. On all but 2 of the 12 tests he was the quickest sports car driver in class C, but consistently

quick driving from Chris Chapman in his Striker was rewarded with a class win by 2.9 seconds from Richard. Willie Keating was an impressive 3rd in class in Striker whilst it was good to see a non-conventional sports in the shape of Gordon Glendenning's 1835cc Beach Buggy.

Dave Fox had a busy day in his Nova engine mini saloon having to change the driver shaft, it only took 20 minutes!, but not quite a hectic day as Ash Slight who was held up for 45 minutes on the A1M by an accident in front of him on the way down from York. It was a bit of a rush to get scrutineered and to thoroughly get to know the 4 tests laid out on the Curborough Sprint course and in the Paddock area. In the mini saloon class new boy Charlie Lower also had a drive shaft to change. It was steep learning curve for Charlie and he was rewarded by 4 fastest class times, the best Novice award and not too far behind Ash. Dave ended up a clear class A winner and in the top ten overall at 9.

The final top 10 place was taken by Warren Gillespie in his 1.8 Nova to round off a good day for the SoSCC who had 6 members in the event and a welcome gazebo cover to work under for their cars. I'm not sure how long the gazebo stayed up as the wind was very wild during the day, even blowing over some of the very narrow poles used by the Hagley & DLCC. At least it blew away the rain and the local snow that had been there in the early hours of the day.

Mention must also be made of the 2 road going cars in Class E where John Fox (Mini) and Simon Harris (Lupo) were chasing Allrounder points. It was hard work for both of them and congratulations go to them for lasting the pace where several of the tests took around 2 minutes to complete. On the day, it was John and the slightly more nimble mini who took the honours.

A very encouraging start for the 2019 demon tweeks BTRDA Autotest championship, both from the size of the entry and the intense competition. The 2019 Gold Star champion? – too open to call that one!

Peter Cox

The logo for 'demon tweeks' is written in a bold, lowercase, sans-serif font. The letters are red with a thick yellow outline, giving it a 3D or neon-like appearance. The word 'demon' is followed by 'tweeks' without a space between them.

Demon Tweeks Direct BTRDA® Autotest Championship

Championship Positions after Round 1 Hagley & DLCC

Gold Star			
1	Malcolm Livingston	Lindsay Special 1600	20
2	Dave Mosey	Mini Special 1430	19
3	Alastair Moffatt	Mini Special 1400	18
4	Paul Swift	Mini Special 1400	17
5	Chris Chapman	Striker 1700	16
6	Richard Pinkney	Caterham 7 1600	15
7	Willie Keaning	Striker 1800	14
8	Paul Fobister	Fobby Special 1600	13
9	Dave Fox	Mini 1600	12
10	Warren Gillespie	Nova 1800	11
Silver Star			
1	Ash Slights	Mini 1400	9
2	Murray Walker	Nova 1600	9
3	Charlie Lower	Mini 1380	8
4	Kelsey Gillespie	Nova 1800	7
5	Mark Thornton	Mini Special 1800	5
Bronze Star			
1	Ash Slights	Mini 1400	9
2	Charlie Lower	Mini 1380	8
CLASS A			
1	Dave Fox	Mini 1600	10
2	Ash Slights	Mini 1400	9
3	Charlie Lower	Mini 1380	8
CLASS B			
1	Warren Gillespie	Nova 1800	10
2	Murray Walker	Nova 1600	9
3	Kelsey Gillespie	Nova 1800	8

CLASS C			
1	Chris Chapman	Striker 1700	10
2	Richard Pinkney	Caterham Seven 1600	9
3	Willie Keaning	Striker 1800	8
4	Steve Morten	Striker 1800	7
5	Ian Chapman	Xmoor Riot 1700	6
CLASS D			
1	Malcolm Livingston	Lindsay Special 1600	10
2	Dave Mosey	Mini Special 1430	9
3	Alastair Moffatt	Mini Special 1400	8
4	Paul Swift	Mini Special 1400	7
5	Paul Fobister	Fobby Special 1600	6
CLASS H			
1	Charlie Lower	Mini 1380	10
2	Kelsey Gillespie	Nova 1800	9
CLASS J			
1	Malcolm Livingston	Lindsay Special 1600	20
2	Paul Fobister	Fobby Special 1600	19
3	Steve Morten	Striker 1800	18
4	Ian Chapman	Xmoor Riot 1700	17
5	Dave Evans	Striker 1600	16
CLASS L			
1	Kelsey Gillespie	Nova 1800	10

Malcolm Livingston at Curborough Autotest
Photo: Peter Cox



Alastair Moffatt at Curborough Autotest
Photo: Peter Cox

demon tweeks

Demon Tweeks Direct **BTRDA® AutoSOLO Championship**

Going Solo

As we feared the decision by Motorsport UK to allow competitors to compete in Regional Championships without holding a License and the subsequent delay in extending this to Club Championships, together with the lack of publicity of this amendment, has resulted in a significantly reduced entry for this year's AutoSOLO Championship, which is down from 34 this time last year to 18 this. Hopefully we will be able to attract more entrants as the year progresses as we have retained the same format as last year and the support of Demon Tweeks, however, there is an impression that there may be a reducing interest in AutoSOLOs generally, but this is yet to be proved.

Having said that we have several new contenders this year including Eddie Martin, James Hall and Robert Milligan, plus the return of the 2016 Champion, Alec Tunbridge and many of the regulars such as the Yapps and the MX5 duo of 2018 Champ Neil Jones and Jim Bryant. So, it looks like it is shaping up to be a hotly contested season regardless of numbers.

This had been borne out by the first two rounds of the Championship, with Steve Connor taking FTD and his class at the Ross event along with Alan Wakeman and Eddie Martin. While at the Boundless by CSMA NE London AutoSOLO, held at Brooklands, aforesaid newcomer Robert Milligan was the man to beat with good performances from James Hall, Mark Bradley and Brian Sharpe. Both events had healthy entries, which looks promising for the year and with Devizes and Bath to come in the next three weeks the season should be shaping up nicely by the time you are reading this.

Provisional Scores to 25th March 2019

CLASS A	U25	Car	CC	Group A		Group B	
				no. events	Best 7 Scores	no. events	Best 7 Scores
Robert Milligan		Austin Mini	1275			2	17
James Hall	Y	MG ZR	1400			2	16
Alan Wakeman		Nissan Micra	1300	1	10	1	9
Brian Sharpe		Nissan Micra	1275			1	6
CLASS B							
Jamie Yapp		Renault Clio 172 Cup	1998			1	9
Steve Conner		Ford Puma	1679	1	10	1	8
Philip Turner		Ford Puma	1700			1	4
Richard Yapp		Renault Clio 172 Cup	1998			1	2
CLASS C							
Eddie Martin		Mitsubishi Lancer		1	10	1	10
CLASS D							
Mark Bradley	Y	Mazda MX5	1800			2	13
Jim Bryant		Mazda MX5	1840			1	10

demon tweeks

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Sparco Sprint from £170.00

Follow us

BTRDA® Car Trials Championship

LOW DOWN TORQUE

Oh! No! We've been confined to barracks for the second year running. Writing this over the weekend of 16/17 March, once again the weather has cast its spell over our intended championship opening rounds. Last year we were well and truly snowed and frozen off by the "Beast from the East", this year the organisers were faced with "Storm Gareth" and waterlogged venues. Hence I now have some unexpected free time which at least takes some pressure off meeting the imminent copy date deadline. Work is already under way to find suitable dates for the postponed events to run and will have been posted on our web site and emailed to championship contenders by the time you read this.

I'm encouraged to note that we have some new championship contenders and extend a warm welcome to you all. If you are new to car trials, please do not hesitate to seek advice from any

of us that may not be quite so new, whether or not we have grey hairs...

I've not had a great deal of feedback from our consultation on possible changes to Class 1 and make no apologies for repeating the text written in the Winter News: We have begun a consultation process to establish whether there is a desire to change the Class 1 date threshold, and if there is then how should it change? Furthermore, is the class definition still appropriate or does this need to change? We plan to open up the consultation as widely as possible, but always bearing in mind we are dealing with Championship Classes and these *might* vary from what works at club level. Then again, they might not! If you haven't already done so, please do email me with your thoughts. Rest assured, no change will be rushed in and we remain conscious that we need to give adequate notice of any significant changes.

BTRDA® Car Trials Championship

It is clear that our championship calendar has already been subject to some changes, including the non-running of the Warwickshire Trial, news of which just missed the copy deadline for the last issue of News. This long-established trial will be missed by many and it is such a great shame that the powers that be that manage Burton Dassett Hills Country Park felt unable to accommodate car trials any longer, seemingly overruling the well-established principal of custom and practice. Subject to any late hiccup I can now reveal that the Grand Final

trial will be held on 13 October c/o Kidderminster MCC at their splendid "orchard" site near Stourport on Severn.

As always, please keep an eye on our web pages and newsletters (if you aren't on the mailing list for these, please email me to opt in).

Have a great season!

Best wishes

Neil Mackay

neil.mackay.home@btinternet.com

Scorer's Snippets 18th March 2019

We welcome Robert Milligan (Bedfordshire) and Andy Wilks (Gloucestershire) to BTRDA Car Trials registration. Although the latter is no stranger to Sporting Car Trials he is, shall we say, experimenting with Car Trialling. Welcome back also to Jim Pullar and Peter Houghton.

Having won the Bronze Star® championship last year, Dick Glossop has moved up to Silver Star® this year, so there is more chance for a new face/name in that championship now.

The championship hasn't got off to the best of starts with news that the Warwickshire Trial won't be running this year. It was worth experimenting with a return to Long Compton in 2018, but despite diligent work by Dave, Steve and others the roughness of the venue was not over-popular with the competitors.

The second blow was the wet weather in early March leading to the abandonment of both the Spring Trial and Golden Springs Trial last weekend (as I write). Snow last year and very wet ground this year is unlucky for both Clubs,

of course, so let's hope they can both re-schedule.

For those of you who haven't read the details within the championship regs, competitors who entered an event before it was cancelled or postponed are credited with a 'Start' (albeit with no points) to count towards their minimum of five starts to qualify for the Grand Final. If the event is run on a new date, any competitor who does not enter the 'new' event retains their 'Start' from the old date. A competitor who does take part points in the normal way. These 'starts' can be accrued up to a maximum of twice in the year

The championship scores are on the BTRDA website – and they are usually updated by noon the day after an event. They are also displayed at most events – the ones I go to anyway! Alternatively, I can e-mail you a copy if so desired; contact details are inside the front cover of this BTRDA News.

Simon Harris

ACKNOWLEDGEMENTS

For advertisements, articles, photographs, reports and results in this issue of BTRDA NEWS the NEWS TEAM would like to thank:

Mark Almond, Mike Broad, Trevor Coulson, Peter Cox, Neil Cross, Janet & Phil Darbyshire, Jane Evans, Paul Evans, Julian Fack, Andrew Haill, Simon Harris, Steve Layton, Neil Mackay, Kevin Money, Paul Price, RallyGallery.com, John Rook, Calvin Samuel (cs-photos.biz), Bill & Kath Skermer, Mike Sones, John Wadsworth
and our sponsors

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

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Minutes of the 37th Annual General Meeting of The British Trial & Rally Drivers Association Ltd
Held on Sunday 3rd February 2019 at Drayton Manor Hotel, Tamworth at 11.00 a.m.
(72nd AGM of the Association)

The Chair was taken by the President, Mike Broad, who welcomed the 28 members and their guests to the meeting.

1. Apologies for Absence:

Janet Darbyshire, Jane Evans, Simon Harris, Brian and Pat Midgley, Barrie Parker, Helen and Stuart Perrin, Gemma Price-Moffatt, Bill and Kath Skermer, Sue Underwood.

In passing on the Skermer's apologies, Phil Darbyshire advised that he had been visiting Bill on a weekly basis following his stroke in November.

The President advised the meeting that Alan Jolley and Ron Easton had recently passed away.

2. To receive & approve the Minutes of the 36th AGM held on the 21st January 2018.

The minutes of the 36th AGM were passed as a correct record of the meeting and were signed by the President.

3. Treasurer's Report

Mike Sones presented draft management accounts for the year ended 31 December 2018. Savings had been made by placing our insurance business with REIS. Costs had been incurred in having many of our trophies revalued for reference purposes but we will continue to self-insure because, with the exception of the annual prizegivings, trophies are geographically spread and present a minimal risk.

4. Election of a Director of The British Trial and Rally Drivers Association Ltd.

Tim Hobbs, who passed away in December 2017, had not been replaced. Neil Mackay retired by rotation and had been nominated to be re-elected. This was approved unanimously.

5. Election of a Director of BTRDA Ltd.

Julian Fack was unanimously nominated for re-appointment as a Director of BTRDA Ltd. There were no other nominations.

6. Election of Council Members of BTRDA Ltd.

Peter Cox and Duncan Wild were unanimously nominated to be reappointed as Council Members of BTRDA Ltd. There was an additional nomination for Ian Arden and that too was approved. Two vacancies remained unfilled.

7. Announcement of all Committee Chairmen and Committee Members.

Steve Layton introduced the following representatives of the Specialist Committees, who gave a brief résumé of their disciplines' activities during the year and listed their committee members:

Allrounders – Peter Cox
Asphalt Rallies – Mike Sones
Autotests – Steve Layton
AutoSolos – Richard Yapp
Car Trials – Neil Mackay
Forest Rallies – Neil Cross
Rallycross – Mike Sones
Sporting Trials – Julian Fack

Steve thanked all committee members, including those on Council and BTRDA Ltd, for their time and contributions over the last year.

8. Any Other Business

Mike Broad urged members to support our sponsors.

Pat Egger requested any updates to sponsor adverts in News and the President took the opportunity to thank Pat for her continuing excellent work.

There being no other business, the President thanked members for their attendance and the meeting closed at 11.55 a.m.

SPECIAL AWARDS 2018 WINNERS

The Stross Rally Trophy

Matt Edwards

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

Matt Edwards

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

Peter Wood

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

The Patricia Baldwin Trophy

Pat Egger

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

The Automobile Club de Monaco Trophy

Ernie Graham

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 60th and 75th 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.

SIMON HARRIS: Simon joined the BTRDA in 1994 and has been a member of the Car Trials (formerly Production Car Trials) Committee since 1997, whilst his other motorsport interests include our Allrounders and AutoSOLO championships and the HRCR/HERO Historic Rallying series. In November 2003, when the company restructure took place, Simon was appointed the first Company Secretary to BTRDA Ltd, a position he held for the next 15 years. Alongside this role, Simon took on the now unofficial role of General Secretary, acting as committee secretary to BTRDA Ltd and to Council, together with being a central contact point for the BTRDA brand. Simon finally retired from this position in November 2018, where the breadth of his duties and responsibilities have had to be divided between several other individuals!

Gold Star[®] Champions 2018

Allrounders

Asphalt Rally Driver

Asphalt Rally Co-Driver

Autotest

Car Trial

Forest Rally Driver

Forest Rally Co-Driver

Rallycross

Sporting Trial

Jamie Yapp

Jason Pritchard

Phil Clarke

Malcolm Livingston

Mark Hoppé

Matt Edwards

Darren Garrod

Luke Constantine

Roland Uglov

AutoSolo Championship

Neil Jones



Gold Star Winners at the Luncheon
Photo: Duncan Wild