

BTRDA[®]

The **MOTORSPORT
CHAMPIONSHIPS**

.COM

e-News

No. 225

Summer 2020



**Dave Mosey at the Alwoodley Motor Clubs
Nic Ayre Memorial Autotest
Photo: Fern Motorsport**

Contents

Presidents Notes	Page 3
Autotest:- <i>Demon Tweeks Direct</i> <i>BTRDA® Autotest Championship</i>	Page 4
AutoSOLO:- <i>Demon Tweeks Direct</i> <i>BTRDA® Autotest Championship</i>	Page 10
Allrounders:- <i>BTRDA® Allrounders Championship</i> <i>Supported by Crystal Images</i>	Page 14
Car Trials:- <i>BTRDA® Car Trials Championship</i>	Page 18
Forest Rally:- <i>MRF Tyres BTRDA Rally Series</i>	Page 23
Asphalt Rally:- <i>Protyre Motorsport UK Asphalt Rally Championship</i>	Page 35
Rallycross:- <i>Autosport International BTRDA Clubman's Rallycross Championship</i> <i>Presented by Cooper Tires</i>	Page 37
Sporting Trials:- <i>BTRDA® Sporting Trials Championship</i>	Page 46
Acknowledgements	Page 49
Special Award Winners	Page 50
Life Members	Page 50
2019 Gold Star Champions	Page 51

PUBLISHED BY BTRDA Ltd

Reg. Office: The Barn, Holly Berry House, Rough Park, Rugeley, WS15 3SQ

© BTRDA Ltd.

President's Notes August 2020

I wrote my last President's Notes on 21 March 2020. We were about to go into lockdown.

Today, 30 July 2020, we are re-emerging into a different world and the green chutes of club motorsport are making a re-appearance.

I have to say "well done" to Motorsport UK who have, in my opinion, handled this catastrophe very well. They locked down everything quickly and immediately gave us a realistic target date and plans to recommence motorsport.

I have been in touch with a few Motorsport UK employees - those who were not furloughed - over the past months, and they have been exceptionally busy in providing us with the platform of the new Covid-19 regulations that we are to use for the foreseeable future.

Something good to come out of this situation is the "virtual meeting". BTRDA have embraced the technology and now we are having monthly Board meetings to keep up with the rapid developments that we have seen. I must praise all our Board members, and Committee members for their time and expertise in helping plan the future and we have had a full attendance at every meeting, something we very rarely have when meeting at venues. Each of our Championships will be starting up again in the near future with the exception of Rallying. It is understandable that organisers of rallies are reticent to put in the enormous amount of work that is required to have the event cancelled through no fault of their own. We must take on board the feelings of local people in the areas of the rally that may not welcome the extra traffic at times like this. .

Registration fees for both Forest and Asphalt Rally Championships will be carried over for the 2021 season and we shall issue further details of both series in the Autumn. Please keep in touch with more news through the BTRDA websites.

Over the past two weekends, the BTRDA have put on two non championship test events at the beautiful venue of Prescott Hillclimb. Both the Car Trial and AutoSolo events were run to find out if future Championship events can be run safely and thankfully they were superb days out. Our thanks go to Gemma Price, who came up with the idea, Nick Pollitt and his team for the Car Trial, and Mike Sones and Alistair Moffatt with their team for the AutoSolo.

Unfortunately I could not attend either of the weekends but I know that all involved has some "Serious Fun" and we can now look forward to more events this year. You can see reports of both events in this edition of BTRDA News.

I had a phone call from Colin Clark, who is the Commercial Director of Motorsport UK, who went along to see his very first Car Trial and had a wonderful time taking pictures and videos, and apparently he was one of the last to leave to site to go home.

We still have a lot of work to do for the rest of this year and to sort out all our Championships for 2021. I am certain that all the new Covid-19 regulations will continue throughout 2021 and it will be different, but like so many other things in our lives, we shall get used to them and life will continue albeit in a different way but it will not stop us organising club motorsport and we shall continue to have "Serious Fun"

Please stay safe, follow the safety guidelines, and keep your distance when out and about and we shall get through this.

Mike Broad

56 Heritage Court, Lichfield, Staffs. WS14 9ST

Email: mike.broad@live.co.uk

PAST PRESIDENTS

Maurice Toulmin 1938 – 1959

Denis Flather 1974 – 1989

Denis Flather

Brian Midgley

1959 – 1967

1989 – 2007

Vacant

1967 – 1974

Demon Tweeks Direct **BTRDA® Autotest Championship**

From The Hot Seat

It is over four months since the first round of the Autotest Championship took place and now, as I write, preparations are well underway for the second round to take place now that the Covid-19 restrictions have eased. Our thanks and credit to Alwoodley Motor Club who have grasped the nettle to be the guinea pig event to operate under the new protocols, which mean that it isn't going to be like starting where we left off, as a lot of work is being done to ensure the safety of the Competitors and Organisers. I am sure that the enthusiasm and expertise of the Alwoodley team and our competitors will make it a great return to our sport.

The current plan is for three more rounds to take place, thus enable the minimum requirement of five for the Championship to remain valid. Next should be Caernarvonshire & Anglesey, but, due to the differing situation in Wales, this has been postponed until later in the year provided, they can access the Anglesey Circuit venue. Then Hartlepool & District, who are looking for a more Covid-19 friendly site than their usual Town Centre one, and finally Knutsford & District will take on the date and venue (Demon Tweeks) originally earmarked for a BTRDA organised event. All being well this will allow us to conclude a truncated Championship for this year.

So far, what with the "Lockdown" and "Social Distancing", it has been a very strange and disruptive year for all of us. Some, such as the Fern Motorsport crew, have taken the opportunity to strip, renovate, innovate and generally tinker with their vehicles in readiness for a return to competition, whilst many others, being true Autotesters, haven't touched the car at all and are now in panic mode to get it ready for the restart and some have bought new toys. I was interested to learn that Alastair Moffatt has purchased the famous four-wheel steering Moby One, which Morris Bishop used to win the Gold Star Championship in 1970. Its ability to "turn on a sixpence" made it highly competitive at time when most other specials were rear wheel drive, but the use of limited slip diffs and the very competitive driving of George Holland in his Cooper S quickly made it less so. I will however be very interesting to see it in action again after Alastair's restoration.

Finally, after a great deal of discussion, the Hagley & District Light Car Club have announced that they will not be running the Ken Wharton Memorial Autotests this year. It will be the first time in its 63 year history that the event has not run, but the Club felt that under the current conditions it was not right to ask competitors to travel to the event, particularly as

at the moment those returning to the Republic of Ireland would have to undergo 14 days' quarantine on their return, also, as well as the highly competitive driving, the "Craic" is a vital part of the event's make up and this would be sadly missing. Every effort is being made to ensure the Wharton's returns in



Charlie Lower
Photo: Fern Motorsport

demon tweeks

Demon Tweeks Direct BTRDA® Autotest Championship

2021 after, hopefully a full BTRDA Autotest season.

P.S.

24 competitors made the trip to Acaster Airfield for the re-arranged (Covid friendly) Nic Ayre Memorial Autotests organised by the Alwoodley Motor Club on 9th August. Although this was the Clubs usual venue a new area was used which required a day's sweeping prior to the event by both the organisers and some of the competitors, however this was well worth the effort as a cracking event was put on in glorious hot sunshine. Battles raged throughout the day in the Classes with Charlie Lower (all the way from Kent) taking a convincing win in the combined Mini/Saloon Class; Chris Chapman pipped Stephen Morton, who was probably still recovering from the previous day's sweeping, to be leading Striker and win the Sportscar class;

whist Paul Swift, Malcolm Livingston and Dave Mosey were the leading contenders in the Specials with honours, and FTD going to Paul from Malcolm, just 2.7 secs behind, and Dave, finally Zac Lower joined in the family outing to win the "others" class. Well done to all the Organisers and Competitors for getting the Autotest Championship "Back on Track"

Because of the different rules in Wales the Caernarfonshire and Anglesey Motor Club have had to postpone their round, but hope to re-schedule and please be aware that the Hartlepool and District Motor Club have had to change the date for their event in the Championship to Sunday 20th September, which will enable them to use an area at the Croft Circuit.

Steve Layton

	EVENTS	Revised 6th August 2020	
1	08-Mar	Hagley & District LCC	
2	29-Mar	Herefordshire MC	Cancelled
3	19-Apr	Boundless by CSMA (NEL)	Cancelled
4	03-May	Rhyl DMC	Cancelled
5	17-May	Wolverhampton & SSCC	Cancelled
6	07-Jun	Loughborough CC	Cancelled
7	09-Aug	Alwoodley MC	York
8	05-Jul	Knutsford & DMC	Cancelled
9	18-Jul	South of Scotland CC	Cancelled
10	TBA	Caernarfonshire & Anglesey MC	Ty Croes
11	20-Sep	Hartlepool & DCC	Croft Race Circuit
12	27-Sep	Knutsford & DMC	Demon Tweeks



Paul Swift
Photo: Fern Motorsport

demon tweeks

Demon Tweaks Direct **BTRDA® Autotest Championship**

From the Pits

For this edition of the News the heading should really be FROM THE ESTATE OF 19A OXFORD STREET. Over the last 4 months the following have been completed: painting of the outside render and garage door, painting of the large back room, pointing renewed for the 176 patio slabs and the grass maintained to a height of 2.75mm. Motorsport, what's that? Or should I say what was that? Richard Yapp has been trawling through his press cuttings and sent me numerous reports from the 1970's which had appeared in Autosport and Motoring News – yes, "News" not the rather anodyne Motorsport News of today which does not have any news reported but is more of a magazine. In those 1970's it was not uncommon for myself and several other Harrow Car Club members to travel up to a BTRDA autotest round in the Midlands or East Anglia (no trailers in those days) drive back, then Peter Noad or myself write up the event, hand written and double spaced on foolscap paper, drive down to South Kensington to the Khyber Pass for a Bangalore Phal curry and then finally drive to Trafalgar Square Post Office where, if you got there before midnight, the report would be on the editors desk first thing on Monday morning. The quarter page article would then be in that Thursday's edition of MN for all to see. Has there been progress since then? Well, last year there might have been an article of a couple of inches with the top ten times taking up half the space. Ah but you say, the results are now on the "tinternet" a few seconds after they are final and with a lot of luck there might be a bit of a write up from Mike Sones late on Monday night on a Facebook page somewhere. These reports disappear into the ether and will never be seen again for Richard to show his grandchildren in 20 years time, unlike the ones which show his first FTD at Fort Dunlop. Amongst the reports is the quirk that for Autosport it was never FTD but always BTD. This still continues to today for Sprints and Hill Climbs where it is appropriate that the single time on the results sheet is Best Time of the Day. Never could understand if it

was meant to be Best Times of the Day for Autotests!

Going back to the redecorating bit, in the tidying up Liz found an old ½ pint tankard which I think was my very first award which has Lucas Motoring Club, Driving Tests 1967, A.P.D.Cox, Class Winner engraved on it. I was a bit formal in the old days! However, it is good proof of the sport then being called Driving Tests. From a couple of suggestions, I think we can agree that the name was changed to Autotests when Stuart Turner at Castrol suggested it when they became sponsors of the BTRDA "Autotest" championship back in 1969.

One active autotester who got through the decorating and gardening activities quickly was Stuart Perren who then turned his attention to a rebuild of the Patrial sporting car he has acquired. I say rebuild but it is almost a complete redesign which Stuart has documented on his Facebook page. It has given us an insight into his many talents in automotive engineering and practical metal working. Only a full "trial" will tell us if the ideas all work and at the moment that could be a long way off in this Covid era. Another autotester who has taken on a restoration project (or a rebuild?) is Alastair Moffatt with Morris Bishop's Mobi One 4 wheel steering special. The car was featured on Pathe News as being a type of vehicle for the future with the very short length needed for a parking place thanks to its very tight steering radius. Hands up those who can remember seeing Pathe News at the cinema which was screened between the B film and the main film? We will wait and see what the new shape of Mobi will be! And even it can be a championship winning car again having given Morris a Gold Star in 1970, a mere 50 years ago!

Now it is time for the grass to grow as I will be out and about this weekend for an Autosolo at Kemble. I was one of the lucky ones who got an entry after the list filled up in 15 minutes via the online form. The new norm? Perhaps it will be in the Covid-19 era of 2020. Finally, a hint for the old fogies who read this and are not quite up

demon tweaks

Demon Tweeks Direct BTRDA® Autotest Championship

to date with computers. If you go onto a website for the online entry a few seconds before the opening time and need to refresh to get it active then don't use the F5 function but use Ctrl, Shift and R. This is from my super computing oldest son. We live and learn!

PS

Anybody got an autotest award pre 1967?

Peter Cox

Chris Chapman

Photo: Fern Motorsport



IMPORTANT: VAT must be added to all advertised prices unless otherwise stated.

demon tweeks

PROFESSIONAL MOTORSPORT EQUIPMENT

Alpinestars Sparco OMP COBRA RECARO Stilo Bell lifeline stand21

NEW **NEW** **NEW**

Alpinestars Stratos £224.17 | OMP Sport £225.00 | Sparco Sprint £287.50

FREE Helmet bag with selected helmet purchases

Sparco Pro RJ-3 £249.95 | Stilo STSF N from £456.14 | Bell Sport 5 from £330.00

NEW **NEW** **NEW**

Alpinestars Tech 1 Start V2 £62.46 | OMP First 5 £56.67 | Sparco Land £57.50

FHR Devices from £179.99 | Simpson Hybrids from £558.25 | Sabert Lightweight Saloon £169.17

NEW

Alpinestars SP £99.96 | OMP Sport £95.85 | Sparco Slalom RB-3.1 £87.50

FIA Master Switches from £15.75 | Rain Lights from £18.50 | FIA Approved Systems from £190.83

OMP TRS-E from £165.83

CALL FREE ORDER LINE **0800 854794** Express delivery £7.25 Economy service £6.25

75 Ash Road South, Wrexham Industrial Estate, Wrexham, North Wales, LL13 9UG

www.demon-tweeks.com

@demonweeksmotorsport /DemonTweeks @Demon_Tweeks

Demon Tweeks Direct **BTRDA® Autotest Championship**

Championship Positions after Rounds 1 & 7

Gold Star		
1	Malcolm Livingston	Lindsay Special 1600
2	Paul Swift	Mini Special 1400
3	Dave Mosey	Mini Special 1430
4	Chris Chapman	Striker 1700
5	Paul Fobister	Fobby Special 1600
6	Charlie Lower	Mini 1380
7	Steve Morten	Striker 1800
8	Ian Chapman	Riot 1700
9	Mark Thornton	Mini Special 1800/Westfield 1600
10	Will Herbert	Striker 1600
Silver Star		
1	Chris Morrison	Nova 1400
2	Rob Rolston	Mini 1380
3	Mark Thornton	Mini Special 1800/Westfield 1600
4	Joel Conlan	Cooper S 1600/Nova 1400
5	Will Herbert	Striker 1600
6	Lee Matthews	Nova 1400
7	George Harris	Nova 1400
8	Philip Edwards	Suzuki Swift 1000
9	Lee Valentine	Westfield 1600
10	Stuart Perren	Retrotester 1590
Bronze Star		
1	Chris Morrison	Nova 1400
2	Joel Conlan	Cooper S 1600/Nova 1400
3	George Harris	Nova 1400
4	Philip Edwards	Suzuki Swift 1000
5	Helen Perren	Retrotester 1590
6	Clair Atkinson	Riot Classic 1600



Will Herbert
Photo: Fern Motorsport

demon tweeks

Demon Tweeks Direct **BTRDA® Autotest Championship**

Class Championships

	POS			1	7	BEST 7
Class A	1	Charlie Lower	Mini 1380	9	10	19
	2	Rob Rolston	Mini 1380	8	9	17
	3	Dave Fox	Mini 1600	10	0	10
Class B	1	Chris Morrison	Nova 1400	8	9	17
	2	Warren Gillespie	Nova 1600	10	0	10
	3	Lee Matthews	Nova 1400	9	0	9
	4	George Harris	Nova 1400	0	8	8
	5	Philip Edwards	Suzuki Swift 1000	7	0	7
	6	Joel Conlan	Nova 1400	0	6	6
Class C	1	Chris Chapman	Striker 1700	9	10	19
	2	Ian Chapman	Riot 1700	8	8	16
	3	Steve Morten	Striker 1800	6	9	15
	4	Will Herbert	Striker 1600	5	6	11
	5	John Moffatt	Westfield 1800	10	0	10
	6	Willie Keaning	Riot 1700	7	0	7
	7	Mark Thornton	Westfield 1600	0	7	7
	8	Lee Valentine	Westfield 1600	2	5	7
	9	Colin Moreton	Westfield SE 1700	3	3	6
	10	Chris Atkinson	Riot Classic 1600	4	0	4
	11	Ben Morten	Striker 1800	0	4	4
	12	Clair Atkinson	Riot Classic 1600	1	0	1
Class D	1	Malcolm Livingston	Lindsay Special 1600	10	9	19
	2	Paul Swift	Mini Special 1400	9	10	19
	3	Dave Mosey	Mini Special 1430	8	8	16
	4	Paul Fobister	Fobby Special 1600	7	7	14
	5	Stuart Perren	Retrotester 1590	6	0	6
	6	Dave Evans	Blitz Special 2000	0	6	6
	7	Mark Thornton	Mini Special 1800	5	0	5
	8	Helen Perren	Retrotester 1590	4	0	4
Class E	1	Joel Conlan	Cooper S 1600	10		10
Class H	1	Charlie Lower	Mini 1380	10	10	20
Class J	1	Malcolm Livingston	Lindsay Special 1600	20	20	40
	2	Paul Fobister	Fobby Special 1600	19	18	37
	3	Steve Morten	Striker 1800	17	19	36
	4	Ian Chapman	Riot 1700	18	17	35
	5	Colin Moreton	Westfield SE 1700	15	15	30
	6	Rob Rolston	Mini 1380	13	14	27
	7	Stuart Perren	Retrotester 1590	16	0	16
	8	Dave Evans	Blitz Special 2000	0	16	16
	9	Helen Perren	Retrotester 1590	14	0	14
Class	1	Helen Perren	Retrotester 1590	10		10
	2	Clair Atkinson	Riot Classic 1600	9		9

demon tweeks

Demon Tweeks Direct **BTRDA® AutoSOLO Championship**

Going Solo

I am pleased to say that the BTRDA AutoSOLO Championship is back up and running after our enforced break. We have added some events to try and offset those that we have lost and to level up the "North/South" split in order to reduce the need for travel. This should give us ten rounds with the best five scores to count for the Championship, but please be aware that, in order to comply with Social Distancing, most Clubs are having to reduce the

maximum number of entries, so you need to get yours in as soon as they open to avoid being disappointed.

To help kick off the season restart BTRDA organised a "fun" AutoSOLO at the historic Prescott Hillclimb, which attracted 13 entries. The weather was, I believe, mixed, but that did not stop them getting through 16 tests with Christopher Newton (all the way from Kent) taking FTD in his BMW from Steve Conner (Puma). Other Championship contenders included Ian Mephram (4th) from East Sussex and Dave Fooks (6th) from Somerset, which shows how keen people are to get back to Motorsport.

2020 Revised Calendar

02 nd Aug	Bath MC	
13 th Sept	Under 17 MCNW	
26 th Sept	Dolphin MC	NEW DATE
27 th Sept	Devizes & DMC	CANCELLED
04 th Oct	Clwyd Vale MC	
04 th Oct	Oxford MC	NEW EVENT
25 th Oct	Knutsford & DMC	
06 th Dec	Under 17 MCNW	NEW EVENT

The Prescott AutoSolo from BTRDA Ltd **EPIC!**

What a fantastic day's motorsport, 16 tests started at 11am and finished by 3.15, we even had an hour to rest at lunchtime.

Alastair Moffatt set out the 2 tests, 1 at Ettores on the main hillclimb and a tricky little number making use of the split level paddock and parking areas. Mike Sones had mastered the many changes to signing on and the Covid business so off we went, Sports Cars first, Alastair had deemed all tests to count and a vicious 10 second penalty for cone bashing, that sharpened us all.

New member Kevin Lee from somewhere near Bristol was doing only his 3rd ever AutoSolo and the first in his MX5, how cruel to set him off first! Kev had joined just to do this event and he put on a great show to finish 2nd in Class (616.1 seconds) just pipping Paul (the membership sec) Price (619.4) using one of Alastair's StuntDrive MX5's, the lurid moment he had on the paddock test probably cost him a place. Martin Mackenzie was loving his Caterham now with slippery diff and some fancy carb set up, 4th on 624.7, with Nigel Cook's MX5 5th despite overheating problems, the winner of this class was Dave Fooks who looked on fine form all day but attracted cones a couple of times to achieve 583.9.

demon tweeks

Demon Tweeks Direct **BTRDA® AutoSOLO Championship**

That great supporter of AutoSolos Alan Wakeman and his trusty Micra was all alone in his class but it certainly didn't stop him putting maximum effort in to every inch of every test and serious enough to do a change to wet tyres at lunchtime, it only rained for a few minutes though.....5th overall with 581.7.

The bigger engine saloon cars were unbelievably close, headed initially by the ever present Steve Conner in his Puma, but hot in his heels were Sam Williams in his Mini Cooper S (BMW sort) and the 2 BMW's of Ian Mephram and Chris Newton, very rarely more than a second between the lot on each test. Cones came into play again costing Ian dearly, he ended up on 565.4, cost me too in the Swift at 585.5, and Sam (leading overall after 6 tests) as well in the Mini 560.8. 6 tests to go and Steve was 1.2 secs in front of Chris Newton, 4 tests to go Chris was 0.7 in front, 2 tests left 0.5 in front and with a gigantic effort on the last 2 tests from both, driving so well, it was an overall win for Chris on 543.6 from Steve on 545.5. Epic!

Big thanks to Alastair, Mike, the marshals Terry Moore, Ian and Sue Butcher, Trevor Moffatt and ?, we all had a really super day at Prescott for the first ever AutoSolo at this fine venue (thank you to Gemma Price and Nick Upton for the second weekend in succession), in his victory address to us after the results were announced Chris Newton said it was an epic day, here here!

Nick Pollitt



Clockwise from Top left:-

Martin Mackenzie
Jamie Yapp
Alan Wakeman

AutoSOLO pictures taken at Prescott
and Bath by Nick Pollitt and Peter
Cox

demon tweeks

Demon Tweeks Direct BTRDA® AutoSOLO Championship

Provisional Scores after Round 10, 2nd August, Bath MC

		1	2	9A	10	no. events	Best 5 Scores	Class Position	O/A
CLASS A									
Robert Milligan	Austin Mini 1275	25	30			2	55	1	4
Alan Wakeman	Nissan Micra 1300	23			24	2	47	2	7
Brian Sharpe	Nissan Micra 1275		27			1	27	3	12
Jamie Yapp	Vauxhall Nova SR 1300		16			1	16	4	-
Mitchell Loveridge	Nissan Micra 1300	15				1	15	5	-
Richard Yapp	Vauxhall Nova SR 1300		15			1	15	5	14
CLASS B									
Jamie Yapp	Renault Clio 172 Cup 1998	29			29	2	58	1	-
Mitchell Loveridge	Subaru Impreza 2000				14	1	14	2	-
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									
Neil Jones	Mazda MX5 1840			30	30	2	60	1	2
Gary Ridgway	Mazda MX5 1840	26			26	2	52	2	5
Jim Bryant	Mazda MX5 1840	28			23	2	51	3	6
Brian Coe	Audi TTS 1984T	17	24			2	41	4	8
Peter Cox	Honda S2000 2000		20		16	2	36	5	9
Ben Amos	MG Midget 1275		17			1	17	6	13
Richard Murphy	Toyota MR2 1800	14				1	14	7	15
Mike Sones	Mazda MX5 1840					0	0		
CLASS E									
Howard Morris	GBS Zero 2000			29	27	2	56	1	3
Alec Tunbridge	Caterham 7 1588	30				1	30	2	10
Martin MacKenzie	Westfield SE 1600					0	0		
COMBINED									
Jamie Yapp	Nova/Clio	29	16		29	3	74	-	1
Mitchell Loveridge	Nissan Micra/Subaru	15			14	2	29	-	11

Blue = Under 25

Number	Date	Event
1	08 March	Devizes & DMC
2	15 March	Boundless by CSMA SE London
9A	19 July	Under 17 MCNW
10	02 August	Bath MC

demon tweeks

Demon Tweaks Direct ***BTRDA® AutoSOLO Championship***



Clockwise from Top left:-
Howard Morris
Neil Jones
Chris Newton
Steve Connor
Sam Williams
Gary Ridgeway
John Fox

BTRDA® Allrounders Championship

Supported by Crystal Images

ALLROUNDERS SUMMER 2020

Our Championship started as usual in January and a few events attracted 10 early points chasers. Then coronavirus came to our shores. and very soon the nation was in lockdown. With no motorsport permits issued from March 24th our sport was on STOP until the beginning of July when our sports were allowed to restart with new strict regulations in force to control the spread of the covid 19 virus.

As the calendar of all BTRDA events is now well out of date you need to refer to the individual Championship web site pages to see their remaining and replaced event dates. Sadly the 2020 Asphalt Championship (Group D) has been cancelled.

Now and again we are asked about the history of the Allrounders Championship and this is as good a time as any to take a look back.

The Allrounders Championship began in 1975 when it grew out of the BTRDA Triple Clubmans Championship (originally conceived to give out of work rally drivers some sport when it seemed that rallying was unlikely to take place in 1974 – remember the three-day week and the petrol shortage?) to become the Victor Ludorum of BTRDA. The Championship carries BTRDA Gold Star status and five major trophies are awarded: Peter Cooper Trophy to the Champion, Darbyshire Trophy to the runner-up, Margot Young Trophy for third, the Duckham Trophy is now (since 2011) presented to the best qualifier under 25 years old and the Davijon Trophy to the qualifier scoring the most points with the same car. In addition, all qualifiers receive an award.

There have been 15 Gold Star winners in the 44 years of this Championship, the most prolific being Duncan Stephens' 14 in one continuous run - hence his photo appears within these pages - and Graham Hoare's 10 in groups of five years, four years and one year. Nick and I are the only contenders to have won all the Championship major trophies, (the Duckham when it was awarded for fourth place). The full listings of all award winners for our Championship is on the website <https://btrda.com>

To win one Gold Star Championship is an achievement in itself. Several Allrounders Champions have also won other Gold Star BTRDA Championships and arguably the finest is Trevor Smith who, in a ten year period won eight gold stars in three separate disciplines - four autotest, two back to back rally and two back to back allrounders. Of the others Alastair Moffat has seven autotest gold stars. Duncan Stephens has one car trial and three sporting trials, Brian Betteridge two autocross, Nick Pollitt two car trials, Graham Hoare one car trial and Garry Preston also one car trial. The AutoSOLO Championship which Jamie Yapp has won does not hold Gold Star status.

The most successful car used as the One Car for the DAVIJON Trophy is the Nova first owned by Nick Pollitt and subsequently driven to win by Nick three times before Tom Pollitt, Adrian Read, Richard Yapp and Jamie Yapp ... four times. Other drivers have had the loan of this little car. I know I have. Same car but with lots and lots of parts replaced over its very hard life competing on almost every sort of motorsport - 35 years 11 wins.

We urge you to view the BTRDA Championship websites to see updates for event dates and anticipated dates for events for the remainder of the year. We expect some Championships to go on later in the year than usual. Group G (speed) events are getting up and running and we know that two of our registered entrants were out competing at North Weald sprint course at the weekend.

The current Allrounders points scores are in this news and on our website. We look forward to others joining us especially as this year some of our sports events may go on into the later months.

All the Covid19 regulations we are required to adhere to are rapidly changing and Motorsport UK are issuing frequent updates. Every event will have these matters covered in their regulations.

We thank all the clubs who organise events in our championships, their officials and marshals,

BTRDA® Allrounders Championship Supported by Crystal Images

especially under the strict conditions of covid 19
in order to even run events.

As always, stay safe and, whatever the weather,
enjoy your motorsport.

Phil D

10 times Allrounders Gold Star winner Graham Hoare



These pictures appear in Peter Noad's book on VWs in Motorsport

The autocross picture (top) is credited to Brooke Photographic and the bottom picture was taken at a Maidstone and Mid Kent autotest event by Peter Noad

BTRDA® Allrounders Championship Supported by Crystal Images

**14 times Allrounder Gold Star winner Duncan Stephens with Alan Ede
bouncing/falling out in 2011**



**Under 25 Allrounder Fred Ling at
Green Belt Motor Club's North Weald Sprint
Photo: Nick Cook**

BTRDA® Allrounders Championship **Supported by Crystal Images**

Provisional Overall Scores to 10th August 2020

Name		Score	Group	Score	Group	Score	Group	TOTAL
Jamie	Yapp	19.05	H	4.71	H	18.46	H	42.22
Bob	Milligan	16.92	H	18.82	H			35.74
John	Fox	18.46	H	16.67	H			35.13
Alan	Wakeman	15.33	H	13.33	H			28.66
David	Mosey	13.33	A	11.43	A			24.76
Fred	Ling	18.46	G					18.46
John	Moffatt	18.33	A					18.33
Richard	Egger	13.85	G					13.85
Stuart	Perren	8.89	A					8.89
James	Nicholls	4	H					4.00
Ben	Amos	3.33	H					3.33
Richard	Yapp	2.35	H					2.35

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

Names in red indicate Under 25 score

Crystal Images

A W A R D S

crystalimagesawards.co.uk

For a wide choice of glassware for businesses, sports and other activities, we offer individually etched pieces for specific events and seasonal presentations which can incorporate your club or company logo. Alternatively, personalised pieces to mark a particular occasion or special celebration.

Crystal Images Awards supply quality glassware with artwork prepared in-house, professionally etched and delivered to you at a competitive price.



We offer an extensive collection of attractive and contemporary glassware, together with awards and plaques, available to suit most budgets and we would be pleased to provide you with a no obligation quote!

Contact **Mrs Sue Underwood** to discuss your requirements.

Tel: **01568 709158 / 07790 046271**

E-Mail: **sales@crystalimagesawards.co.uk**

Website: **www.crystalimagesawards.co.uk**



CRYSTAL IMAGES AWARDS

Fairfields, Shirlheath, Kingsland, Leominster, Herefordshire. HR6 9RL.

BTRDA[®] Car Trials Championship

LOW DOWN TORQUE

A warm welcome to this special edition of NEWS, in which our Car Trials column is dominated by reports from the recent Prescott Trial, with contributions from Nick Pollitt, Rupert North and Duncan Stephens. I should mention that my name is conspicuous by its absence from these reports, not because I didn't warrant a mention (well, maybe that's true too) but because my wife and I had bagged a couple of weeks of opportunistic and much-needed holiday on the south coast, clashing with the trial date. On behalf of all Car Trials enthusiasts I extend our thanks to everyone involved in what was clearly a most welcome and enjoyable event.

I am pleased to report that we are optimistic that we have salvaged our Championship, now featuring a much reduced events calendar (but including Falcon Motor Club's David Maitland Memorial trial, new to our Championship) and a modified scoring system commensurate with the reduced number of events. Let's hope that the positive reports from the Prescott trial and competitor support for the few qualifying events

will encourage the organising clubs to persist with their plans.

Please visit the Car Trials pages at BTRDA.COM

(<https://btrda.com/championship/car-trials/>) for up to date information.

We have more good news to report, because our original plans for the Grand Final Trial became thwarted and we are most grateful to Gemma Price for facilitating a return visit to the Prescott Speed Hill Climb venue, home of the Bugatti Owners Club. With a different Clerk of the Course, c/o Ross & District Motor Sports, it will be interesting to see who benefits from the July trial vs complete newcomers to the site.

Any further force majeure changes to the Car Trials Championship will be posted on the News pages of btrda.com and emailed to our usual mailing list.

In the meantime, stay fit and healthy and ready to head for the hills.

Neil Mackay

neil.mackay.home@btinternet.com

THE BTRDA PRESCOTT TRIAL - from the trials' reporter

Moffatt climbs to top of Prescott Trial

The British Trial and Rally Drivers Association hosted the inaugural Car Trial at the prestigious Prescott Hill Climb, which was also the first MS UK sanctioned Car Trial since motorsport

restarted whereby a near capacity entry saw no less than seven ex-national champions competing over the six sections.

Three classes saw the post 1998 standard front wheel drive cars, modified front wheel drive

cars, and a rear wheel drive class encompassing kit cars.

Having not competed since October most competitors were extremely nervous of the long wet grass following overnight rain.

The first section saw local driver Trevor Moffatt drive out of the section at the seven post. He soon clawed this back over



Trevor Moffatt

BTRDA[®] Car Trials Championship

the following five sections of the first round to lead the class from the veteran John Wadsworth who had come down from Yorkshire. Trevor expertly extended the lead to thirteen points during the second round.

In the front wheel drive class James Nicholls debuted his Nova, normally used for Autosolo's. Young Nicholls finished second overall on last years RAC Clubman rally, following in his father, Stuart, Astra challenge winning footsteps. Stuart returned to motorsport after 35years to share the family Nova. James led the class after the first round, but 2017 British champion Rupert North managed to take a couple of points back to lead Nicholls by a point at lunch, with Simon Harris and his LEJOG Gold winning Golf GTi another point back.

Multiple British champion Barrie Parker debuted his little Reliant Robin powered Liege kit car, and tied with Dick Glossop in his similar car engined with a super charged Suzuki, both taking advantage of a different line on one hill to take nine points of the others. Lunch saw Parker take the lead despite uneven steering lock. Eighty year old Steve Courts in his re-engined Imp was snapping at reigning British champion Mark Hoppe's spare wheels.

During a swift lunch break a new hill was introduced and others tweaked and running order reduced within classes. The overnight rain

rapidly dried in the sunshine and competitors were soon remembering how to drive.

Trevor Moffatt had a superb afternoon dropping less than half the scores of his class competitors to take an emphatic class win over John Wadsworth and David Allman. Dave Walker excelled on the first hill being the only clean climb but could only manage fourth in class at the end.

A stunning afternoon by multiple British autotest champion Alastair Moffatt in his 1litre classic mini saw him jump from fourth to first in class during the second round showing his skill in knowledge of the exact dimensions of the car, dropping just twelve points to three others in the class dropping twenty three. Moffatt's son William enjoying his first motorsport event in the car, aged 5. One mistake on the final round nearly saw the lead handed back to North, but a class win by four points surprised many established trialers. Stuart Nicholls showed the old flare too taking third class ahead of Harris who has won the last two BTRDA championship finals overall.

Mark Hoppe mastered all hills on the third round in his Melos to snatch the class from Parker who locked himself out on a tree, having done the same section before lunch. Dick Glossop also slipped up on a little short steep bank dropping seven. The final round saw Hoppe drop a catastrophic eight in the third hill, which Glossop

cleaned taking the class lead, which Hoppe then took back on the next hill to win the class by a point, with Parker another ten behind.

The overall winner is calculated by a system of the competitors score against the class average, which saw Trevor Moffatt winning The Prescott Car trial, going down in Bugatti Owners Club history books. Moffatt narrowly beating younger brother Alastair and Mark Hoppe.

Duncan Stephens



Mark Hoppe

BTRDA[®] Car Trials Championship

1	Trevor Moffatt,	Vauxhall Corsa,	81.9%
2	Alastair Moffatt,	Rover Mini,	89.2%
3	Mark Hoppe,	Dutton Melos,	90.6%
4	Dick Glossop,	Liege SS,	94.5%
5	Rupert North,	Rover Mini,	96.7%
6	Stuart Nicholls,	Vauxhall Nova,	111.5%
7	Simon Harris,	VW Golf GTi,	113.4%
8	James Nicholls,	Vauxhall Nova,	122.7%
9	Garry Preston,	Fiat 127,	133.8%
10	Barrie Parker,	Liege R,	133.9%

THE BTRDA PRESCOTT TRIAL - from the driver's seat

It's been a long time since I've done an event, let alone a write up, but after all this time stuck in the house with Covid 19 lock down and the effect it has had on the world let alone grassroots motor sport it was great to be up at 5:30 on a lovely sunny morning for the three and a half hour drive down to near Evesham to the headquarters of the Bugatti Owners Club, the Prescott Hill Climb.

The event was really just for fun, not forming part of a championship, more a test run for what trials could look like going forwards with the virus. The sections were scattered around the hill climb site making use of areas of the ground used by its normal visitors. Heading off into the trees and into long grass in places, the organisers had found a good 6 hills for the 18 competitors to attempt.

The venue itself was very posh, especially for a trial....proper toilets being almost a first!! I grabbed a picture on the start line thinking it was going to be the closest I was ever likely to get to going up the hill-climb itself!! To start with it was a bit of a maze but it soon made sense once you had been round once or twice.

After a socially distanced drivers meeting we headed out to the hills, and even though the sun was shining the ground was soaking wet. Class 2 (which I run in) started at hill 4, a down-hill start into a long climb on some smooth short grass over a track and then into knee deep long grass....didn't fare so well on that stuff!! I stopped about where I thought I would around the 5 post, about average for the section and went round to the next section only to hear applause as a club

man in a bog standard beige Nova cleared it.....that was worrying....had I lost my touch?....

My next hill, 5, went better, twisting though some trees and a long steady climb up to a clean section, happy with that.

Hill 6 right away from the tarmac of the hill climb, went up a farm track into a field, easy for a tractor not so easy in a Mini!! A long muddy uphill into wet grass, went well up here on round 1.

Hills 1 to 3 were on lovely smooth grass on the edges of the spectator areas, my Mini likes this type of climb and went well on these 3.

Round 2

The hills were moved a little, still well in the mix but it was very evident that in all the months away from the sport I had become rusty, the car isn't forgiving at the best of times. I notice that I wasn't brave enough to let it really run slow, down to pinking, kept trying to save it from stalling....a lot of trialling is spent at very very low rev's. My lines were definitely off. Positioning even a couple of corners ahead can make a difference to how far you get later.

After a short and well spaced out lunch we were back to it, an ex national champion had turned up and been "volunteered" to help adjust the sections, turned out I was leading the class which came as quite the surprise as I really didn't feel like I was driving well.

Round 3

This was really my undoing for the day, I missed a post that had been moved, opening up a better

BTRDA® Car Trials Championship

line, which cost me about 3 points...bit annoying but only a few marks. The next section really finished me off, that long muddy climb on hill 6 which I did well on in the morning was now my undoing. As I set off I knew the grip wasn't good, rather than gaining speed I was losing it and by the time I got to the top I was lucky to have passed the 10 post but was in bad shape for the long climb up to the 7, spluttered out just before the 8 a huge loss as anyone who passed the 7 was pretty much on for a 4 or less. That reminded me of an old feeling.....disappointment.....hadn't felt that one in a while.

On to the next hill a whole new one they had put in with a steep bank in the middle around the 7 marker, normally the small light Mini does well on these, not today got stuck and haemorrhaged another large handful of marks to half the class, a well balanced hill more or less splitting the class of who made it and who didn't....normally I'm in the group that made it!!

From 1st to 3rd in class in 3 hills, dropping more marks on 3 hills then I had all event!! To be honest I was a bit down at this point, not what I was looking for the first event back. Had all the work on the car been in vain - the only thing left in the brakes from 2019 season was the pipes and 1 caliper, and the £210 lightweight battery I got for Christmas wasn't helping.....and the .4 kg I saved putting an alloy wheel in the boot seemed a waste.....sad face.

Not one to give up I sucked it up and headed off for round 4, at least it couldn't get too much

worse. Tried a do or die line on the first hill I came to and did the dying...but only a mark to try and get 3. The next was OK but onto my nemesis hill 6 and its long muddy climb... set off ..grip crap ...managed to pick it up a bit in the middle just ,and only just made the turn at 7 then downhill and managed to get over the next notable hump at the 4 post and then scrambled on for the clean....After that success I suddenly felt some confidence return, I got that feeling that had been missing all day back, me and the car were back as one....very hard to describe it you hear rally drivers talking about it, and yes you can get it on a car trial. You stop trying to drive the car and just react to what its telling you.

I romped my way through the last of the hills feeling on top of everything, dropping 5 less marks than the nearest to me and half as much as the rest of the class. What a contrast to round 3!

But the damage was done, such heavy losses on round 3 cost us the class win by 4 marks... and a BTRDA umbrella. But as a fun and test day on reflection I was quite happy to be a long way ahead points-wise from the tough national guys I compete against regularly.

It was great to be out again just to meet and chat with the like-minded people and catch up. Hopefully the national trials organisers will be able to put on a few more events before the season draws to a close.

Rupert North



Rupert North

BTRDA[®] Car Trials Championship



Barrie Parker

Dick Glossop



John Wadsworth



The Car Trial
photographs were
taken by
Nick Pollitt and
Duncan Stephens

A history of the BTRDA Rally Championships

The BTRDA began life in 1938 as the **British Trial Drivers Association** (BTDA) but as motoring and the availability of cars developed there were many competitors who wished to participate in longer and more arduous motorsport events. To meet this demand the **BTRDA Rallies Committee** was formed in 1953 and created the BTRDA Gold Star® and Silver Star® Rally Championships.

The original championship events included the RAC Rally, Circuit of Ireland, Morecambe Rally, Scarborough Rally, Scottish Rally and Rally of the Dams as these were the most challenging rallies in the UK at the time and were mostly long distance, endurance road events. This was the era of British sports cars such as the Triumph and the Austin Healey. At the end of the 1950s a very young Stuart Turner was the champion navigator for three successive years. As the championship developed so the events were changed to include many of the most competitive night-time road rallies in the UK including the Express & Star, Mini Miglia and the London Rally.

By the 1960's most of the rally cars being used were a reflection of the cars being sold on the high street, but with relatively simple modifications to make them more suitable for use on night-time road rallies. Moving through the decade the most successful rally cars were Ford Anglias and Mini Coopers, through the Cortina GTs to the Lotus Cortinas and early Mk1 Escorts.

In 1967 Jim Bullough and navigator Don Barrow in a Mk 1 Lotus Cortina won the BTRDA Gold Star®, Motoring News and RAC Rally championships. As a reward for his British title Bullough got one of the first Escort Twin-Cams for 1968. This was a period when British rallying was moving from road to stage rallies and Bullough showed that he was part of that change by finishing third on the RAC Rally that year, thus helping Ford to win the European manufacturers title. [More insights about UK Rallying in the 1960's can be found on the Autobiography section of Don Barrow's website www.donbarrow.co.uk.]

In the mid 1960's some events began to incorporate timed 'Special Stages' in addition to a competitive night road rally. A typical example of these combined road and stage events was the 1970 Dukeries Rally. This started on the Saturday evening with six special stages using private roads (including a then unused Donington Park). A brief supper halt was followed by a full 200-mile Derbyshire / Staffordshire road rally with 'selectives' timed to the second. At dawn the event changed back to a stage event and ran six



Will Sparrow and Nigel Raeburn



MRF Tyres BTRDA® Rally Series



stages in Sherwood Forest before a lunchtime finish at the Olde Bell at Barnby Moor. Note: On this event the leader, until he crashed out on the last of the night-time selectives, was Brian Bell who was still actively competing on BTRDA Rally Series events 48 years later.

By 1970 competitors and cars were beginning to specialise and 1972 was the last Gold Star® Rally Championship to use both stage and road events. The last of the multi-tasking champions were Will Sparrow and Nigel Raeburn in their Mini Cooper S.

From 1973 the Gold Star® Championship was contested exclusively on stage rallies, whilst the Silver Star® Championship continued for road rally competitors and often ran alongside and complemented the Motoring News Road Rally Championship. Both these championships were very popular throughout the 1970's and 1980's with good events and huge entries attracting some of the best competitors from around the UK.

Commercial sponsors have been an important element of stage rally championships since the 1970's. The original title sponsor of the BTRDA Gold Star® championship in the 1970's and 1980's was Esso and Esso Uniflow followed by European Motorsport. In the 1990's it was Ashley Competition Exhausts followed Peugeot Sport and since then, Clear System Solutions, Dunlop, Silverstone Tyres, Get Connected, REIS Insurance, Ravenol, Jordan Road Surfacing and now MRF Tyres. Their financial support over the years has enabled the BTRDA stage rally championships to develop and flourish and helped provide coverage and publicity for the championships as well as pay for some of the essential admin costs.

For 40 years Tynemouth Computer Services [TCS] have been providing computerised results for the various championship events, and as the BTRDA Rally Series has grown in popularity, TCS has become an indispensable partner, undertaking the huge task of collating the championship class, category and overall points after each event. Martin Liddle and David James have an excellent results archive of

events and championships which can be found at www.tynecomp.co.uk

And <https://archive.djames.org.uk>

The BTRDA rally championships have been a natural home for the one-make stage rally competitions targeted at the club competitor. These have included the Escort Mexicos, Escort 1300s, Faberge Fiestas, the Astra and Nova Challenges, some rounds of the Lada Challenge, various Peugeot Cups and Trophies, Ford KA Rally Championships and more recently the revival of the Fiesta ST Trophy. 1979 was a particularly busy year in this respect with Ford promoting both the Ford 1300 Championship and the Faberge Fiesta Ladies Championship which created a huge demand for entries on some events.

Former British Autotest Champion Trevor was the Gold Star® Rally Champion twice in the early 1980's but that was the last time that the ubiquitous Mk 2 Ford Escort was used to win this title.

In 1983 an Audi Quattro driven by Darryl Weidner became the first 4-wheel drive car to win a BTRDA Rally Championship, but was followed by three years of Gold Star® Champions all driving Opels; 1994 Clinton Smith / Stuart Dytham (Ascona 400), 1995 Vince Wetton / Chris Allen (Ascona 400) and 1996 Pete Doughty / Lyn Jenkins in a Manta 400.

Because of a rising demand from club competitors the BTRDA Rallyes Committee introduced a BTRDA Clubmans Stage Rally Championship in 1987, which placed more emphasis on lower cost forest rallies. That year also saw Ron Beecroft / Mike Kidd crowned as the final champions of the very competitive Silver Star® and Motoring News Road Rally Championship, the demise of which is still much lamented. Also in 1987, Ian and Pat Beveridge became the first BTRDA Gold Star® Champions driving a Metro 6R4 and that model continued to be the dominant championship winning car for the following five years.





MRF Tyres BTRDA® Rally Series



The BTRDA Rally Championships are organised and administered by the **BTRDA Rallies Committee**, (a specialist committee of BTRDA Ltd) which has always encouraged the involvement of competitors and former competitors. Mike Broad, Ron Crellin, Phil Short, Chris Lord, Stephen Bye, Mike Sones and Jon Ballinger have all had a big influence on the work of the Rallies Committee over the years.

The idea of 'reverse seeding' which was first used in the mid 1980's, came about at the BTRDA Rally Committee from a suggestion by Phil Short and based on the idea of creating a build-up of tension and excitement as the final competitors (who were the likely winners) approach the finish of the event. Likewise, the Rallies Committee also developed a 'second per mile' time handicap system and later a bonus points system to try and balance out the performance difference between the various rally cars and thus increase the level of competition and participation.

Ian Butcher [Gold Star® Champion 1994/95] was Chairman when the BTRDA became the first rally championship to switch to Formula 2, and Richie Holfeld [Gold Star® Champion 1991]

was Chairman when the current successful format was adopted.

1993 was a year of consolidation for UK stage rallying with the Gold Star® and Clubmans Rally Championships running on the same calendar of events. The BTRDA Rally Championships maintained their popularity throughout the 1990's with eight successful years (1993 – 2000) when the Gold Star® championship, supported by Peugeot Sport, was exclusively for front wheel drive Formula 2 cars, whilst the Silver Star® Championship was contested by non-homologated two and four wheel drive cars. This change was a great success and attracted competitive fields of up to 70 Formula 2 cars in addition to the traditional mix of two and four wheel drive rally cars.

Ricky Evans and Ian Butcher were the Gold Star® champions in both 1994 and 1995 when a hard-driven Peugeot 205 GTi was initially the car to have. This changed to an Astra GSi for a couple of years and by 1998 when Adam Kent and Andy Bull were Gold Star® champions, it was a Peugeot 306 S16. Nick Elsmore used a Nissan Sunny to win in 1999 and in the final year of F2 cars Martin Meadows / Ian Oakey won

using a Proton Compact and were chased by a whole host of Peugeot 106 GTi's. Whatever the make and model of car, one constant throughout the Formula 2 era was the very close competition.

Andy Burton also made his mark during this period winning the Silver Star® Championship in 1995 and again in 2000. (Who will forget Andy's hilarious speech at the Championship



Trevor Smith in action, co-driver unknown





MRF Tyres BTRDA® Rally Series



Awards presentation where he brought out all the mechanical parts of the car that had "stopped him winning" during that year?) It was partly Andy's success on events in 2000 which led the Rallies Committee to review the format of the stage rally championships for the new millennium.

In 2001, to reflect rally car trends and competitor demand, the format was changed, with the Gold Star® Championship again being open to all stage rally cars, the Silver Star® Championship exclusively for the two-wheel drive cars, and the creation of the BTRDA 1400 Championship. The aim was to encourage participation in forest stage rallying by providing a range of well supported and competitive rally championships which were accessible to the clubman competitor. The BTRDA 1400 Championship quickly became very popular and developed a devoted following and some of the event results achieved by 1400 crews have been truly amazing.

It was around this time that the term **BTRDA Rally Series** was introduced to better describe the growing number of championships and categories. The Rally Championships' Golden Jubilee year in 2002 was one of the most popular with 210 drivers and 230 co-drivers registered, including a very young Jari-Matti Latvala, and full entries on every event.

The role of the BTRDA Rally Championship Co-ordinator has also developed and expanded over time. During the 1980's the official Championship Co-ordinator for the Stage Rally Championship was Ron Crellin with Mike Sones undertaking this role for the Silver Star® Road Rally Championship. Since then the BTRDA Stage Rally Championship co-ordinators have included Chris Lord, Phil Short, Keith Baud, Andrew Kellitt, Howard Wilcock, Andy Bull, Steve Gregg and more recently Ian Arden.

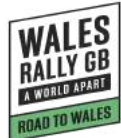
One of the main reasons for running any championship is to bring together competitors so that they can compete against each other on similar events over a season. This competition also creates a great sense of camaraderie between the crews and their supporters which is

often illustrated by the help that rival teams give to each other during the season.

A key benefit of being part of a successful championship is that bringing together a large number of competitors means that the championship events become financially viable. It's all about the numbers! The current break-even point for a UK forest event has gradually increased over the years and is now around 110 entries. Therefore, being part of a championship that can attract 60, 70 or even 80 crews is a huge advantage to any rally organiser and means that they can plan their event with confidence. In turn this should mean that they are able to set the event entry fee at a 'reasonable' level - although stage rallying is never going to be cheap! A bumper championship entry makes it a little easier to attract enough marshals and officials, without whose support rallying would simply not happen.

The individual rallies that have been included in the BTRDA Rally Series over the past 67 years are one of the key reasons for its success. Since 1993 the BTRDA Rally Series has had a more settled calendar of events with only small changes from year to year. Some of the traditional BTRDA events such as the Dukeries and the Somerset Stages are no longer included because they are unable to run as forest stage rallies, but events such as the Malcolm Wilson Rally, the Nicky Grist Stages (formerly Quinton), the Woodpecker and the Plains rallies have all been part of the BTRDA Rally Series for more than 30 years.

The 'specification' for a successful BTRDA Rally Series event has not changed much over recent years and is really quite straightforward; provide a one day 45 stage mile event with good gravel stages that competitors will enjoy. Time is a very valuable for competitors, service crews, officials and marshals so any event needs to be structured to make best use of the time. All the formalities of scrutineering and documentation should be completed on a Friday afternoon / evening and the competition should take place within an 8-hour envelope, finishing by late Saturday afternoon so that competitors can





MRF Tyres BTRDA® Rally Series



travel home Saturday evening and spend Sunday at home with their families.

The **BTRDA Rally First Championship** was introduced in 2008. This innovative idea was to create a category for essentially standard cars based on any of the popular small hatchbacks that are readily available at a modest price. Only very limited modifications are permitted to keep costs to a minimum. Better to spend a limited rallying budget on competing on events and gaining experience and enjoyment, rather than on buying expensive performance modifications which are often unreliable and may only help you to go off quicker!

The restriction on the stage rally running order imposed suddenly by the MSA in 2015 at the time of the Stage Rally Safety Review was a significant blow to the BTRDA Rally Series and especially competitors in the popular BTRDA 1400 and Rally First championships and those with older Historic spec rally cars. These cars were - and still are - an essential part of any BTRDA rally entry. The decision was imposed without consultation and was a knee jerk reaction without justification or evidence base. It soon had an effect on competitor numbers and by the start of the following season there was a 50% reduction (approx. 25 crews) in the 1400

and Rally First entries which had a detrimental effect on the BTRDA events as well as the BTRDA Rally Series. It was not just an issue of running first through the stages, but also the loss of identity and the camaraderie that had been created in these groups.

This restriction was thankfully rescinded midway through 2018 and some competitors have returned to the BTRDA 1400 championship, but unfortunately the BTRDA Rally First numbers have not yet recovered. Competitors cannot simply be 'switched on' and from making the decision to compete on stage rallies, it takes significant time and money to get both the car and crew to the start line.

Great plans, and a new sponsor in the shape of MRF Tyres, were in order for the 2020 BTRDA Rally Series - the 67th consecutive year of the BTRDA Gold Star® and Silver Star® Rally Championships - but as we all know, Covid-19, and all that went with it, conspired to thwart our best efforts to entertain! However, plans for 2021 are already at an advanced stage and details will be released in the coming weeks.

Keep your eyes on: www.btrdarally.com

Howard Wilcock

The BTRDA Rally Series

A continuing commitment to provide Serious Fun



MRF TYRES



RALLY SERIES




As proud sponsors of the BTRDA Rally Series
MRF TYRES would like to offer all
competitors a discounted tyre deal for our rallies.



Contact Jerry
07789 392080 01942 218498

jfreeman@serviceandsport.com

 [mrfmotorsporttyresuk](https://www.facebook.com/mrfmotorsporttyresuk)





2020 MRF TYRES BTRDA RALLY SERIES CANCELLED

At a 'virtual' meeting of the BTRDA Rallies Committee - organisers of the MRF Tyres BTRDA Rally Series, the Motorsport UK 2020 English Rally Championship in association with Seacon and the MRF Tyres Mixed-Surface Challenge - on 18th July the remainder of the 2020 season was the main topic of discussion.

With all the uncertainty currently surrounding the viability of forest rallying in the immediate future, it was unanimously decided that with regret, in the best interests of everyone concerned, the 2020 season should be brought to a halt forthwith.

BTRDA Rallies Committee Chair Neil Cross expressed his disappointment at the outcome. 'We'd been leaving a decision on the rest of the season for as long as possible, but the odds were stacked against us and, in the end, we felt we were left with no other option than to cancel. I'm sorry for our registered competitors, sponsors and event organisers who, like us, had been hoping for some positive news but, rest assured, we're already working on our plans for 2021, details of which will be announced in the coming weeks.'

It has already been confirmed that 2020 BTRDA Rally Series-registered competitors will have their Championship registration fees carried forward into 2021, while BTRDA Membership fees are to be held at £30 for a further year.

For further details, contact

Neil Cross - Tel: 07767 773862

E-mail: trec1.nec@btinternet.com



REVOLUTION

COMPETITION ▲ WHEELS



GRI4 RALLY

15 X 7.0



MILLENNIUM RALLY

15 X 7.0 TO 15 X 8.0 / 16 X 5.5 TO 16 X 8.0
17 X 7.5 TO 17 X 9.0 / 18 X 7.5 TO 18 X 9.0



MILLENNIUM II RALLY

FLOW-FORMED
18 X 8.0



4 SPOKE RACE

13 X 5.5 TO 13 X 10.0



4 SPOKE RALLY

13 X 7.0 TO 13 X 10



5 SPOKE RALLY

15 X 5.5 TO 15 X 9.0



RFX RALLY

13 X 5.5 TO 6.0 / 14 X 5.5 TO 6.0
17 X 7.0 TO 8.0 / 18 X 7.5 TO 8.5



8 SPOKE RALLY

13 X 6.0 TO 13 X 9.0 / 15 X 5.0 TO 15 X 10.0

For more information contact:

TEL +44 (0) 1623 860000 • **FAX** +44 (0) 1623 860165 • **MOB** +44 (0) 7702 845264

www.revolutionwheels.com • info@rwil.org.uk



SEACON UK



FOCUS ON COMPETING AND LEAVE THE REST TO US **MOTORSPORT LOGISTICS EXPERTS**

VEHICLES • EQUIPMENT • SUPPORT

Seacon UK are an independent logistics company specialising in motorsport logistics with an unbeaten record for reliability.



COLLECTION • PACKAGING • DOCUMENTATION • SHIPPING

Direct from the UK, or location to location. Seacon UK will ensure everything arrives safely, on time and within budget. Seacon UK are with you all the way.



SEACON UK

WITH YOU ALL THE WAY

0151 548 3098

WWW.SEACON.UK.COM • SALES@SEACON.UK.COM



Trading member of the British International Freight Association

we share your passion



On-Track Accident Cover
Motorsport Commercial
Road Insurance for Competition Cars
Insurance for Event Organisers
Personal Accident

0115 965 1030
On-Track Accident Damage

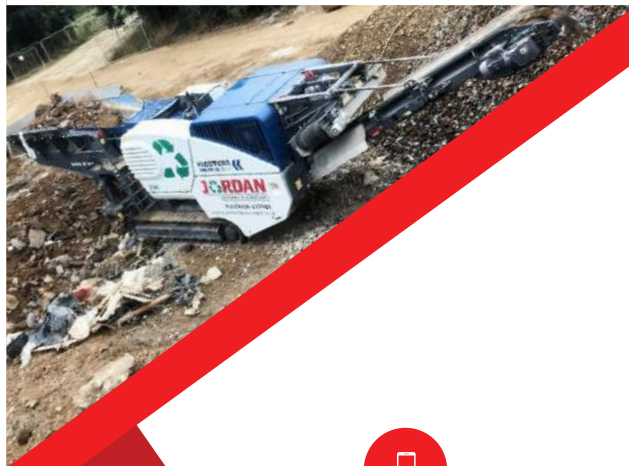
0115 965 1040
Motorsport Vehicles,
Competition and Sports Cars

0115 965 1050
Commercial Policies,
Liability Cover and
Personal Accident



www.reis.co.uk
talk2us@reis.co.uk

Reis Motorsport Insurance is a trading name of Insurance Factory Limited.
Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164).
Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.



- ROAD SURFACING CONTRACTOR -
- ROAD PLANING CONTRACTOR -
- AGGREGATE RECYCLING -
- CIVIL ENGINEERING -
- PLANT AND LABOUR HIRE -
- JRS PACO PATCH -

JORDAN
ROAD SURFACING LTD

WORKING WITH YOU **NOT FOR YOU**



01636 679989



www.jordanroadsurfacing.co.uk
enquiries@jordanroadsurfacing.co.uk



285 Bowbridge Rd, Newark,
Notts, NG24 4EQ



TITAN

© Jakob Ebrey Photography



LUBRICANTS.
TECHNOLOGY.
PEOPLE.



Race and Rally proven oils.

www.710oil.co.uk Email: info@710oil.co.uk

Tel Office: +44 (0)1253 640612, Tel Mobile: 07889 769641



Protyre Motorsport UK Asphalt Rally Championship



Protyre Motorsport UK Asphalt Rally Championship gears up for an exciting 2021

It's still very quiet on the rally stages, but it's flat-out behind the scenes at the Protyre Motorsport UK Asphalt Rally Championship, as the UK's premier sealed-surface series prepares for an exciting 2021 season.

The unavoidable decision to cancel this year's Championship, owing to the Covid-19 pandemic, was heartbreaking – especially as pre-season Championship registrations were up and the opening round, the Legend Fires North West Stages, had received a magnificent entry.

However, the innovations planned for this year will be rolled over into 2021 – including the new Ford Escort Challenge and its great prize from Scott Williams Motorsport.

There will also be new incentives, designed to reward competitors of all levels and across all classes – all of which will be revealed in the coming months.

And this year's Championship registration fees are being rolled over for next year.

Plans for the 2021 Protyre Motorsport UK Asphalt Rally Championship are at such an advanced stage, that the new sporting and technical regulations are 95% written and will be published as soon as possible.

And none of this would be possible without the incredible support from Protyre.

When this year's Championship was cancelled, Shaun Chetwyn, Protyre Motorsport Manager, said: "With regard to the 2020 season, we fully support the decision taken by the BTRDA and agree that in light of these very difficult times that we are all having to endure, cancelling this year's Protyre Motorsport UK Asphalt Rally Championship was the correct and only option available.

"Protyre Motorsport would like to take this opportunity to thank everyone involved and pass on our very best wishes to you and your families and look forward to seeing you all at the opening round of 2021."

And with everything fully focused on 2021, the aim is to bring competitors the best ever Protyre Motorsport UK Asphalt Rally Championship.

"The Protyre Motorsport UK Asphalt Rally Championship has grown tremendously in the last two years and continues to grow," says Championship Co-ordinator, Jane Evans.

"We appreciate the fantastic support we receive from everyone involved – and in particular Protyre.

"We have been working hard as a Championship over the lockdown period, and everything we are planning for 2021 is aimed at offering competitors the very best possible series of events and incentives.

"We are looking forward to announcing these plans very shortly – and in the meantime we hope that everyone is keeping safe and well."



Proud sponsors of

MOTORSPORT UK ASPHALT RALLY CHAMPIONSHIP

Protyre is the UK's fastest growing chain of fast fit and mechanical centres. Supplying a complete range of tyres for all makes and models of cars, vans, 4x4s and motorcycles, Protyre also offer MOTs, mechanical repairs and servicing.

Protyre combines technical expertise, quality products and excellent customer care to make it the local garage people can trust. Protyre's Motorsport division provides tyres and tyre fitting services for a number of races, including Motorsport UK Asphalt Rally Championship.



For fast fit and mechanical services
visit **protyre.co.uk**

For motorsport tyre enquiries
call **01782 411 001**

Excellence



*98% Customer Satisfaction plus
98% "Excellent" Service Rating*

We consistently score **98% Customer Satisfaction***. We've an **Excellent 98% Service Rating** on Feefo and been awarded **Tyresafe Retailer of the Year** for the last five years.



* With the Motor Ombudsman Trading Standards approved Code of Practice.

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

Rallycross Snippets

- Covid 19 strikes again with the planned first two rounds at Pembrey on August 8th and 9th cancelled by the Welsh Government only 4 days before the event was due to take place. Despite a Motorsport UK permit being in place for the event and significant meetings and conversations between Pembrey Circuit, BARC, Motorsport UK and BTRDA the Welsh government were unable to grant permission for the event to go ahead. This now means that Lydden Hill will now be round 1 on September 12th and the cancelled Pembrey event has been re-scheduled for November 7th and 8th and will now mean final round of the championship takes place in Wales.
- What was due to be the final round of the Championship, now moved to October 25th to avoid the 5 Nations date clash will now become round 3 at Knockhill Circuit. The DDMC organized event will also see a Rallycross test day take place at the venue on Saturday 24th October from 3-5pm.
- 247.TV have once again been confirmed as the production company for this years' BTRDA Rallycross Championship. It is expected that all 5 rounds will be filmed and aired on at least 3 tv channels in addition to the free to air online platforms MotorsportTV and YouTube. They are also working closely with the Championship on a surprise element of the Round 1 event at Lydden Hill on September 12th, "Watch this space".
- Only 5 days after the entry forms were released for Round 1 of the Championship at Lydden Hill on September 12th, saw 35 entries received including 2 drivers from Belgium. All categories have a maximum capacity and it is expected that in excess of 80 drivers will take place in the event.



AUTOSPORT
INTERNATIONAL

**THE RACING
CAR SHOW**

14th to 17th January 2021, NEC

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

➤ Rallycross Snippets Continued

- The Autosport International has once again been confirmed as the title sponsor for the BTRDA Rallycross Championship. This deal also secures an 8 car stand at the 2021 Autosport Show and it is also hoped that the Championship will also be present in the Live Arena.
- Former Rally driver and previous Silver Star championship winner in 2006, Northern Ireland's Paul Barrett will make the switch to Rallycross at Lydden Hill on September 12th driving his G3 Ford Escort in the SuperModified category. Paul was also the British Historic Rally Champion in 2018 and is looking forward to his new challenge, he plans a full championship in 2020 which will see the G3 Escort in some very distinctive replica colours.
- Devon's Chris Wheeler a previous British Rally champion in his Citroen DS3 R5, will make his debut in Rallycross in 2020. He will drive his Ford Fiesta R1 1600cc in the SuperModified category. This is just a test to see how he gets on whilst rallying has been put on hold due to Covid 19.
- A piece of history to join the BTRDA Rallycross Championship in the Classic category this year when an original O series 2ltr EFi 8v engine fitted to an MG Maestro is set to join the grid. The driver Tony Browes will make his debut in Rallycross at Lydden Hill in September having previously competed in bangers in the 90's. The car will remain pretty standard and was originally raced in the MG Maestro challenge in the early 90's and the classic salon car championship until 2009. Since then the car has sat in Tony's garage but he has now decided to turn the car into a Rallycross car where Tony believes it might be the first ever MG Maestro in UK rallycross.
- The son of BTRDA SuperModified driver Peter Wharton will make his debut in Rallycross at Lydden Hill on September 12th driving the ex Daniel Flitcroft Citroen C2. Peter Wharton (Jnr) has previously competed in Autocross in the North East and is looking forward to making his Rallycross debut.
- Aaron Shaw will make his debut in Rallycross at Lydden Hill driving a Subaru Impreza WRX in the Production 4x4 category. He is friends of current Rallycross driver Chris Baker and he attended the MDA test day at Blyton back in February, liked it so much he thought he would strip the car and give it a go.
- Rallycross Team Northern Ireland (RXNI) will compete in force in the BTRDA Rallycross Championship in 2020 with no less than 4 drivers committing to a full championship. Championship regular Alan Crockett will return in a rebuilt, newly engined Vauxhall Corsa and will be joined by his dad the legendary Davy Crockett in his Classic specification Chevette HSR. They will both be joined by brothers Sam and Stanley Bovill both racing in the SuperModified category in a Cosworth powered Rwd Vauxhall Astra and a G3 Ford Escort respectively.
- Former 2ltr Production champion Mark Finch will make a return to the BTRDA Rallycross Championship in 2020 driving his classic specification Ford Fiesta MK3 powered by a BDA engine. The car isn't quite the same as the one bought by Mark, after he wrote the car off during a Lydden Hill Winter Series event. The Covid 19 break has allowed Mark to finish the new car build from a MK3 Ford Fiesta shell.
- Five new Junior Rallycross drivers will make their debuts in the BTRDA Rallycross Championship at Lydden Hill. Southampton's Harry Garman will make the switch from the British Championship in his Suzuki Swift and will be joined by Corey Padgett a former Autograss driver and son of Super1600 driver Phil Chicken. The other newcomers at Lydden Hill will be former Ministox driver Owen Robbins, Suzuki Swift, Kacper Potyra, Citroen Saxo and British Kart driver Caitlin May also in a Suzuki Swift.
- Former 2ltr Production driver Nathan Jones will move up to the SuperModified category in 2020 driving a self-built BMW 135i Coupe. Nathan hopes to give the car its debut at Lydden Hill in September and then plans a full season.



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

Paul Barrett



Tony Browes
Classic Category Maestro MG



Nathan Jones' BMW



Chris Wheeler Fiesta





BTRDA Clubman's Rallycross

2020 Calendar



Amended 2020 Calendar

SATURDAY 12 SEPTEMBER 2020

LYDDEN HILL - ROUND 1

SUNDAY 4 OCTOBER 2020

BLYTON PARK - ROUND 2

SUNDAY 25 OCTOBER 2020

KNOCKHILL CIRCUIT - ROUND 3

SATURDAY 7 NOVEMBER 2020

PEMBREY CIRCUIT - ROUND 4

SUNDAY 8 NOVEMBER 2020

PEMBREY CIRCUIT - ROUND 5

Knockhill cannot be used as a dropped score unless the event is started

Subject to change due to ongoing
Pandemic

5 Round Championship, allowing 1 Dropped Score

AS PERFORMANCE.COM

SLIP & GRIP
AUTOMOTIVE
www.slipandgripautomotive.co.uk

COOPERTIRES

AUTOSPORT
THE RACING
CAR SHOW

BTRDA
Since 1958

710

QUESTMEAD LTD

STEVE GAUNT
TRAILERS
www.gpnt.co.uk

SG HAULAGE LTD

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

BTRDA Rallycross History

"The past and present"

The new sport of Rallycross arrived in the BTRDA during 1975/76. A few members had competed in a series of this new sport organised by West Suffolk Car Club and The Sporting Car Club of Norfolk, at Snetterton. Rallycross was approved by the RAC and following this BTRDA Council asked the then General Secretary Derek Smith to form a committee. Our Championship attracted full financial and publicity support from Castrol Ltd. Of that original Committee Bruce Bamber returned in 2009 in a Honda Civic. Dave Fuell presented us with a trophy for the Champion.

The sport was televised and screened on BBC, ITV and on the continent and has continued to the present day with "LIVE" TV coverage on Motors TV. Memorable names of the day include Roger Clark, Barry Lee, "Jumping" Jeff Williamson, Geoff Mabbs (after whom Mabb's Bank at Lydden was named), Jenson Button's dad, John, and in more recent times Andrew Jordan (a Junior Rallycross Champion and former champion in BTCC). Another driver to hit the top is Liam Doran, the X Games champion and ERC regular. The sport continued and grew in popularity.

Our first Champion in 1977 was Trevor Reeves - Mini, his engine built by Motospeed. He also presented us with a Trophy. Five members have achieved double Champion status:- Bruce Rushton, Bill Skermer, Mike Turpin (now in Hillclimbing), John Ward and Luke Constantine. Our only Lady Champion was Shelley Wakeling in 2010. A list of all the Champions appears on www.btrda.com under BTRDA® History.

Early venues were Tockenham near Swindon, Cadwell, Brands, Longridge, Knockhill, Lydden, Aintree and Long Marston (now a housing estate). Later Croft, Pembrey, Mallory and Blyton were included. Some venues have ceased to be available for Rallycross, but new venues are currently under consideration with Clubs eager to retain a club level form of Rallycross and to provide an entry level at an affordable cost. Sponsors have included SpaxShocks, Autocross Racing, Safety Devices, JonSpeed Racing, Lucas Oils and Autosport International.

Of the current committee Bill Skermer (Champion 1985/6), Phil Darbyshire and Mike Sones have been involved since 1984, looking after a sport which, for BTRDA members, is just a hobby.

Following on from a sabbatical year in 2013 when the BTRDA Championship which previously had run alongside the British Championship at many events, found itself having to operate under its own steam, the BTRDA Rallycross Championship has now evolved into a mainstream National Rallycross Championship within the UK

The last champion before the sabbatical in 2012 was current competitor and committee member Gary Cook. The Championship has now raised new heights and the interest in the championship attracted a whole host of Irish drivers in 2014 Irishman Kieran Curran came and conquered the Championship becoming champion. The Irish domination continued when John Ward in his Production specification Peugeot 106 became two times champion in 2015 and 2016.

In 2017 the Champion was Welshman Jeff-Hope Davies again in a Production specification car, this time a Citroen Saxo. Then in 2018 and 2019 we saw most probably the most remarkable of champions when junior driver Luke Constantine claimed the title two years on the trot in his Suzuki Swift.

The BTRDA Rallycross Championship in its present form gets bigger every year visiting 4 mainstream circuits in the UK and generally having between 7-9 championship events. Commercially it has attracted big names like Autosport International, Toyo Tires and Cooper Tires which has helped establish the championship allowing it to stand on its own 2 feet. From a marketing perspective the Championship receives excellent TV and social media coverage and each year generally attract around 30% new drivers which is proof of its success.



NEW COOPER TIRES RALLY RANGE



**COOPER DISCOVERER
TARMAC DTI**



**COOPER DISCOVERER
TARMAC DT02**



**COOPER RALLY
CLASSIC TARMAC CTOI**



**COOPER DISCOVERER
GRAVEL DGI**



COOPER M+S



COOPER M+S EVO

**CONFIDENCE-INSPIRING PERFORMANCE
FOR THE MOMENTS THAT COUNT**

COUNT ON COOPER®

Ready to boost your performance with Cooper Tires?
Get in touch with our motorsport department
coopermotorsport@coopertire.com
www.coopertire.co.uk/motorsport-tires


COOPERTIRES®

COOPER TIRES ESTABLISHED 1914.



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.

Find us on [Facebook](https://www.facebook.com/coopertire) and [Instagram](https://www.instagram.com/coopertire).

###

About Cooper Tire & Rubber Company Europe Ltd.

Cooper Tire & Rubber Company Europe Ltd., a subsidiary of the Cooper Tire & Rubber Company of Findlay, Ohio, USA, has more than a century's experience at the leading edge of tire technology. Cooper produces a full range of tires for passenger car and 4x4 applications under the Cooper and Avon brand names, together with Avon motorcycle tires. For more information visit www.coopertire.eu or www.avontyres.com.

Contact:

Michiel Kramer
T: +44(0) 1225 357814
mkramer@coopertire.com

AS PERFORMANCE.COM



MSA / Competitor discounts available
Wholesale, Trade & Retail Enquiries Welcome

Sole distributor/manufacture of Harvey Smith & Carl Davey Design products

T: 0191 410 3770 F: 0191 410 7711

E: info@asperformance.com www.asperformance.com

Online shop: www.asptrading.co.uk

/ASPerformanceUK
@ASPerformanceUK

SLIP & GRIP

AUTOMOTIVE

Tough In The Valleys
Rally - Sprint - Hill Climb - Drift

April 25/26 - July 18/19 - Sept 26/27

- Take on 2.2 miles of
tarmac rally stage in
the heart of Wales.
- Stage Clockwise
Saturday & Reversed
Sunday



Optional Timing with 3 Classes & Awards to Win



- Unlimited Runs
- £90 Per Day
- £170 Full Weekend
- Free Camping
- On Site Food & Drink

Full Details & Regulations On Our Website

www.slipandgripautomotive.co.uk

STEVE GAUNT

TRAILER SALES

HIRE & SALES ACROSS LINCOLN & LINCOLNSHIRE



5% DISCOUNT FOR MEMBERS OF



QUALITY AND SERVICE FROM A LOCAL FAMILY RUN BUSINESS

Built upon a long-standing reputation for quality customer care, professionalism and expertise.
Steve Gaunt has a wide range of trailers and haulage vehicles available to buy online.
All of our commercial vehicles and trailers are thoroughly safety checked and well maintained.

CONTACT: 01522 702443 INFO@SCHAUCLAGE.COM



SPEED KINGS OF THE
IRISH SEA



With the only fast ferry on the Irish Sea - Dublin Swift, Irish Ferries offers you the fastest crossings on the Irish Sea in only 2 hours and 15 minutes. With up to 16 sailings a day, unbeatable reliability and no luggage restrictions, nobody beats us when it comes to looking after motorists. So put your foot down and insist on Irish Ferries, when you bring your car to Ireland.



IRISH FERRIES

QUESTMEAD LTD

Competition Friction Specialists

The Lodge, Meadowcroft Mill,
Off Bury Road, Bamford,
Rochdale, Lancashire,
OL11 4AU, United Kingdom.

sales: +44 (0) 1706 363939
email: sales@questmead.co.uk
web: www.questmead.co.uk
social: search Questmead



Questmead Ltd sell quality products and provide unrivalled services to the motorsport industry. Look out for our vans at your event or contact us with your requirements.



CONTACT: 01522 702443
INFO@SGHAULAGE.COM

SG HAULAGE LTD



QUALITY AND SERVICE FROM A LOCAL FAMILY RUN BUSINESS

Enclosed and open car transport UK & Europe
Contact us for all your transport needs.

WWW.SGHAULAGELTD.CO.UK

BTRDA® Sporting Trials Championship

Sporting Trials Through The Ages

Like most, if not all, motorsports over the last few months sporting trials drivers have been consigned to the garages (there should be some fabulously prepared cars next time we are on the hills) and so as a result we have very little to report on at the moment. Therefore, the normal update which would have summarised the events from the first part of our season will be heading back in time. Before the last Gold and Silver Star final I did a preview for the event looking back at the history and tried to pick out

some trends that could help pick out the winners on the day. Apologies to those who may have read these words before, but I thought it would be nice to republish that article within these pages. I have of course updated the stats to take into account January's winner and a given it a few tweaks for accuracy. For those that haven't seen the piece before I hope you enjoy it, for those that may have, I hope you enjoy it again.

The records for our Gold Star go back to 1948

Ken Wharton



when Ken Wharton became the first person to have his name etched on to the Gold Star Trophy. Since then there have been 71 Championships, with 35 different winning drivers. The BTRDA Sporting Trials championship was originally a full season championship that was originally known as the BTRDA Gold Star before it became the RAC Championship, changing into the MSA Sporting Trials Championship and is now today the Motorsport UK Sporting Trials Championship. The Gold Star and RAC Championships swapped over in the mid-1960s to its current cup final format.

Is the British Champion automatically favourite to be the Gold Star Champion?



Ian Wright

Probably not.

Records show that doing the double happens very rarely. The league and cup double as it were, has only been done 15 times and only twice in the last 20 years. The last man to do this was Ian Wright in 2010 and before him John Fack in 2007. If you think of the amount of trial wins the British Champion normally racks up over the winning season, you would think that confidence would take them through to seal the season in style, but this has not often been the case.

BTRDA® Sporting Trials Championship

What car should I drive?

For those drivers who perhaps have a selection of cars parked up in the garage this next section should be studied with interest. The records on what car the winning driver used started in 1971 is a little patchy until we get to the late 80's when we get a much fuller picture. The records show that Crossle, Kincraft and Sherpa lead the way as the most successful makes. For those of you now wheeling the Kincraft out of the garage you perhaps may need to think again. The success of the Kincraft was very much before the turn of

the century with the late Calvin Kneebone the last man to win in one, way back in 2000. Since the turn of the century it's very much a two-horse race between the Crossle and the Sherpa, with Crossle currently leading the way with nine wins to the Sherpa's six. Three of the Sherpa's wins have come from the latest Indy version driven by Ian Wright, with one from an original live axle and two from the Ian Veale's Hewland shod IRS at the hands of himself and the following year borrowed by son Josh. The last six winners



Calvin Kneebone

have seen four Sherpa's take the crown, one Crossle and then a Jedi driven by Bryan Walker.

The IRS to Live comparison also makes interesting reading. The all-time records show live axle winners lead the way with 51 wins to 21 but again since the turn of the century there have been only three live axle winners of the event, Calvin Kneebone in 2000, John McKinney in 2009 and Josh Veale more recently in 2014.

Where should I Live?

South of Bristol or in Ireland is a good starting point. The last 17 winners of the Gold Star currently now live in the South of England or in Ireland. In the last 20 years there have been 5 victories for the men from across the sea, and

they enjoyed a purple patch of 4 wins in a row from 2002-2005. Kim Warwick in 2001 was the last man of a more Northerly persuasion to win the event until Bryan took the title in January.

Who should passenger for me?

This is a tricky one. The records go in favour of choosing someone you are not related to. Records on winning passengers for the gold star go back to 1956. Since then 27 times the winner of the event has had, a wife, son/daughter or relative in the passenger seat. 37 times a non-related person has been the magic formula.

With the odds very even, perhaps we should take note from the 70's and 80's where 14 times across the 18 years the winners were a family team. Maybe we should pay even more attention to this now we are forming our family bubbles, extended bubbles and the like.

BTRDA® Sporting Trials Championship

What should my name be?

Ten of the last eleven winners of the event have a surname that starts with a letter in the second half of the alphabet. John Fack is the only man to break that trend. The last six years has seen

the winner's surname starts with a letter from the final six letters of the alphabet. An in-depth analysis into first names suggest R and J are the most winning initials closely followed by C and I.

Does it help if I've won it before?

Rex Chappell



Possibly. Experience no doubt helps but of the 35 different winners of the event only 18 have won the event more than once. Rex Chappell remains the most successful driver in the event sitting on six wins the first coming in 1953 and last in 1966. However, 5 of these wins came before the event became a cup final as such. Ian Wright leads the way with the most cup final wins on five, his first win coming in 1996 and most recent success in 2018. In the last 20 years nine men have won the event for the first time with eleven adding to a previous win. Interestingly only five previous Gold Star winners were on the start sheet for the 2019 event.

So what about the Silver Star?

Records for the Silver Star go back to 1962, when B. Blundell was the first recorded winner. In 2018 Ross Bruce became the 50th different winner of the Silver Star event. Despite the records showing 15 less events there have been many more different winners of the Silver Star. Indeed, of these 50 only eight drivers have won the event more than once with all of these only ever having won the event twice. Tom McKinney won the 2019 event to enter this elite group, but nobody has yet to take a hat-trick of Silver Star wins.

A passenger holds the record for the most successes in the Silver Star event. Chris Millar has recorded three wins as bouncer, twice with Andrew McKinney in 2009 and 2010 and then again more recently with Tom McKinney in 2017.

The question around what car to use is also more even in the Silver. The all-time records for cars in the silver only really starts from 2000 onwards and shows Sherpa and Concord equal

on six wins a piece. The Sherpa has seen five wins for live axle versions and one for an Indy piloted by Mike Readings in 2011. The split from Live to IRS also offers much hope for the live axle drivers. An estimated 49 times a live axle car has won the Silver Star since the first event to just eight known IRS winners and this trend continues through to modern day. Since 2000 there have been 12 live axle winners and the eight independent winners. Last year's winner managed to continue the history of the live axle in this event so don't push them beam axles away quite yet!

Back to the present day and fingers crossed our new normal allows trials to start at some point this year and we can once again look to add to the history of our great championships.

Sandy Veal

BTRDA® Sporting Trials Championship

And finally – a picture of Lol Hurt the only driver to win the Gold Star 3 times in a row
(We believe he managed this feat when the Gold Star was a yearlong championship)



ACKNOWLEDGEMENTS

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

Mike Broad, Peter Cox, Janet & Phil Darbyshire, Jane Evans, Paul Evans, Fern Motorsport, Andrew Haill, Steve Layton, Neil Mackay, Rupert North, Nick Pollitt, Paul Price, John Rook, Bill & Kath Skermer, Mike Sones, Duncan Stephens, Sandy Veale, Howard Wilcock and our sponsors

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

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

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 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



**Alastair and William Moffatt
BTRDA Test Car Trial
at Prescott Hill Climb Site**

Photo: Nick Pollitt