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News

No. 224

Spring 2020



**Motorsport UK Asphalt Rally Champions
and BTRDA Gold Star Champions 2019
Jason Pritchard and Phil Clarke**

President's Notes 21st March 2020

This is my third attempt to write this edition of President's Notes. Each time I read it back, it was out of date, such is the speed of change in this climate of reaction to the current virus situation.

We all know that it is unlikely that we shall be seeing any motorsport until the end of June, but personally it seems to me that it will be the autumn at the earliest before we are likely to see any form of motorsport in the UK.

Although there has been a lot of discussion by our Board and Council as to how to react, we have not been able to make any firm decisions regarding our Championships as I write this article. We are in the hands of our organisers and of course the regulations put upon us by the Government. I would ask all our members to be patient. Once we get a clearer picture, we shall make any announcements regarding individual Championships on the website BTRDA.com.

Some of our Championships have already seen some competition, but some have not. Once things become clearer, further down the line, we shall consider our position regarding registration fees, including maybe allowing some of them to be carried over to 2021.

I must say that we have had tremendous support from our main sponsors, some of whom have had the realisation that they will have no business income for some time to come. Our thoughts are also with the organisers of events which have had to be cancelled or postponed. We do realise the commitment it takes to organise any motor sport event.

Finally, my thoughts are with you, our members in this extremely difficult time. We shall get through this crisis and we shall return to competition – we just do not know when

Stay safe please

Best wishes

Mike Broad

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An Apology

I would like to offer my sincere apologies to Jason Pritchard and Phil Clarke as well as their sponsors, BTRDA Members and Motorsport UK for using an incorrect picture and championship title of the front cover of the Winter 2019 edition of the News.

Pat Egger

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MRF Tyres BTRDA® Rally Series



NEW SEASON - NEW CHALLENGES!...

Unlike a number of other UK Rally Championships, the MRF Tyres BTRDA Rally Series has actually started, with both the Cambrian & Malcolm Wilson Rallies having taken place. However, with the announcement that Motorsport UK is to cease issuing permits for any events, certainly until the end of April, due to the Coronavirus outbreak, the immediate future is looking rather bleak! We'll now be guided by our governing body and the vastly experienced teams of organisers as to how - and when! - we proceed.

In direct contrast to the start of their 2019 season, which saw them retire from both the above-named events, Stephen Petch/Michael Wilkinson (Fiesta WRC) have taken two lots of maximum points and, unsurprisingly, lead the MRF Tyres BTRDA Gold Star® Rally Championship at this point. Their nearest challengers are Russ Thompson/Andy Murphy whose former BTRDA Production Cup-winning Lancer EVO9 has been upgraded to B13 for 2020. A good run in North Wales preceded a 3rd place finish, just behind Petch/Wilkinson, in the Lake District, putting them marginally ahead of former Group N rivals Pat Naylor/Ian Lawrence in their

own EVO9 which underwent a complete strip-down and rebuild over the winter.

Martyn & Dawn England are embarking on a full season (but see above!) in their Fiesta R5 and two creditable finishes not only see them up to 4th place in the Gold Star table, but also at the top of the inaugural BTRDA Rallye R5 Cup. In spite of a day to forget on the Cambrian, Dylan Davies/Llion Williams brought their Skoda Fabia R5 home in 5th place on the Malcolm Wilson, considerably enhancing their Gold Star prospects and, at the same time, moving them to within touching distance of the Englands in the R5 Cup.

Ian Bainbridge/Dale Bowen (Fabia) were 2nd to Petch on the opener but then scored nil points on Round 2, demoting them to the lower end of the Gold Star Top Ten where they have George Lepley/Tom Woodburn for company. Returning in the former's Lancer EVOX, they overcame a time-consuming puncture on the Cambrian Rally to at least salvage something for their efforts, but then electrical problems on the Malcolm Wilson preceded a very rare retirement. Having been absent from the opener, Tom Preston/Carl Williamson joined in the fun on Round 2 and a Top Ten finish in their ex Charlie Payne Fiesta

WRC saw them open their account with a very respectable score. Among those who must be wondering just what they have to do to see a finish line this season are Charlie Payne himself who, with Patrick Walsh now installed as co-driver, broke one of his Fiesta's wheels on the Cambrian and then spent some time viewing the Lakeland scenery upside down! Hugh Brunton/Paula Swinscoe's Fiesta has also been in the wars such that, apart from the one-point for



Stephen Petch /Michael Wilkinson on the
Malcolm Wilson Rally
Photo: Malc Almond/Kevin Money





MRF Tyres BTRDA® Rally Series



starting, they have yet to make their mark in the Gold Star table.

With a win and a 2nd apiece in the BTRDA Production Cup® so far, Scott Faulkner/Steve Link and Pat Naylor/Ian Lawrence (both Lancer EVO9s) are tied at the top of the table as we wait to see where we go from here.

With the winner for the past two years, George Lepley, having moved on to pastures new, runner-up Andy Davison (Talbot Sunbeam VXR) has made no secret of the fact that he wants to go one better this season and become the MRF Tyres BTRDA Silver Star® Champion! Co-driver Tom Murphy is in a slightly different position in that he is defending the title he claimed in 2019 but, with a common aim, the crew have started off as they mean (hope?...) to continue. Maximum points on the opener put them into an immediate lead and a 2nd in Cumbria has served to consolidate that position.

Ewan Tindall/Andrew Roughead's BTRDA Rallye R2 Cup Fiesta holds runner-up spot, ahead of the similar car of Rob Wilson/Martin Haggett.

Seemingly unfazed by a retirement on the Cambrian, Ben Friend/Cliff Simmons claimed top Silver Star points on the Malcolm Wilson, bringing their Historic spec. Escort home half-a-

minute ahead of Davison's Sunbeam. So, given the opportunity, there's all to play for here!

The MRF Tyres Mixed-Surface Challenge offers a varied calendar for those contesting it and, following the first two gravel outings, Pat Naylor/Ian Lawrence and Ewan Tindall/Andrew Roughead hold sway. Chris Powell/Jim Lewis were also flying high on the Cambrian in their Talbot Sunbeam but then flew a bit too high on the Malcolm Wilson, more of which anon...

So, in the Rallye R2 Cup, having retired on the Cambrian, Elliot Payne/Michael Gilbey took their first series win on the Malcolm Wilson while, overall, we have Tindall/Roughead leading from Wilson/Haggett with Fraser Anderson/Sinclair Young, who've also finished both events to date, in 3rd place. Two consecutive finishes see the Escort of Steve Ward/Mike Crawford leading the Jordan Road Surfacing BTRDA Historic Cup® as the individual event winners, David Gathercole (Cambrian) and Ben Friend (Malcolm Wilson) have only that particular score to their credit so far.

For several of the contenders in this year's Fuchs Lubricants BTRDA Bronze Star Championship®, it's been a case of 'now you see 'em, now you don't'! Keeping their heads (while all around, etc...), Aaron Rix/Rob Cook

have guided their Escort to the finish of both events to date and are tied at the top of the table with the Class 1400C Micra of Richard Garnett/Rob Gilham who have done likewise.

The run through Penmachno on the Cambrian Rally proved to be the undoing of several front-running 1400 cars but, carrying on regardless of the misfortunes that befell various of their rivals, Chris Powell/Jim Lewis ended the day as Championship leaders. However, a big off on the penultimate stage of



Andy Davison/Tom Murphy
on the Cambrian Rally
Photo: Malc Almond/Kevin Money





MRF Tyres BTRDA® Rally Series



the Malcolm Wilson led to the driver being hospitalised briefly - and the car for longer....

Chris Row, co-driving for 2014 1400 Champion Mat Smith, took maximum points in his category on the Malcolm Wilson, with Richard Jordan/James Gratton-Smith taking 1st Driver/2nd Co-driver in their MG ZR. The scorecards of Dave Brick/Rob Woodhouse and Dale Glover/Sean Ward, in their respective Vauxhalls, currently show 'Starts: 2 - Retirements: 2'. It can only get better - it's just a case of when!

The MRF Tyres BTRDA Rally First® Championship has also witnessed different winners on the first two events - Andrew & Oliver Wheatley's Ford Puma took the plaudits in Llandudno while, failing to make it back to the finish of the Cambrian, the MG ZR of Simon Double/Jessica Mitchell had to wait until the Malcolm Wilson for its turn in the spotlight. Joseph Keen/Paul Barbet, also MG ZR-mounted, made their season debut in Cumbria and returned south with a 2nd in class under their belts.

The Motorsport UK 2020 English Rally Championship, in association with Seacon, was originally scheduled to take in a six-round all-gravel calendar, beginning on the Malcolm Wilson Rally. As ever, with a class-based series, at this stage of the proceedings there will be a number of joint leaders who will all have to wait for the season to move forward in order to try and press home any advantage. So, with the initial skirmish now behind them, Ben Friend (Escort MkII), Russ Thompson (Lancer EVO9), Richard Jordan (MG ZR), Stephen Petch (Fiesta WRC)

and Elliot Payne (Fiesta R2) share top billing. Championship sponsor Tony Simpson - currently 11th in the points - will be hoping to elevate his Fiesta R2 into the Top Ten next time out!

Further details of the MRF Tyres BTRDA Rally Series are available at: www.btrdarally.com/ while information on the Motorsport UK 2020 English Rally Championship, in association with Seacon, can be found at : www.englishrally.co.uk/

Andrew Haill



Richard Garnett/Rob Gilham on the Malcolm Wilson Rally

Photo: Malc Almond/Kevin Money



Aron Rix/Rob Cook on the Malcolm Wilson Rally

Photo: Malc Almond/Kevin Money



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MRF Tyres BTRDA® Rally Series



Gold Star Championship

	Overall Driver	Points
1	Stephen Petch	60
2	Russ Thompson	54
3	Patrick Naylor	53
4	Martyn England	49
5	Andy Davison	49
	Overall Co-Driver	Points
1	Michael Wilkinson	60
2	Andy Murphy	54
3	Ian Lawrence	54
4	Dawn England	50
5	Tom Murphy	50

Silver Star Championship

	Overall Driver	Points
1	Andy Davison	58
2	Ewan Tindall	47
3	Robert Wilson	45
4	Steve Ward	43
5	Fraser Anderson	35
	Overall Co-Driver	Points
1	Tom Murphy	58
2	Andrew Roughead	49
3	Martin Haggett	48
4	Mike Crawford	45
5	Sinclair Young	39



Fuchs Lubricants Bronze Star Championship

	Overall Driver	Points
1=	Aaron Rix	51
1=	Richard Garnett	51
3=	Richard Jordan	31
3=	Chris Powell	31
5=	Nigel Jenkins	28
5=	Hefin Lloyd-Davies	28

	Overall Co-Driver	Points
1=	Robert Gilham	51
1=	Rob Cook	51
3	Jim Lewis	31
4	Christopher Row	30
5=	James Gratton-Smith	29
5=	Stefan Arndt	29

Jordan Road Surfacing BTRDA Historic Cup



Driver	Points	Co-driver	Points
Steve Ward	37	Mike Crawford	38
David Gathercole	21	Cliff Simmons	21
Ben Friend	21	Ian Fraser	20

MRF Tyres BTRDA Rally First Championship



Driver	Points	Co-driver	Points
Simon Double	31	Jessica Mitchell	31
Andrew Wheatley	30	Oliver Wheatley	30
Joseph Keen	28	Paul Barbet	28





MRF Tyres BTRDA® Rally Series



BTRDA Production Cup



Driver	Points	Co-driver	Points
Scott Faulkner	38	Steve Link	38
Patrick Naylor	38	Ian Lawrence	38
Jonny Sproat	18	Ryan Griffiths	18

BTRDA Rallye R2 Cup



Driver	Points	Co-driver	Points
Ewan Tindall	34	Andrew Roughead	34
Robert Wilson	32	Martin Haggett	33
Fraser Anderson	28	Sinclair Young	29

BTRDA Rallye R5 Cup



Driver	Points	Co-driver	Points
Martyn England	38	Dawn England	38
Dylan Davies	36	Llion Williams	36
Karl Simmons	18	Mark Glennerster	18



	Driver	Points		Co-driver	Points
1=	Ben Friend	25	1=	Christopher Row	25
1=	Russ Thompson	25	1=	Cliff Simmons	25
1=	Richard Jordan	25	1=	Andy Murphy	25
1=	Stephen Petch	25	1=	Michael Gilbey	25
1=	Elliot Payne	25	1=	Michael Wilkinson	25

All results are shown following the Malcolm Wilson Rally





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MRF Tyres BTRDA® Rally Series



MRF TYRES MIXED SURFACE CHALLENGE

New for 2020 is the **MRF Mixed Surface Rally Challenge**. It is open to all competitors holding a minimum of a Motorsport UK Interclub competition licence.

The MRF Challenge is open to all vehicles that comply with the 2020 Motorsport UK Safety and Technical Regulations for Special Stage Rallies, and FIA Technical Regulations where appropriate.

All MRF Mixed Surface Challenge cars must use MRF branded tyres on every event, but the tread pattern and profile are free. See MRF Motorsport Tyres in UK at www.serviceandsport.com
Contact: Jerry@Serviceandsport.com Tel +44 (0) 7789 392080

The MRF Mixed Surface Challenge includes a selection of the best UK forest and asphalt stage rallies. The final points tables will be based on a competitor's best 6 scores. If through 'force majeure' any of the qualifying rounds cannot take place the organisers reserve the right to either include another event on the same date and / or to alter the number of scores to count.

The original calendar was as follows:-

1	Cambrian Rally (g)	8 th February	North Wales
2	Malcolm Wilson rally (g)	14 th March	Lake District
3	Tendring & Clacton rally (a)	25 th /26 th April	East Anglia
4	75 th Scottish Rally (G)	6 th June	Lockerbie/Scottish Borders
5	Nicky Grist Stages (g)	11 th July	Mid Wales
6	Mewla Rally (a)	30 th August	Epynt, Mid Wales
7	Pokerstars Rally leg 1 (a)	2 nd October	Isle of Man
8	Pokerstars Rally leg 2 (a)	3 rd October	Isle of Man

MRF Tyres Mixed Surface Challenge Results after Round 2

	Driver	Points
1	Ewan Tindall	49
2	Pat Naylor	47
3	Tony Simpson	22

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

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BTRDA® Car Trials Championship

LOW DOWN TORQUE

I'm trying to find something original, something positive, to write at this unprecedented time. Chronologically I can reflect that our Car Trials community were well represented at the annual luncheon and prizegiving on the first Sunday in February. After quite some years of not being awarded it was a pleasure to see the Nancy Mitchell Challenge Trophy (for the best performance at the Grand Final by a lady) making a reappearance – in this instance with Ros Price's name on it.

Thereafter, things rather went downhill, initially with the withdrawal of one of the March weekend trials and then the weather intervened and briefly knocked the Cymru on the head too. Then C-19 made its unwelcome appearance and we're all aware of the consequences.

I'm not going to be drawn into speculating on what will prevail going forward, but I can confirm that the championship committee have ample powers within the Championship Rules and the BTRDA General Championship Rules to vary the scoring system as it thinks fit under the circumstances. This decision, and any other change impacting on the championship, will be disseminated by Newsletters and News items on the Car Trials pages at BTRDA.com.

Wishing all readers of this column, and your family and friends, a healthy passage through the coming weeks and months. And beyond, of course.

Kindest regards

Neil Mackay

neil.mackay.home@btinternet.com

BTRDA® Sporting Trials Championship



**Gold Star Champion Bryan Walker with
MSA Sporting Trial Champion
Simon Kingsley**

Photo: Duncan Stephens

Wow, what a tough start to 2020 BTRDA season we have had. At the back end of 2019 the sporting trials family would have looked forward to the new season with a great deal of promise. After a couple of years of testing, talking, trials and tribulations the new diff regulations were underway, giving everyone a fresh start and hopefully relishing the challenge of the year ahead.

The first event of the 2020 calendar was as ever the Gold and Silver Star final wrapping up the 2019 championship, which this year took place at the popular Kington venue. This event saw us take on our first major challenge of the year, which was the weather. The weeks and months leading up to this year's finale was some of the wettest on record and it is a testament to the work of our Clerk of the Course for the day Stephen Barnes and son George that a hugely enjoyable and challenging event was held at all. A hard frost in the morning meant the saturated ground held up well until the final part of the afternoon, when it began to thaw and release its moisture. As ever the day was rounded off with the annual awards dinner which took place at

BTRDA® Sporting Trials Championship

the Chateaux Impney Hotel near Worcester and as ever a great evening was had by all.

A huge congratulations to Bryan Walker who took home this years Gold Star trophy completing a clean sweep of the major trophies in our sport going North after Simon Kingsley had taken home the Motorsport UK championship for 2019. Tom McKinney was a popular winner for the Irish taking home the Silver Star award and we must extend our congratulations to all this year's BTRDA award winners.

The weather continued to represent a challenge to us throughout the first months of the year. Unfortunately, we lost our season opener in the JB Taylor to a waterlogged site and it was touch and go whether the Geoff Taylor would run as flooding swept the country. But run it did and a superb first event we had with the site in amazingly dry condition.

The names Veale and Sharp have somewhat dominated the first few events of our season so far. Ian Veale took a narrow victory at first event of the year, after a day long battle with Richard Sharp. This was followed by the popular Walsingham trial, which saw Josh Veale take the spoils, winning by a slender point from Ian Veale this time with Richard Sharp having to settle for third.

With the Peter Blankstone cancelled due to the continued poor weather under the shadow of the COVID-19 we then moved the championship

North, with the first double header weekend of the year, the Stone Trough and Stuart Butterfield trials run by the Northern Phoenix Trials Car Club. Richard Sharp stepped up on familiar territory to take his first win of the year, relegating Josh and Ian Veale to second and third respectively. Day two saw Josh Veale become the first double winner of the year with John Fack getting himself onto the podium for the first time this year in second and Ian Veale again having to settle for third.

Julian Fack managed to hastily rearrange the first training day of the year, which was unable to be run at its original venue at Shelsley Walsh due to the waterlogged site. Things moved to Apley Manor, the vast site which hosts the Geoff Taylor, and one of the best attended training day for some time gave many new drivers a taste of our sport. A huge thanks goes to all those that supported Julian on the day with this. If you do a search on Youtube for the 'Dream Car Show' you can see video footage of the day from some of our newbies, who are documenting the start of their trialing journey. Well worth a watch.

Unfortunately, that is where things have now ground to the halt, with COVID-19 putting the brakes on our trialing world, and in most cases every other aspect of our lives. It looks likely that most, if not all, events will be either postponed or cancelled up until our traditional seasons summer break. With the weather seemingly smiling on us again it's a shame we can't get out onto the hills, but everyone's safety

Gold Star Championship Competitors ready to go
Photo: Duncan Stephens



TULLEYS
ENTERTAINMENT!

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TULLEYS
ENTERTAINMENT!

BTRDA® Sporting Trials Championship

is of paramount importance and we look forward to seeing everyone safe and smiling on the hills again soon. I'm sure everyone will relish the freedom and challenge that trialing brings even more for this enforced break.

Please check out the Sporting Trials pages on the BTRDA website where full event reports and results will appear for all events as the season progresses.

Stay safe and see you soon.

Sandy Veale

Walker strolls to Gold Star

BTRDA Gold / Silver Star Championship Final, Kington, Welsh Boarders, 30 starters

Bryan Walker won the BTRDA sporting trial championship final, his first major league win with a sublime drive in tremendously challenging conditions over thirty sections, ten years after starting the sport.

A hard overnight frost froze the water logged ground necessitating demon trickling which suited Walkers brilliant pace judgement. He took the immediate lead which was never reverted as conditions drastically changed. Veteran Julian Fack proved his nearest challenger but dropped back as the day went by, while young Andrew McKinney, who made the trip from Northern Ireland, closed to within three points of Walker at lunch. The afternoon sections saw the thaw complete, and committed blasting needed, a totally contrast of driving skills to first thing. Walker made no mistakes and took the win by five points from McKinney who clattered a tree on a critical climb in the woods. Jerome Fack had a clean day to complete the podium with daughter Jess flying in from the ski slopes for 48hrs to passenger.

The top three had never seen the podium at the Gold Star before and finished ahead of twice winner Josh Veale who was bidding to win in the third different car. Veale tied with Andy Wilks

with John Fack a point further back. Julian Fack slipped back to seventh. Ian Veale had become flustered when the fan belt slipped off at high revs but soon tided his driving for a consistent second half to finish eighth. Mark Milne completed the top ten overall with the best overall final round.

Veteran Tom McKinney sprung a surprise to win the Silver Star in ninth overall and top live axle, from Pat Henson and David Webster all covered by just eleven points. Thus regaining the championship he won two years ago

Of the British championship top three Simon Kingsley had to revert to his venerable Kincraft after an engine rebuild overran. Ian Wright broke a driveshaft and Richard Sharp retired feeling unwell.

Walkers' win of the premier event of the year is hugely popular with regular passenger Mark Simpson he won four qualifying rounds.

Duncan Stephens

1	Bryan Walker/Mark Simpson	Jedi,	28
2	Andrew McKinney/Chris Miller	Crossle	33
3	Jerome Fack/Jess Fack	MSR,	37
4	Josh Veale/Tristan Veale	Sherpa,	38
5	Andy Wilks/Mark Smith	Crossle,	38
6	John Fack/Andy Gowen	MSR,	39
7	Julian Fack/Claire Smyth	Crossle	41
8	Ian Veale/Sandy Veale	Sherpa,	44
9	Tom McKinney/Trevor Aston	Concord,	45
10	Mark Milne/James Alexander	Crossle,	46

BTRDA® Sporting Trials Championship

Top BTRDA Championship Positions after the Stone Trough

Position	Driver	Class	Axle	Total	Best 10	Average	Geoff Taylor	Walsingham	Peter Blankstone	Stuart Butterfield	Stone Trough
Independent Red Class											
1	Josh Veale	Red	Indi	116	116	29	27	30		29	30
2	Ian Veale	Red	Indi	115	115	28.75	30	29		28	28
3	Richard Sharp	Red	Indi	110	110	27.5	29	28		30	23
Independent Blue Class											
1	David Webster	Blue	Indi	46	46	23				26	20
2	Mike Readings	Blue	Indi	38	38	19	20	18			
3	Geoff McKay	Blue	Indi	34	34	17				13	21
Live Red Class											
1	Mike Salton	Red	Live	90	90	30	30			30	30
2	Bob Packham	Red	Live	57	57	28.5	28			N	29
3	Mark Howse	Red	Live	27	27	27		27			
Live Blue Class											
1	Michael McBratney	Blue	Live	51	51	25.5				26	25
2	Alan Baker	Blue	Live	50	50	25	27	23			
3	Ian Fullwood	Blue	Live	45	45	22.5	22				23
Rookie Class											
1	Darren Underwood	Rookie	Live	47	47	15.67	15	12		20	15
2	Paul Marsh	Rookie	Live	23	23	23		23			
3	George Barnes	Rookie	Live	13	13	13	13				13
All Live Axle Classes											
1	Mike Salton	Red	Live	90	90	30	30			30	30
2	Darren Underwood	Rookie	Live	77	77	25.67	25	24		28	R
3	Bob Packham	Red	Live	57	57	28.5	28			N	29
All Driver Classes											
1	Josh Veale	Red	Indi	116	116	29	27	30	C	29	30
2	Ian Veale	Red	Indi	115	115	28.75	30	29	A	28	28
3	Richard Sharp	Red	Indi	108	108	27	29	28	N	30	21
4	Andy Wilks	Red	Indi	96	96	24	26	26	C	18	26
5	John Fack	Red	Indi	84	84	28	28		E	27	29
6	Mike Salton	Red	Live	73	73	24.33	24		L	26	23
7	Jerome Fack	Red	Indi	68	68	22.67	20		L	23	25
8	Bryan Walker	Red	Indi	51	51	25.5			E	24	27
9	Darren Underwood	Rookie	Live	47	47	15.67	15	12	D	20	R
10	Peter Fensom	Red	Indi	44	44	22	23	21			



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Prot tyre Motorsport UK Asphalt Rally Championship



Delayed start to the 2020 Prot tyre Motorsport UK Asphalt Rally Championship

Life continues, albeit not as we know it – and this is true for the 2020 Prot tyre Motorsport UK Asphalt Rally Championship.

Few could have imagined the drastic and rapid affects the COVID-19 outbreak would have, and our thoughts are very much with NHS staff, front-line emergency services personal and the most venerable.

As we know, Motorsport UK has suspended all motorsport activities until at least the end of June – and this has, of course, delayed the start of the Prot tyre Motorsport UK Asphalt Rally Championship. The most important thing is that competitors, fans, marshals, officials and everyone involved in rallying keep safe and healthy during this unprecedented coronavirus outbreak, and the Championship fully supports the decision.

It's impossible to predict when rallying will be allowed to return in the UK, so there are the facts on what the Championship situation is at the moment.

The opening round of the series, the Legend Fires North West Stages, was supposed to have taken place on Saturday 21 March. The event organisers, Motorsport North West, originally postponed the event and were looking at an alternative date in mid-October. However, it has since decided to cancel the 2020 event to concentrate on running a fantastic rally in March 2021.

The second round of the series, the Rallynuts Tour of Epynt on 11 April, has also been postponed. In a statement, Port Talbot Motor Club says that 'we anticipate that a date late in 2020 may be likely.'

The organisers of the Manx Rally, Manx Auto Sport, have also postponed its event, which was due to host a double-header round of the Championship on 15/16 May.

The Jim Clark Memorial Motor Club has cancelled the Beatson's Building Supplies Jim Clark Rally. Due to run over the weekend of 30/31 May, the Duns-based rally will, like the

North West Stages, now prepare for its 2021 event instead.

The organisers of the last three rounds of the series – Cookstown Motor Club's Tyrone Stages Rally (18 July), Cheltenham Motor Club's Hills Ford Three Shires Stages Rally (6 September) and the Ford Parts Cheviot Stages Rally (27 September), which is organised by Whickham & District Motor Club and Hadrian Motor Sports Club – all continue to prepare for their events as scheduled.

The Prot tyre Motorsport UK Asphalt Rally Championship will of course continue to monitor the on-going situation, remain in close contact with event organisers and alert competitors, teams and fans of any news as soon as we have it.

It will also continue to produce news stories and features about competitors, and upload these onto asphaltrallying.com and its social media platforms – with the aim of giving them, and their sponsors, something to cheer about during this quiet period. If registered competitors have any news or comments to share, the Championship Press Officer, Paul Evans (07710 743167 / paul@fablass.com) would be delighted to offer them some free publicity.

There are no plans to cancel the 2020 Prot tyre Motorsport UK Asphalt Rally Championship.

"Our thoughts go out to all of the event organising clubs for the hard work that they have already done in the preparation of their events and to the competitors who have prepared their cars over the winter months for what is now a delayed start to the 2020 series," said Jane Evans, Prot tyre Motorsport UK Asphalt Rally Championship Co-ordinator.

"We will continue to monitor this rapidly changing situation and take guidance from Motorsport UK and the BTRDA as to when the 2020 Prot tyre Motorsport UK Asphalt Rally Championship can begin. We also remain in close contact with all the event organisers and wish to thank all the competitors, marshals and fans for their understanding. First and foremost





Demon Tweeks Direct BTRDA® Autotest Championship

Championship Positions after Round 1 Hagley & DLCC

	Gold Star		
1	Malcolm Livingston	Lindsay Special 1600	20
2	Paul Swift	Mini Special 1400	19
3	Dave Mosey	Mini Special 1430	18
4	John Moffatt	Westfield 1800	17
5	Paul Fobister	Fobby Special 1600	16
6	Dave Fox	Mini 1600	15
7	Chris Chapman	Striker 1700	14
8	Charlie Lower	Mini 1380	13
9	Ian Chapman	Riot 1700	12
10	Willie Keaning	Riot 1700	11
	Silver Star		
1	Lee Matthews	Nova 1400	9
2	Rob Rolston	Mini 1380	8
3	Clive Morrison	Nova 1400	8
4	Philip Edwards	Suzuki Swift 1000	7
5	Stuart Perren	Retrotester 1590	6
	Bronze Star		
1	Chris Morrison	Nova 1400	8
2	Philip Edwards	Suzuki Swift 1000	7
3	Joel Colan	Cooper S 1600	6
4	Helen Perren	Retrotester 1590	4
5	Clair Atkinson	Riot Classic 1600	1
	CLASS A		
1	Dave Fox	Mini 1600	10
2	Charlie Lower	Mini 1380	9
3	Rob Rolston	Mini 1380	8
	CLASS B		
1	Warren Gillespie	Nova 1600	10
2	Lee Matthews	Nova 1400	9
3	Chris Morrison	Nova 1400	8
4	Philip Edwards	Suzuli Swift 1000	7

	CLASS C		
1	John Moffatt	Westfield 1800	10
2	Chris Chapman	Striker 1700	9
3	Ian Chapman	Riot 1700	8
4	Willie Keaning	Riot 1700	7
5	Steve Morten	Striker 1800	6
	CLASS D		
1	Malcolm Livingston	Lindsay Special 1600	10
2	Paul Swift	Mini Special 1400	9
3	Dave Mosey	Mini Special 1430	8
4	Paul Fobister	Fobby Special 1600	7
5	Stuart Perren	Retrotester 1590	6
	CLASS E		
1	Joel Conlan	Cooper S 1600	10
	CLASS H		
1	Charlie Lower	Mini 1380	10
	CLASS J		
1	Malcolm Livingston	Lindsay Special 1600	20
2	Paul Fobister	Fobby Special 1600	19
3	Ian Chapman	Riot 1700	18
4	Steve Morten	Striker 1800	17
5	Stuart Perren	Retrotester 1590	16
	CLASS L		
1	Helen Perren	Retrotester 1590	10
2	Steph Carey	Westfield 1800	9
3	Clair Atkinson	Riot Classic 1600	8



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Demon Tweaks Direct BTRDA® Autotest Championship

From The Hot Seat

The 2020 Championship got off to a great start with 34 registered contenders which, as you will see elsewhere includes several newcomers, possibly attracted by the fact that all rounds now run at Clubmans level with free licences, and the return of some "old" faces. What is more, the first round of the Championship run by H&DLCC saw a good many of them come to the Curborough Sprint course for a day's entertainment. The weather was relatively kind except for three very heavy short showers, which made the driving a little more interesting.

Four Minis battled for Class A, with honours finally going to Dave Fox from Charlie Lower. Whilst three Novas and a Suzuki Swift featured in Class B with Warren Gillespie proving to be the quickest over a returning Lee Matthews. Warren was watched over by Kelsey, who appears to have been relegated to a supporting role to reduce the load on the car for the time being.

Class C was headed by John Moffatt all day in the Westfield with a rapid, but steady, drive to keep him in front of Chris Chapman. The failure of Willie Keaning's car saw a generous offer from Ian Chapman to share the Riot for the day, which after the long drive from Scotland he was eager to take up. It says something about the Fern Motorsport build quality that, considering that both drivers are exuberant in their driving style, the car only failed on Willie's last test when the driveshaft parted company with the gearbox coupling, by which time they had both enjoyed

the day. Fern also produced a new vehicle which resulted in the welcome return of Clair and Chris Atkinson, who now have to come to terms with a shiny new Riot. Another welcome face was Lee Valentine who, at the last minute, was offered the loan of the fearsome Pinkney Westfield. Although supposedly a one off, it appears that the adrenaline rush and wide smile proved too much and that it is likely to be a permanent acquisition.

Home ground advantage gave Malcolm Livingston a devastating class and overall win in the specials with second place going to Paul Swift from Dave Mosey and Paul Fobister. A breakage during the first round resulted in Dave Mosey returning to his sheep early, while Stuart Perren took the best Hagley Member award the Garth Weaver Trophy. Garth was a regular competitor in the 60's and 70's first in a Beetle and then an Austin 1300, winning the A C Westwood Trophy, and I am delighted to say that he came to the event, which was the first BTRDA event that he had seen for 50 years. Needless to say, times have changed!

Finally, Joel Conlan made an excellent job of peddling his BMW Mini Cooper S around the test sites in the Standard car Class. It may be a Mini, but it isn't a small car to throw around relatively tight test, so well done to him.

So, it all stared so well, and then.....

Unfortunately, we all know the current position, which probably will have changed again by the time you read this, and things are not looking good in all senses of the word. The Autotest Committee along with the BTRDA Boards will be keeping a very close watch on the situation and will work to get things "back to normal" as soon as we can. There is always the chance of a Winter series, so now is the time to complete all of those little jobs that you hadn't had chance to do. For example, I see that Richard Pinkney is taking the opportunity to re-build the Caterham – glad he decided against fitting the F Type engine!



Paul Swift entertaining marshals & fellow competitors at Curborough.

Photo: Graham Al Raynsford

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BTRDA® Autotest Championship

In the meantime, hunker down and look out all the Autotest videos on You Tube. Best wishes to you All.

Steve Layton

From the Pits

The April News is usually the time to welcome new championship entrants to the BTRDA Autotest and AutoSOLO series. Well I'm not going to change in this respect. So, for the Autotest series a very warm welcome to Chris Morrison, Joel Conlan and George Harris. All three entered the usual first round run by the Hagley & DLCC at the Curborough sprint course. At the last-minute George was concerned that his tyres would not last the day and wisely did not make the trip. Chris, in his Nova and Joel in his road going Cooper S joined the 26 other competitors and thoroughly enjoyed themselves on the demanding Hagley tests. Chris picked up the best novice award and now heads the Bronze Star championship whilst Joel, despite being the only one in the class won one of Hagley's magnificent trophies, The Ack Ack Trophy. Alongside the new championship entrants there is also a welcome return for Harry Morgan, Lee Matthews, Clair Chambers, Chris Atkinson and Chris Judge. Lee Matthews celebrated with a second in class in his Nova and takes the lead in the Silver Star. And what about the regular championship entrants? It was a familiar driver at the top with FTD going to Malcolm Livingston in the Lindsay special by a convincing margin over Paul Swift in his mini special with the final podium place going to the similar mini special of Dave Mosey. There was a notable sports car class win for John Moffatt in his Westfield, there being no less than 11 in that class. There was, what we will call, an incident when a rear prop shaft connection of one of the sports cars failed and the whirling prop shaft made its way through the thin housing towards the driver's legs. There were just a few strands of fibre of the driver's jeans lost which was very thankful. Many years ago, the chairman of the Autotest committee had a similar incident in his Dutton and still carries the scars to prove that an escaped prop shaft is not something to be considered lightly. After that, Steve made sure the prop shaft UJs had grease nipples (something I doubt is available today) and that a

check on the bolts was an essential feature of pre-season checks. Hopefully, a lesson to us all, albeit a bit late for 2020. However, under the current national status, time should be available to carry out this sensible check.

For the AutoSOLO championship there are no less than 6 of the 24 entrants who are newcomers to BTRDA and the championship – one of the very things that the championship was intended for. To Grzegorz Jadwiszczak, Gary Ridgway, Richard Murphy, Mitchell Loveridge, Ben Amos and Kacper Potyra, a very warm welcome indeed. I've watched Kacper at southern AutoSOLO events and seen how well he throws around the Citroen C2 to win awards in Class E. Certainly, this under 18 could be a top driver of the future. I've been at both the events to run so far this year but only driven at one of them. For the Devizes event at Kemble I wasn't sure if the car would be ready in time and by the time I knew, the entry list was well and truly full at 55. So, being just down the road, I went along and marshalled for the day, doing timekeeping in the morning and being in charge of a post in the afternoon. It does bring you into contact with the majority of the competitors and I'm pleased to say what a great bunch you are. Always a polite word at the end of a test and being ready in time to marshal. Marshalling is one of the unique features of AutoSOLO and with the requirement of all vehicles being driven to the venue, they are features which could well benefit other BTRDA championships. I daren't say which! Anyhow, how did the competitors do? I have mentioned driving to the event, well, Alec Tunbridge typified this by driving down from Manchester with the 2 spare wheels on the back of the Caterham and then scoring a brilliant FTD over the bumps and humps of Kemble's tarmac and concrete. Next up was Jamie Yapp in the Renault Clio 172 Cup ending up 2.7 secs down after the 12 runs, 8 of them counting. Which, talking of counting there is a new scoring system for the championship this year with two sets of points being added together for the event score;

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one of 20 down to 1 for overall placings relative to other BTRDA championship entrants and the other for 10 down to 1 for class placings relative to all competitors. With Jamie also winning Class B the points ended up 30 for Alec and 29 for Jamie. Jim Bryant was the third best BTRDA entrant in his MX5 plus a class win gave him a total of 28. New entrant Gary Ridgway was 4th best BTRDA in his MX5 whilst Bob Milligan was relatively underpowered for the fast and open tests to finish 5th overall BTRDA. Bob was second in class A (to Allrounder John Fox) so his overall points were 25 compared to Gary's 26. I think we have got it right! Mention must also be made of Richard Murphy in a MR2 who together with Brian Coe in his Audi TTS, Ben Amos in a 1275 Midget and myself in the Honda S2000 make it anything but an all MX5 BTRDA sports car class. Our other new entrant at Kemble was Mitchell Loveridge in a Nissan Micra who scored a total of 15 points.

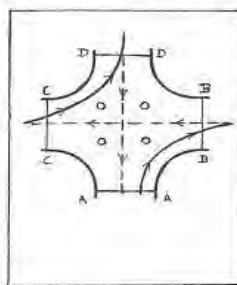
Round 2 for AutoSOLO was on the main straight of the old Brooklands race circuit. The surface has shown some wear since its 1920's heydays and clerk of course Mike Biss managed to avoid the bad bumps and designed tests which had two loops of one and a half laps and a joining gap to give a good 60 second test. In the end it was two 1275cc engined cars which headed the list. Keith Pettit was in his frog eye AH Sprite whilst Bob Milligan was in the red mini. The drier morning allowed Keith to use the power in the lightweight car but then the rains came, and Bob pulled back 5.0 secs on the last test with the fwd advantage. FTD? just 0.4 secs to Keith. However, Bob was best BTRDA and so the 20 overall points went to him and together with the 10 class points he scored a maximum 30. Jamie Yapp was hoping to put in a major challenge, this time in the more nimble Nova SR from the Yapp multicar garage. It was not to be as a bad misfire meant an early return to base for Jamie and Richard. The one to benefit was Brian Sharpe who had dramas of his own in the previous days with having to rob the red Nissan's front wheel bearing to make sure the blue Nissan was good for the event. It was well worth it and a fine 5th overall placing for the event and 2nd overall BTRDA gave him 27 points. Brian Coe made good use of the 4WD in the

Audi TTS in the wet to complete the BTRDA overall podium placings. Ben Amos used the event to see what the sport was like for his Midget. From the odd pops and bangs there could be some work to be done on the engine performance there.

After all the activities above with a good size entry for the Hagley autotest, maximum entries for the Devizes and Brooklands AutoSOLOs, the next 2 AutoSOLO rounds in April already full, it's regrettable, but understandable, that there will be no motorsport until at least 1st May. I won't suggest any date for resumption as things are changing by the day.

In the meantime, and after I had redecorated most of the house inside and outside, cleared the study and garage, cut the grass 20 times and planted all the seeds it could be a good time to think again about writing a book about the history of driving tests/autotests. I was reminded about this with an article on the 1952 Felixstowe Rally that was posted on Facebook. It included regs and instructions for the 370-mile route over the 2 days with at least 6 tests spaced out through the route and at the finish at Felixstowe. The event started out at 11pm on the Saturday night in Newmarket finishing Sunday afternoon with just a 1-hour halt for breakfast. The tests themselves were listed as being used as the tie break but also had a separate award for the best performance. A typical test is below

TEST No. 6.



Start with front-wheels on line A. On being given signal to start proceed forward until all 4 wheels are over line B, then backwards all 4 wheels over line C, forwards all 4 wheels over line D and backwards stopping astride line A. Timed from start signal to stationary astride line A.

PLEASE TURN OVER

There is also a piece of film on YouTube of the event where this test is shown as being in the Cavendish Hotel car park. Now that's a venue I

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have driven in back in the 1970's for the Eastern Counties MC Felixstowe Autotests! If only the tests these days were as simple as this one. At the end of the film was a comment that the winners were the Morley brothers in a

Healey. If it's all been quiet when the next News is due there could be quite a few more comments on past times

Peter Cox



Provisional Scores after Round 2 Boundless by CSMA SE London

c		1	2	no. events	Best 7	Class Positio n	O'all Positio n
CLASS A							
Robert Milligan	Austin Mini, 1275	25	30	2	55	1	1
Alan Wakeman	Nissan Micra, 1300	23		1	23	2	8
Mitchell Loveridge	Nissan Micra, 1300	15		1	15	3	11
Brian Sharpe	Nissan Micra, 1275		27	1	27	4	6
Jamie Yapp	Vauxhall Nova SR, 1300		16	1	16	5	-
Richard Yapp	Vauxhall Nova SR, 1300		15	1	15	6	11
CLASS B							
Jamie Yapp	Renault Clio 172 Cup, 1998	29		1	29	1	-
Richard Yapp	Renault Clio 172 Cup, 1998			0	0		
Chris Atkinson	Renault Clio, 1998			0	0		
Charles Atkinson	Renault Clio, 1998			0	0		
CLASS C							
Eddie Martin	Mitsubishi Lancer, 1998			0	0		
CLASS D							
Brian Coe	Audi TTS, 1984T	17	24	2	41	1	3
Jim Bryant	Mazda MX5, 1840	28		1	28	2	5
Gary Ridgway	Mazda MX5, 1840	26		1	26	3	7
Peter Cox	Honda S2000, 2000		20	1	20	4	9
Ben Amos	MG Midget, 1275		17	1	17	5	10
Richard Murphy	Toyota MR2, 1800	14		1	14	6	13
Neil Jones	Mazda MX5, 1840			0	0		
Mike Sones	Mazda MX5, 1840			0	0		
CLASS E							
Alec Tunbridge	Caterham 7, 1588	30		1	30	1	4
Martin MacKenzie	Westfield SE. 1600			0	0		
COMBINED							
Jamie Yapp		29	16	2	45	-	2

Blue = Under 25

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BTRDA® Allrounders Championship Supported by Crystal Images

ALLROUNDERS

In these uncertain times let's start with some good news. We are delighted that Crystal Images, suppliers of quality glassware for all occasions, including our own championships, have agreed to support the BTRDA Allrounders Championship. We thank Sue and Darren Underwood for their very welcome support.

As this is the first news of this year and our Championship did not finish until 31st December we take this opportunity to congratulate our award winners of the 2019 Championship. Full results for the 2019 Championship are featured on the Allrounders pages of www.btrda.com

2019 Award winners:-

Champion	Peter Cooper Trophy	John Fox
Runner up	Darbyshire Trophy	Alastair Moffatt
Third	Margot Young Trophy	Richard Yapp
One Car	Davijon Trophy	Bob Milligan (BMC Mini)
Under 25	Duckham Trophy	No qualifiers
Other Qualifiers		Phil Darbyshire
		Simon Harris
		Nick Pollitt
		John Wadsworth

These Championship awards were presented at the AGM/Luncheon/Awards Presentation at Drayton Manor Hotel on the 3rd February. The function was well attended with all the Allrounders award winners present and with Motorsport UK Chief Executive Hugh Chambers sharing our day.

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Now to this year. Well our championship did start and some contenders gained early points from either the Hagley Car Club Jon Mackenzie Autotest, the Devizes Motor Club AutoSOLO or the Boundless by CSMA AutoSOLO. A provisional current scoreboard appears elsewhere within these pages.

We welcome our new and returning members. You will see that, so far, we have 23 registered contenders and maybe we can look forward to others joining us in the following months to be ready for when motorsport resumes.

Now the bad news. With the global spread of Covid-19 as serious as it has developed, Motorsport UK has today (24th March) extended its suspension of all organising permits and

Certificates of Exemption for motorsport events until at least **30th June**.

All our motorsport has come to a stop with no one knowing for how long. We will keep you updated on the BTRDA website and you should also look to the Motorsport UK website.

BTRDA Championship committees will be in touch with the clubs who have rounds in our various Championships to possibly arrange new dates for events lost due to the current exceptional circumstances. As this situation is very fluid we will continue to monitor developments over the coming weeks and hope we can eventually resume some form of motorsport calendar

In the meantime, keep safe.

Phil D

Provisional Overall Scores to 24th March 2020

	Score	Group	Score	Group	TOTAL
Bob Milligan	16.92	H	18.82	H	35.74
Jamie Yapp	19.05	H	4.71	H	23.76
John Fox	18.46	H			18.46
John Moffatt	18.33	A			18.33
Alan Wakeman	15.33	H			15.33
David Mosey	13.33	A			13.33
Stuart Perren	8.89	A			8.89
James Nicholls	4.00	H			4.00
Ben Amos	3.33	H			3.33
Richard Yapp	2.35	H			2.35
David Allman					
Brian Ashley					
Todd Crooks ^U					
Phil Darbyshire					
Pat Egger					
Richard Egger					
Fred Ling ^U					
Tony Lynch					
Nick Pollitt					
Garry Preston					
John Wadsworth					
Dave Walker					
Duncan Wild					

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

* Indicates Rally Co-driver *Names in blue italics indicates one car* ^U Indicates Under 25 score



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**Allrounders 2019 BTRDA
Gold Star Champion and
Peter Cooper Trophy winner**

John Fox

Photo: Jack Flash Photography



**Allrounders 2019 BTRDA
Gold Star runner up and
Darbyshire Trophy winner**

Alastair Moffatt

With Nick Pollitt in the passenger seat

**BTRDA Allrounders 2019
3rd Overall
Margot Young winner
Richard Yapp**



**BTRDA Allrounders 2019
One Car Championship winner
Davijon Trophy winner**

Bob Milligan

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BTRDA Allrounders Championship Qualifiers



Phil Darbyshire
Photo: Steve Wilkinson

Simon Harris



John Wadsworth at Goodwood

**Nick Pollitt sharing a sporting
trials car with fellow allrounder
Alastair Moffatt**



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NEWS

Cooper Tire Europe to supply BTRDA Clubmans Rallycross Championship

MELKSHAM, UK, FEBRUARY 24, 2020 – Cooper Tire Europe will supply the BTRDA Clubmans Rallycross Championship from 2020 in a three-year agreement. Under the deal, the championship will be formally known as the BTRDA Clubmans Rallycross Championship Presented by Cooper Tires.

Established in 1977, the BTRDA Clubmans Rallycross Championship offers a highly-competitive environment for both two-wheel drive and four-wheel drive cars. In 2020, all six categories will be open supply while Cooper introduces its highly-rated range of rallycross tyres. For 2021 and 2022, Cooper will become the exclusive tyre range for the 'Production 4x4', 'Production' and 'Junior' categories. The 'Clubman 4x4', 'SuperModified' and 'Classic' categories will remain open for the length of the deal.

Events at Pembrey (four rounds), Blyton (two rounds), Lydden Hill (two rounds) and Knockhill (one round) will all feature on the 2020 calendar.

Paul Coates, General Manager, Motorsport, Cooper Tire Europe, said, "We are excited to join forces with the BTRDA Clubmans Rallycross Championship. We have been focused on National, International, European and World Championship rallycross categories for several years, but we also want to be active in ever popular grassroots competition. This deal means we will be involved at every level of the sport."

John Rook, Manager, BTRDA Rallycross Championship, said, "We are very proud to be working with Cooper from the 2020 season. The BTRDA continues to go from strength to strength and now, with a worldwide brand on board in Cooper, it takes the championship to the next level."

In addition to the BTRDA Clubmans Rallycross Championship and the Motorsport UK British Rallycross Championship 5 Nations Trophy, Cooper supplies all three of the FIA's premier off-road championships: the FIA World Rallycross Championship, the FIA European Rallycross Championship and the FIA European Autocross Championship.

For more information about Cooper Tire Europe, go to www.coopertire.eu.

For more information about the BTRDA Clubmans Rallycross Championship, visit www.btrda.com.

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mkramer@coopertire.com

Autosport International BTRDA Clubman's Rallycross Championship Presented by Cooper Tires

2020 BTRDA Rallycross Championship Preview

As I write this, I'm not sure how the UK will be operating due to the ongoing 'Covid-19' virus and the revoking of all Motorsport UK permits until 30th April 2020. However, on behalf of the BTRDA Rallycross Championship we would like to hope you are well and keeping safe.

With rounds 1, 2 and 3 postponed, the next planned round, subject to Motorsport UK approved is May 30th at Lydden Hill. We are working closely as a committee to decide on the full outcome of the 2020 calendar looking at both dates/venues available and the potential financial impact on drivers from the current situation.

Date for your diary - We can tell all drivers that having worked closely with the MDA the postponed round 1 event at Blyton on March 29th will now take place at Blyton on Sunday October 4th.

Of course, we all hope that the season gets up and running soon and it is the Clubman 4x4 category which seems to of received a lot of

interest over the winter months. To date we know that the following drivers all plan to compete this season; Pat Ryan, Mitsubishi Colt, Melvyn De Souza VW Golf 4x4, Willie Singleton, Ford KA 4X4 Turbo, Graeme Reid, Nissan Pulsar GTi-R, Nigel Burke, Subaru Impreza, Darragh and Andrew Morris both in Subaru Impreza's. Subject to when the season starts these drivers will only have events at Pembrey and Knockhill to compete in.

The Production 4X4 category has certainly taken its time to gain momentum and each season we hope for more, hopefully we will see growth in 2020. We already know that Paul Davis (Subaru), 2018 Champion Dan Beattie (Subaru), Nick Potter (Subaru), Tracey Bennett (Subaru), Darren Clark (Nissan Pulsar) and Chris Baker (Subaru) all plan to compete in the championship. New drivers for 2020 include Aaron Shaw (Subaru WRX) and former production driver Bradley Sampson in his Mitsubishi Lancer EVO.



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With 2019 SuperModified Champion Pat Ryan moving up to the Clubman 4x4 class in 2020 things really have opened for a new Champion this season. Starting as favorite is former champion Tony Lynch who will return to the category at the wheel of his Ford KA Sport. Tony is sure to face some stiff competition with the likes of Fred Ling (Fiesta), Gary Cook (Fiesta), Kenny Hall (Clio), Todd Crooks (BMW Mini), Alan Crockett (Corsa) and brothers Sam (Astra Rwd) and Stan Bovill (Escort Rwd). There will be some foreign flavor this year with Marcus Ostfeld (Astra) from Germany planning to compete in a number of rounds.

The ever-popular Production category will continue to be the biggest entry of the Championship and 2019 champion Dale Ford is sure to start as favorite for the coming season. As the entry level into the BTRDA championship it will see a whole host of new drivers in 2020 including; Maciej Florczak (106), Rob Bond (Saxo), Peter Wharton Jnr (C2), Karl Jarvis (Saxo), Joe Booth (Suzuki) and Paul Greenwood (Saxo) all joining the championship. Hoping to challenge Dale for top honors includes the likes of Joe Meskauskas (C2), Dom Booth (Clio), Harry Vulkhaard (Saxo) and David Wappatt (Honda).

Marc Jones probably starts the season as Classic favorite and having had an accident over

the winter is one driver who is glad of a delayed start to the season. Marc is sure to face some stiff opposition this year with a whole host of regular and new drivers looking to do a full season. Of the new drivers taking part it's the Pascoe brothers who will race their Escort and Sierra Cosworth's who will be looking to topple Marc off the top spot. The diversity of cars in the category in 2020 will certainly increase with a Porsche, MG Maestro, Saab powered Corsa and a Peugeot 205 GTi all set to race.

As I write this, we haven't had confirmation yet that 2 times overall BTRDA Champion Luke Constantine will return to defend his title and continue to compete in the ever-growing Junior category. This category should certainly see some new names in 2020 with various drivers moving onto new things and lots of new drivers joining the category. Some new names this year include Owen Robbins (Suzuki), Kacper Potyra (Saxo), Corey Padgett (Swift) and Harry Garman (Suzuki) who are all planning a full season. A whole host of regulars will also return all aiming to be 'stars of the future'

Let's remain positive, whenever we start racing, whatever the category or class were sure to have another very competitive BTRDA Rallycross Championship season.

Jordine Crooks

"Snippetts"

2019 BTRDA SuperModified champion and regular support of the Championship Patrick Ryan will move up to the Clubman 4x4 category in 2020. Pat will drive his Mitsubishi Colt in the category whilst he spends the year building his new SuperModified Vauxhall Corsa ready for the 2021 season.

Former Fiesta EVO and RX150 driver Richard Moore will return to the BTRDA Championship in 2020 when he will debut a unique car to UK Rallycross. Richard will drive his self-built Mercedes SLK Rwd SuperModified car, powered by a BMW V8 4000cc with a transaxle in the rear. The car has been 4/5 years in the making, 2020 will be a test season followed by a full season in 2021.

Scottish track day driver and former Motocrosser Graeme Reid will make his debut in Rallycross in 2020 when he will drive the ex James Lyon Nissan Pulsar GTi-R in the Clubman 4x4 category. Graeme went to Knockhill in 2019 for the final BTRDA round, saw rallycross and decided to give it a go.

Northern Irish Rally driver Willie Singleton will make his debut in the Championship in 2020 driving the ex Colin Anson Ford KA 4x4 Turbo in the Clubman 4x4 category. The plan is also for Dale Singleton to drive his Ford Fiesta in the Junior category.

The Newly formed 'RXNI' team will feature 4 top Northern Ireland Rallycross drivers in the 2020



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season with 3 drivers joining the SuperModified category and 1 driver in the Classic category. Brother's Sam and Stanley Bovill will race their Rwd Astra and Escort in the SuperModified category and will be joined by Alan Crockett in his Vauxhall Corsa. The 4th member of the team is rallycross returnee Davy Crockett in his Vauxhall Chevette in the classic category.

Having not competed in Rallycross for around 10 years, Karl Jarvis will return in 2020 at the wheel of a MK7 Ford Fiesta Super 1600 car racing in the SuperModified category. Whilst the

car is built and to learn the circuit Karl will initially race a Citroen Saxo in the Production category.

Former MSA British Junior Champion Sam Jones will race a brand-new built Suzuki Swift in the SuperModified category. The Kent racer is planning a full season in the car which is powered by a Vauxhall Red Top engine and a Quaife gearbox. The car will be run by Mike Boak Motorsport who will also run Corey Padgett in the Junior Category in his Suzuki and Phil Chicken also in a Suzuki Swift

AUTOSPORT INTERNATIONAL SHOW - STATIC STAND

This was the first year that I have attended the Autosport International show and loved it. Even got to have my car on display. I thought the show would be a great opportunity to show the

new colour scheme that I had decided for the Porsche this year.

Being part of the show was amazing and with it being the biggest motorsport show in Europe it's a great way to show off the hard work that I and everyone else has put into their cars and to promote the BTRDA.

It was exciting on the way to drop the Porsche off and the anticipation of what it was going to be like. Waiting in the car park before we got to go in was the hard part. To make the time go quicker we got to have a quick sneak peek at what was going to be on show as well. Seeing all the work that people had put into their cars, bikes, boats and tractors as well as other vehicles was brill.

Everything looked great and the stand looked really professional and inviting. Seeing everything getting polished and having a final clean before the show opened the following day and seeing people having pride and looking proud of their cars was awesome.

The whole experience of the weekend was really good get to see all the different stands in attendance. I was really surprised about the amount of people that was there. I knew it was a big show but didn't realise just how big.

When helping with the stand there was a lot of people that were interested in what we were doing and what the Championship is about. It's great to be able to talk to people about

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what happens and just general interest in the cars and what we have done with them.

As well as having the static stand we also had the live action arena this year. The BTRDA haven't been in the live action arena since 2015. The guys and girls that was part of it this year did an amazing job. Loved the light show on Leigh-Anne's BMW Mini, that was brill, they were noise activated so are flashing away all the time because it was loud.

People watching the show even got a little taste of what it's like to watch the actual racing with Sam Bovill going sideways round the corners to keep the crowd on the edge of their seats.

Big well done to all of them as well for doing multiple shows over the four days the Autosport was going on for.

Overall the whole event was a massive success and so much fun and everyone did an amazing job. The 2020 season for the BTRDA Rallycross Championship is going to be the best yet.

61 Michelle Swallow Porsche Boxter 2700ccT SuperModified Category.

Many thanks to Michelle, Dom Booth, Davy Crockett, the Sampson family, the Constantine family, the McGuinness family, Leigh-Anne Sedgwick, Joe Meskauskas, the Pascoe brothers, Dale Ford and Tony Lynch for all bringing their car/s for our stand and other stands.

Michelle Swallow

AUTOSPORT INTERNATIONAL SHOW - LIVE ACTION ARENA

12.45pm Saturday 12th Jan 2019 and we shuffle our way in the crowd up to the back for the 1 o'clock show. We booked late so were in row S and I'm seat 16. Dad's in 15 to my right and to my left is a Ferrari mega fan. Matching prancing horse cap, tee-shirt, soft shell jacket. You know the type. In front of us a well warned dad puts a set of earmuffs on his excited 6 year old. We're

all secretly excited. The sound of the twin engined class 10 Autograss and V8 F1 Stock Cars is music to the ears of any petrol head. At exactly 1 o'clock the fiasco of strobes, lasers and 50,000+ watts of sound starts the show. Settling to darkness our hosts are revealed on the big screen... perfectly concealed by a concrete pillar. Row S, seat 16... I'll try to get a different one next year.

A lot can happen in a year. Roll on 364 days and I've got the best seat in the house. This seat says FIA APPROVED on the side of it. To my left, Ferrari boy has been replaced by Gary Cook in his 300bhp Fiesta. In front of him the angry Mitsubishi Evo powered rwd Fiesta of David Ewin and directly in front of me is the flame spitting Cosworth powered rwd Astra of my Northern Irish neighbour Sam Bovill. On the opposite side of



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the arena Gary Mitchell's torquey v6 Puma and Marc Jones' rapid Turbo Mr2 line up in front of John Cross' gorgeous Lancia, Leanne Sedgewick's powerful BMW Mini and the nimble Suzuki Swift of James Phillips.

In close to darkness the flag marshal raises his green flag, my car squats as the clutch battles the handbrake, Gary's fiesta does the same, his Exon Duratec singing in my left ear and the anti-lag artillery blasts us both from the front row. Simultaneously the marshal lashes his flag and the arena is flooded with green strobes, lasers and the glare of 5000 faces eager to be entertained. They won't be disappointed. At the instant the lasers hit the floor we light the tyres for the 1 o'clock show. As predicted David and Sam launch themselves pointing every direction but forward and will end up on the dirty outside line, while, as arranged, Gary and I head for the grippy apex with a nip of the handbrake. On the far side of the arena Gary Mitchell's Puma and Mr2 dice for position but no doubt the Mr2's straight line pace will have Marc on our tails by the chequered flag. As the laps are ticked off the lights and music enhance the drama as we swap places. Sam and David kick up dust and dead rubber inches from the concrete bollards which form the indisputable track limit. Leanne and James dominate the inside line while John

Cross captivates with fitting Italian flare in the power sliding Stratos. After 5 short laps the expert chequered flag lady brings the spectacle to an end as the lights fade to black and we each disappear in turn behind the black curtain.

Behind the curtain we park up in our pit area between the F1 stock cars and the Legends. In precisely 90 minutes we'll soak up the glare of 5000 new faces and even though we've just finished our 5th show of the weekend the atmosphere back stage is still electric! Gary and I congratulate each other again on how "class" that must have looked and then we're joined by an official who is listening in his earpiece to someone even more official. "The organisers think that the driver of the Astra is SHOWBOATING", he says sternly, "and he'll have to tone it down." Knuckles rapped, we tell Sam but it falls on deaf ears and the remaining shows will feature a predominantly perpendicular Astra. "John Rook said to keep 'er lit?"

We had the time of our lives being part of that incredible show that we are all so familiar with. The scale of the production was matched only by the craic behind the scenes.

What a start to the 2020 Rallycross season.

AC RXNI (89 Alan Crockett SuperModified Category Vauxhall Corsa C 2400CC



Gary Cook, Alan Crockett, Leigh-Anne Sedgewick



John Cross, James Phillips, Alan Crockett,
Leigh-Anne Sedgewick



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Dave Ewin



Gary Mitchell



Marc Jones, John Cross, Gary Mitchell



Sam Bovill



The Rallycross Stand



The Live Action Team from Left to Right
Marc Jones, James Phillips, Sam Bovill, Alan Crockett, Gary Cook, John Rook – Championship Manager,
Jordine Crooks - Championship Co-ordinator, Dave Erwin,
John Cross, Leigh-Anne Sedgwick, Gary Mitchell

Action photos: c/o Gary Cook
Stand Photo: John Rook



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IRISH FERRIES

Richard Yapp came across the following article on page 138 of the April 1938 edition of the MOTOR SPORT magazine and thought some of the members would be interested.
The British Trials Drivers Association evolved into of the BTRDA.

THE BRITISH TRIALS DRIVERS' ASSOCIATION PROTECTION SOCIETY FOR COMPETITORS FORMED

Following upon the reports that complaints from sections of the general public against motor trials in certain areas might result in repressive legislative action against the sport, an Association to protect the interests of the competitors in such events has been formed.

At a meeting held at the Plough Hotel, Cheltenham, on February 27th 1938, which was attended by about fifty prominent trials drivers, it was unanimously agreed to form a British Trials' Drivers Association. Some forty of those present immediately joined the Association as founder members.

The objects of the Association may be briefly set out as follows:-

To obtain the co-operation of all trials drivers in the country as one body irrespective of the clubs to which they may belong.

To consider carefully the list of fixtures with a view to reducing the number which members of the Association should support and to issue a list of supported events which will embrace trials suitable to all types of trials drivers.

Not to promote any trials as an Association, but to assist the R.A.C. and the clubs in every possible way to ensure that trials are properly run.

To encourage and enforce a high standard of driving and conduct by the members of the Association so that membership of the Association will be of definite value in the eyes of the authorities.

In view of the necessity for very prompt action if the threatened ban on Reliability Trials is to be averted, it is felt that concerted action by trials drivers would be of considerable assistance and possibly more effective than any other way.

The R.A.C., which has officially recognised the B.T.D.A. as a properly constituted motoring body, has informed the Association that the club considers the new organisation would be of the greatest service at the present time when the club is endeavouring to alleviate the troubles affecting the trials sport.

In addition to its work in connection with the betterment of, and the relations between competitors in events and the general public, the B.T.D.A. intends to institute a "Championship Star" to be awarded on a points basis for the best aggregate performance in a season in the premier events in the country as listed by the Association.

It is also intended to examine the possibility of deciding who are qualified to be termed "Experts" amongst the trials drivers of the present day.

At the same time it is strongly stressed that this Association is not intended to be a combine of expert drivers. On the other hand, it is hoped that it will appeal to all drivers who take part in road trials the merest novice as well as the most expert. For this reason, the present qualification for membership is that an applicant must have taken part in at least one trial since January 1937. This may be subject to modification later.

The following were selected at the inaugural meeting as a provisional Committee:-

J.M.Toulmin (Hon. Press Sec.), F.H.Whittingham, A.H.Langley, A.G.Imhof, E.J.Haesendonk, R.K.N.Clarkson, H.J.Ripley, J.A. Masters (Hon. Sec.).

The membership of the B.T.D.A. at the moment of writing has reached sixty.

The subscription to the Association has been fixed at ten shillings, and Mr J.A.Masters of Fulwood House, Fulwood Place, High Holborn, London W.C.1 is acting as Hon. Secretary of the Association

Minutes of the 38th Annual General Meeting of The British Trial & Rally Drivers Association Ltd
Held on Sunday 2nd February 2020 at Drayton Manor Hotel, Tamworth at 11.00 a.m.
(73rd AGM of the Association)

The Chair was taken by the President, Mike Broad, who welcomed the 25 members and their guests to the meeting.

1. Apologies for Absence:

Stuart Beare, Liz and Peter Cox, Janet Darbyshire, Pat and Richard Egger, David James, John Larkin, Bill Moffatt, Bill and Kath Skermer, Paul Price, Hazel and Mike Stephens, Sue Underwood.

2. To receive & approve the Minutes of the 37th AGM held on the 3 February 2019.

The minutes of the 37th AGM were passed as a correct record of the meeting.

3. Treasurer's Report

Mike Sones presented draft management accounts for the year ended 31 December 2019, explaining that the comparative figures for 2018 had been restated in accordance with a change in accounting policy as regards advance membership and championship fees received. These were now accounted for in the membership/championship year for which the fees had been paid, rather than on a receipts basis. New accounting software had been introduced to fulfill HMRC's digital filing requirements and Tim Beard had taken on more accountancy functions to streamline systems between the two companies. On behalf of Tim Beard and Richard Yapp, Mike went on to request the co-operation of expenses claimants in submitting more detailed claims or income analysis. Mike Broad reinforced the foregoing and conveyed his thanks to Tim for his extra input. Mike observed that membership fees were down from 2018, mainly due to changes in the Asphalt Rally Championship. After this year of consolidation, our 2020 membership has bounced back.

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

Mike Broad, the sole nominee, was unanimously re-elected to serve for a further term of three years.

5. Election of Directors of The British Trial and Rally Drivers Association Ltd.

Richard Yapp retired by rotation and had been nominated to be re-elected; this was approved unanimously. There were no other nominations and one vacancy remained.

6. Election of a Director of BTRDA Ltd.

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

7. Election of Council Members of BTRDA Ltd.

David James and Jordine Crooks were unanimously nominated to be reappointed as Council Members of BTRDA Ltd. There was an additional nomination for Alan Wakeman and that too was unanimously approved. Steve Layton advised the meeting that Alan was a prime mover behind the evolving Targa Rallies and will be instrumental in creating a BTRDA presence in the sport.

8. Announcement of all Committee Chairmen and Committee Members.

Steve Layton explained Council's function within the organisation and introduced the following spokespersons for the Specialist Committees, who gave a brief résumé of their disciplines' activities during the year and listed their committee members:

Allrounders – Richard Yapp	Asphalt Rallies – Mike Sones	Autotests – Steve Layton
AutoSolos – Richard Yapp	Car Trials – Neil Mackay	Forest Rallies – Neil Cross
Rallycross – Mike Sones	Sporting Trials – Peter Fensom	News Consortium – Steve Layton

Steve thanked all committee members, including those on Council and BTRDA Ltd, for their time and contributions over the last year. Pat Egger had served notice of retirement from her role at the end of this year; as always, a hard act to follow and equally difficult to recruit into. Anyone interested to contact Steve please.

9. Any Other Business

Mike Broad urged members to support our sponsors and added his thanks to all committee members. With rallying close to his heart, Mike was qualified to report that the BTRDA rally championships were leading the way, not least with web streaming outputs. As noted earlier, we were poised to make a real impression with Targa Rallying too. Furthermore, as will be seen at the Luncheon, we are engaging with the next generation of rally crews – the F1000 juniors have two tables and will be allocated time in which their own awards will be presented.

Julian Fack explained an interesting upturn of interest in historic sporting trials in which, to attract more competitors they had encouraged post-historic cars. There were now so many actual historic cars that the post-historics were being edged out – and finding a place in the Sporting Trials events which contribute to our championship.

There being no other business, the President thanked members for their attendance and the meeting closed at 11.54 a.m.



SPECIAL AWARDS 2019 WINNERS

The Stross Rally Trophy

Euan Thorburn

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

Chris Powell and Jim Lewis

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

Alistair Douglas

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

The Patricia Baldwin Trophy

Gemma Moffatt-Price

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

The Automobile Club de Monaco Trophy

George Lepley

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!

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Gold Star[®] Champions 2019

Allrounders

Asphalt Rally Driver

Asphalt Rally Co-Driver

Autotest

Car Trial

Forest Rally Driver

Forest Rally Co-Driver

Rallycross

Sporting Trial

John Fox

Jason Pritchard

Phil Clarke

Alastair Moffatt

Henry Kitching

Euan Thorburn

Paul Beaton

Luke Constantine

Bryan Walker



**BTRDA Sporting Trials
Gold Star Champion 2019
Bryan Walker**

Photo: Duncan Stephens