

# **BTRDA**<sup>®</sup>

*The* **MOTORSPORT  
CHAMPIONSHIPS** **.COM**

# **News**

No. 226

Winter 2020



**Trevor Moffatt**  
**MSA and BTRDA Car Trial Champion 2020**  
Photo: Duncan Stephens



## President's Notes

My notes for the Winter edition of BTRDA News are normally the easiest to write: Congratulate our award winners, thank all our sponsors, organising clubs, competitors and committee members for a fabulous year, and announce all our award presentation functions. There are usually 5, Forest and Asphalt Rally, Sporting Trials, Rallycross and Luncheon, and of course we have to have an AGM. This year will be completely different.

The World has changed due to Covid-19, let alone the BTRDA. As I write this article I am in "lockdown" as are most in the UK. We have had some competition this year, so I am able to say "well done" to the winners of those championships that have met the minimum requirements to be awarded. The championships are

Car Trial, Rallycross, Autotest, AutoSolo, and Allrounders. We hope Sporting Trials will have their final in January as planned. My thanks to the competitors and especially the organising clubs that put on some very different events under then new stringent safety guidelines. We have seen very few rallies in the UK this year and therefore both the Asphalt and Forest series were cancelled. I am delighted to confirm that both our major sponsors Protyre and MRF will be backing us for the 2021 season, my personal thanks go to Shaun Chetwynd and Jerry Freeman.

There will be no Championship presentations for any of our competitions this season so each committee is currently working out just what they will have to do to distribute our prized awards, please be patient and you will be informed in due course.

The Directors of both the BTRDA and Association Boards have been meeting every month to keep a close eye on the evolving situation and to plan for 2021.

We have decided to have our AGM online on **Wednesday 3rd February at 1930hrs**. We shall be sending you an invitation to participate in due course, probably in early January, so please look out for the email from BTRDA. You will see details of our finances and audited accounts in this edition of the News.

Now for some Good News.

The BTRDA will have a new Category/Championship for 2021. The Targa Road Rally Championship. Alan Wakeman, with assistance from Peter Cox and Richard Yapp, has been working on this new series for the last 12 months and we have decided to start the series, provisionally, with 10 club events, with a good spread around the country. Targa road rallies have been gaining in popularity at grass roots level and we feel it fits in well with our other affordable championships.

We believe it will give more recognition, publicity and growth to this entry level form of motor sport. You will find more details of this series in this edition of the News.

I think my watch word for 2020 has been patience. I have to thank everyone connected with BTRDA for their patience this year as the pandemic unfolded. We have been able to have some motorsport, we shall have a lot more in 2021 although I can see the first few months being a bit difficult, I very much hope that by this time next year, we shall all be back to some semblance of normal and we can continue to have some Serious Fun.

Finally, this edition of the BTRDA News is the last one that will be co-ordinated by Pat Egger. She has been doing this task for over 16 years, and I think you will agree that she has done a wonderful job. "Thank you" Pat for your dedication to duty, it certainly has improved over the years with your help and guidance. We know that you will stay with us as a member and supporter of BTRDA, as they say, we could not have done without you.

May I wish you all a very happy Christmas and safe and prosperous New Year.

**Mike Broad**

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### PAST PRESIDENTS

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

## The 2021 BTRDA Targa Road Rally Championship

Welcome to the inaugural year of the BTRDA Targa Road Rally Championship. A Championship which supports the continuing development of Newcomers and Young Drivers/Navigators, plus attract those who want to compete in a wider range of other disciplines.

Targa Rally Regulations (a subset of Motorsport UK Road Rally Regulations) enable a wide range of events to be organised, from those including Regularity Sections and Tests through to single venue events which don't venture on to the Public Highway at all.

The focus of the BTRDA Targa Championship for 2021 is at the smoother, simpler end of the scale, with contenders also likely to use their cars on a variety of disciplines such as Autosolos, Autotests, Trials, Rallycross, Sprints, Hillclimbs, Autocross, ...

The BTRDA Targa Championship will also be included in the BTRDA Allrounders Championship to encourage competition across a wider range of disciplines.

Newcomers and Under 25 Contenders will be recognised within the Championship – remember that membership is free to under-25's for their first year of BTRDA membership.

While Championship events are still being finalised, qualifying events will be spread around the country, enabling a wide geography to be covered. Some areas are not covered due to the current absence of smoother local Targas, but it is hoped that this situation will change and the Championship can expand in the future.

A low number of events have been chosen to qualify for Awards as it is recognised that Contenders may not wish to travel the breadth and depth of the UK, especially relative Newcomers and Young Drivers/Navigators who may not have access to suitable budgets.

Cars must follow the Technical Regulations in the Motorsport UK Year Book. Events have been chosen which do not require the likes of ROPS (roll cage) and harnesses, but safety equipment can always be added to a car if desired.

This first year is very much a learning year in all areas, but there is still the prestige of winning the first BTRDA Targa Road Rally Championship. The last time BTRDA promoted a Road Rally Championship was in 1987. The World has changed a great deal since those days, but the Championship is hoped to be a significant part of Rallying and wider Motorsport going forward.

We'll see you out there!

**Alan Wakeman**



### Targa rallies in all seasons

Top left - The Rushmoor Targa 2019

Bottom left - The Bramley Targa 2018

Above - The Hartsford Targa 2020

# BTRDA® Car Trials Championship

## LOW DOWN TORQUE

For those of us who look forward to our quarterly News booklet appearing through the letterbox, followed by a good read and then filing it away in our archive library, this edition will always be rather special. On many an occasion I've turned to the Winter edition for a reminder of "who achieved what", etc, in a particular year; somehow, 2020 will stick in our minds.

In readiness for the green light from Motorsport UK, and working alongside our own Barrie Parker (but this time wearing his MSUK British Car Trials Championship Coordinator hat) we managed to re-arrange our championship calendars and squeeze 5 qualifying events into 6 weeks and retrieve a worthy championship. These were followed by the BTRDA exclusive Grand Final Trial on 25 October. None of this would have been possible without the help, enthusiasm and determination of the organising clubs – alphabetically: Falcon Motor Club, Owen Motoring Club, Windwhistle Motor Club, Wolverhampton & South Staffs Car Club, Woolbridge Motor Club. The 6th club is, of course, Ross & District Motor Sports for hosting the Grand Final Trial at the Prescott Speed Hillclimb venue. The additional work brought about by having to comply with the MSUK Covid-19 procedures and guidelines should not be underestimated, but within those we may well find some processes that are retained as an improvement to the way things "have always been done".

We can read about the events within these Car Trials pages and I'm grateful to our contributors for their time in putting pen to paper, so to speak. This is a busy time of year for many BTRDA

personnel and it is always appreciated if the workload can be shared. I would also like to take this opportunity to thank our championship contenders, including some welcome new recruits, for their support and enthusiasm and on behalf of the championship committee we look forward to seeing you all next year. I'm conscious that for reasons beyond our control, some regular passengers have had to stand down this year. We can but hope that in 2021 we begin to revert to the "old norm".

As you'll read elsewhere in this edition, sadly we won't be regrouping to applaud our championship winners as the BTRDA's highly respected Annual Luncheon will not be held next year. It rather falls upon me to express our congratulations to our trophy winners and in particular, of course, Trevor Moffatt for securing not only his first Car Trials Gold Star but also the much revered "double" by also winning the Motorsport UK British Car Trial Championship. With these wins Trevor will be adding to the Moffatt family's ever growing trophy cabinet, so large it is spread across multiple households!

For 2021 we have compiled a traditional calendar of events from the outset and can but be optimistic that all, or the vast majority, will come to fruition. As always, keep an eye on our web pages and Newsletters for updates.

In closing for this year, please accept my season's greetings, stay happy and healthy in readiness for a new championship year in 2021.

**Neil Mackay**

neil.mackay.home@btinternet.com

## Gaby Mohr Car Trial 13th September 2020

It was a long wait to finally start this season's Car Trial championships, both MSUK and BTRDA. And what a venue to kick it off at, superbly run by the Wolverhampton and South Staffordshire Car Club, sections cleverly laid out to cater to all classes, gradually increasing in cunning through the rounds.

I very nearly cried off due to 'you know what', but decided in the end that sufficient precautions were being taken by the organising club and by MSUK too, and by the way the 'tester trial' was run at Prescott Hillclimb, it seemed the sensible

thing not to stay at home and dream how it used to be.....and so glad I did!

Back to the venue, there were a variety of sections laid out, some of which were steep but grippy and some which were less steep but slippery in places; identifying those places and getting past them rewarded with a low score. My first round saw me get past those aforementioned slippery places and take a lead in the class but only by 4 from Steve Courts. Round 2 saw Mark Hoppe step up his game and round 3 it was Barrie Parker getting into his

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stride and all the while John Charles was quietly going about his business and putting in good scores, but by then I was extending my position bit by bit to have a healthy lead in the class which, luckily for me, I didn't waste.

With 8 cars in each class it was a good spread and the event ran very smoothly in glorious weather conditions, Class 1 seeing reasonably even scores in round 1 then gaps opening in successive rounds for Trevor Moffatt to take the

class, Class 2 had similar scoring with Phillip Buckle finally dominating and Rupert North a not too distant second in class.

What an enjoyable event, especially after such a long break from our sport and as I said after the honour of accepting the Gaby Mohr Trophy for overall, a perfect antidote to the pandemic so far.

*Dick Glossop*

### Ernest Owen Memorial Car Trial 27<sup>th</sup> September 2020

Our second event to run this year came a couple of weeks after the Gaby Mohr Memorial CT and was similarly blessed with fine weather at the multi-use Catton Park venue. And in this one too we had a fairly well-balanced number in each of the 3 classes, supplemented by 4 cars in the specials class.

After the reasonably socially-distanced pre-event banter and briefing, we set off for the hills perhaps slightly less rusty than we had at the first trial. The Moffatt clan threw down the gauntlet in Classes 1 & 2 with Barrie Parker following suit in Class 3. Alastair appeared in one of the clan Novas and with a truly impressive round one performance held the class lead all day from Garry Preston (Fiat 127). Brother Trevor was in his regular Corsa and was kept on his toes by Nick Pollitt (Micra) especially in the afternoon. In the final analysis, no doubt after much re-checking of scores and

percentages, Trevor secured the overall win on 70.89% from Mark Hoppe on 70.92%. It transpired that this was going to be a good season for Trevor!

The closest contest of the day was to be found in Class 3 in which Messrs Courts, Hoppe and Parker were all tied on a mere 17 points at lunch, closely pursued by Kevin Roberts (Dutton) and Dick Glossop (Liege). There was some re-shuffling in the afternoon and the closing class order became Hoppe, Glossop and Roberts.

Back in the other two classes, Chris Judge (Saxo) and John Wadsworth (Ka) were enjoying a great dog-fight behind Nick Pollitt, who, despite having a favourable afternoon was resigned to being in 2<sup>nd</sup> place behind the dominant Trevor Moffatt. Similarly in Class 2, Rupert North (very yellow Mini) and Simon Harris (very red Golf) were fighting it out for 3<sup>rd</sup> place in class, with Colin Reid snapping at their heels in another Golf.

Dave Allman is to be commended for finding new interpretations for some of the sections, one or two being somewhat more technical than others but they certainly spiced up the day! With first class organisation and marshalling, I'm sure we all look forward to returning next year.

*Neil Mackay*



**2021 Silver Star Champion Alastair Moffatt**  
**Photo: Duncan Stephens**



# BTRDA® Car Trials Championship

## David Maitland Car Trial, Falcon Motor Club 11<sup>th</sup> October 2020

Falcon Motor Club deserve praise for running this trial under the "Restart Motor Sport" guidance from Motorsport UK, and they deserve BTRDA and British Championships' thanks for inviting them to it. As a big trialling club, they tend to get good entries at their trials (Car and Classic) and this proved no exception. You had to be quite quick and I just scraped in with entry number 48 (out of 50 max). The Club (and secretary) had the increased workload to prepare 'green' competitors for all the on-line procedures, declarations and Final Instructions, Also for sanitising things and making their procedures work without marshals or competitors physically touching anything that wasn't their's. To that end, although competitors kept a record of their hill scores for their own purposes and to raise a possible query, the defining list was the marshals' checksheets, and as far as I know there were no issues with that.

To the event itself, it was a bright morning in Bedfordshire, and the forecast was for a dry day, although the ground was a little soft in places; all just right for trialling. The sheep had nibbled the grass short in places, and yet it was quite grippy on the slopes of longer tufted grass. Seventeen national championship competitors were sharing the field with nearly twice that number of Clubman drivers.

I was running last in our Class of seven ballasted FWD cars, with Colin Reid and Rich Harrison also in Golfs, Garry Preston was in his 127, Paul Myatt in his Yugo, Neil Mackay still acclimatising to his 'new' Ignis and Rupert North in his familiar Mini kicking off proceedings at our Start Hill 7. Rupert got the change of camber right at the seven post and trickled up to a three, while Garry did the same and squeezed a two. The others stopped near the seven marker, while I got more speed past here and scored a good two, nearly a one. Three of our class tripped up at the midway point on Hill 8, including Garry, while four of us cleaned it. Hills one and two didn't cause too much anguish, but Hill 3 was a decisive one in all classes. By now, we had caught up Class 3 (RWD cars had started at a different hill) and we watched all cars fail around the six post except Barrie who had a little more speed and blasted through the muddy bit to then trickle up to a clean. Very skilful. I then watched

all of our class attempt it and fail around the same point and was having doubts about my approach. But I stuck to my guns and blasted through the slippery bit in second gear to then change back to first and follow the course to a clean. Self pat on the back, I thought. I was then able to take another step clear of the others in class when I got the wide but tricky left turn approach correct (the angle passing the 6 post was important) allowing the Golf to trickle up to a steep score of 1 while the others stopped at the corner for 3's and 4's. Hill 5 was all about speed and maintaining it through a right-hander without understeering into the seven post, and Garry, Rupert and I managed it to score cleans while the rest stopped at 7's and 5's. The meat of our last hill of the round was a wide off-camber left-hander which Colin got just right, but he only took one mark off the rest of us. Rupert was on 14 for the round, Garry and Colin on 19 and I was on a pleasing 5.

The second round went in a similar way, but we all cleaned Hill 3 this time with the sun drying out the mud into more grippy earth. Garry and Rupert both lunched on 32, Colin beat them both on round 2 to be on 27, while I doubled my score to a satisfying total of 10.

Class One, in unballasted FWD cars, was a four horse race, with Trevor Moffatt taking the class at a canter. He had the huge advantage of being able to follow us in Class 2 and see the lines that worked – and the ones that didn't. For instance, he admitted to following my lines exactly on Hill 3 and he cleaned it too in his Corsa. Tim Beard (Ford Ka), Chris Judge (Saxo) and Jay Grosssmith couldn't match that and trailed Trevor's lunchtime score of 17 with 65, 92 and 74 respectively.

Class Three consisted of Richard Tomkins' Imp, Mark Hoppé's Melos, Barrie Parker's Westfield and the Lieges of John Charles and Dick Glossop. Some could blast, others only trickle, while one or two could do both – sometimes at the right time! Oh so complicated! Barrie got the blasting right on Hill 3 as mentioned above, but John got his trickling just right on Hill 6. He did the same a few times on the second round and had a nine point lead over Barrie at the midday break, Dick being three further back and

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Mark a dozen more. The third round was set to be decisive – but wasn't. Although the odd mark was lost here and there, Hill Five's speed requirement through the muddy bit was crucial. Barrie and Dick had it and cleaned it, the others didn't and dropped fives. For some reason, Barrie lost a mark on Hill Four and that did prove expensive. The four leading cars cleaned every hill on the last round, and John Charles had clung on to a rare, but popular win losing 31, with Barrie on 32 and Dick on 34. Mark had a day to forget and Richard brought up the rear.

Trevor Moffatt continued on his serene way in Class One, though the others weren't dropping too far back in the drying afternoon conditions. Trevor's clean on Hill Four in the third round was a notable achievement. He finished on 30 with the others over 100. But with only four in the class, this excellent performance may not have been enough to win the event overall.

Leading the way in Class Two now (reverse order in class as usual after the break), I managed to clean my first hill, showing the others the speed required through the off

camber, but only Colin matched it. I was careless on Hill One, not seeing while walking the hill that the two post had been moved. There was an unnecessary alteration to the next hill where I had to bunny hop the front end to avoid scratching the car on a spitefully placed hawthorn bush, followed by a tweak on the steering lever to squeeze past the one post. A careless 4 in soft ground on Hill Four was thankfully my last error of the round and I finished on a total of 26 for the day. Colin just stayed ahead of Garry – 44 to 46, with Rupert cleaning the last round to finish on 51. Neil had a couple of really good climbs in a row and perhaps he is now getting the hang of his Ignis after a fraught honeymoon period without Jim to help.

It was very satisfying for my score of 26 to be the best of the day, beating all the RWD cars too, and I was rewarded with first overall, pipping Trevor by about 0.2 of one percent. Oh, so close!

**SNH**

|                  |                |                |    |       |
|------------------|----------------|----------------|----|-------|
| First Overall    | Simon Harris   | VW Golf GTi    | 26 | 67.4% |
| First in Class 1 | Trevor Moffatt | Vauxhall Corsa | 30 | 67.6% |
| First in Class 2 | Colin Reid     | VW Golf GTi    | 44 |       |
| First in Class 3 | John Charles   | Liege S        | 31 |       |

### Windwhistle Car Trial 17th October 2020

Windwhistle Motor Club ran into problems a few days before its event was due to run near Axminster. The landowner unfortunately but understandably changed his mind about letting them use the site for its Late Autumn Trial. Mark Hoppe and Woolbridge Motor Club quickly did some negotiating and enabled Windwhistle MC to use the same venue as the following day's event.

Using completely different hills the 2 events ran on the same site but were totally different in character.

A good entry started promptly after a socially distanced briefing.

#### Round 1

Class1 saw Trevor Moffat take a convincing lead from Gary Morris (29 to 37), both Corsa mounted.

Class 2 had Duncan Stephens, Nova, off to a great start on 20 from Simon Harris, Golf, 23 and Peter Hilleard, 106D, 26.

Class 3 Mark Hoppe, Dutton, just edged in front, 10. Dick Glossop, Liege, 11 and John Charles, Liege, on 15.

#### Round 2

Class1. Trevor on 18 was best again just pipping Gary, 19, Chris Judge, Saxo, unfortunately retired with a holed sump. Recovery required for a long trip back to Kent!



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Class2. Simon took lowest score of 4, from Garry Preston, Fiat 127, 15 and Duncan 15.

Class 3. David Robinson, Scimitar SS1, got his act together dropping a measly 2. Mark Hoppe and John Charles on 7 each.

### **Round 3**

Class1. Gary edged out Trevor, 11 against 12

Class2. Simon again dropped least marks, 8, equalled by Garry closely followed by Peter on 13.

Class 3. David, 3, left Mark and John,7, trailing in his wake.

### **Round 4**

Class 1. Trevor woke up and stamped his authority on the class with a strong 10 to Gary's 26.

Class 2. Another driver waking up! Garry, 4, from Simon, 10, and returnee Jo Chick, Fiat 127, 12.

Class3. Dick, 4, edged out David and Mark both on 5.

### **Round 5**

Class1. Trevor extended his lead dropping 11 to Gary's 14.

Class 2. Garry had a strong round on 8 from Simon 10 and Jo 13.

Garry Preston took overall win by 1% from Simon Harris

**Garry Preston**

## **Golden Springs Trial 18<sup>th</sup> October 2020**

The postponed 2020 Golden Springs Trial finally took place in the Autumn on Sunday 18<sup>th</sup> October, hosted by Woolbridge Motor Club. It was the second event that weekend following the Late Autumn trial the previous day. Both events were held at the Woolridge's expansive venue at Manor Farm, Woolminstone, Crewkerne, Somerset. This was the last qualifying round of this year's compacted trials Championship, consequently the entry for this event was well supported with thirty-one competitors, sixteen of them from the host club. With only five events this year points gained or lost would make a significant difference in the following weekend's Grand Final.

The venue is set out over five fields with a good variation of ground and banking allowing difference challenges to be set laid out. However even on such a large site both clubs were unable to lay out eight different hills over four rounds over the two days, so like the previous day it was decided to have five rounds of six hills.

The day started with dew on long grass on most hills resulting in slippery conditions. Classes were sent to different hills to start their three morning rounds. In Class 1 it was a close start to the round between Gary Morris and Trevor Moffatt matching their scores with Tim Beard a few points behind. The remainder of the class

had started to drop away. Hill 4 proved to be significant with Trevor Moffatt climbing an early bank to achieve a low point score compared to the rest of the class. By the end of round one Trevor Moffatt had started to build a small lead over nearest competitor Gary Morris.

In Class 2, club drivers father and son Tim and Charlie Dovey lead from the start in their Renault Clio Sport over nearest national competitors Simon Harris, Rupert North, Garry Preston and new entrant Peter Hilleard. The rest of the class were left trailing behind dropping points on each hill.

Class 3 saw three national contenders Dick Glossop, John Charles, and Mark Hoppe within a point of each other with Dick leading. The remainder of the class were club competitors and some following closely behind on score.

Round 2 in Class 1 saw Trevor Moffatt and Gary Morris trade points on different hills but finished equal over the round now well ahead of the rest of the class. In Class 2 the Dovey family continued to dominate extending their lead over nearest other drivers Simon Harris and Rupert North. In Class 3 John Charles dropped points and moved down to third behind Mark Hoppe who was still 1 point behind class leader Dick Glossop.

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The weather had remained dry which saw improving conditions on the ground so the hills were altered accordingly for the last round of the morning. Trevor and Gary continued to battle it out in Class 1 with Trevor doing slightly better on a couple of hills giving him 9-point lead at lunch. In third place was Tim Beard 16 points further behind. In class 2 a broken gearbox after 4 hills saw retirement and an end to an otherwise excellent morning for Charlie and Tim Dovey. This handed the class lead to Simon Harris with Rupert now second in class 2, 7 points behind. Garry Preston had a better round closing the gap to the class leaders with the class's equal lowest score. Mark Hoppe and Dick Glossop dropped equal points on this round therefore continuing Dick's slender 1-point lead. John Charles dropped further behind.

The first round in the afternoon saw Gary Morris make some mistakes and dropped double the points to Trevor handing him a significant lead in Class 1. Tim Beard continued to remain in third place. In Class 2 Simon and Rupert matched each other hill for hill both extending their lead. Garry Preston continued to improve and matched the class top score surpassing Peter into third place. Mark Hoppe's pursuit of Dick Glossop fell away with a couple of poor scores giving Dick a small but significant class lead.

The last round hills were tweaked and altered for the ever-drying conditions which now saw some tight turns, narrow angles and straight climbs. In Class 1 this caused Trevor to drop a point over the round against Gary after clipping a 5 post on a hill he cleaned the previous round. This was not enough to alter the class positions with

Trevor having a 17-point lead over Gary giving him the class win. Tim Beard maintained his third in class with his best round of the day.

In Class 2 both Rupert and Simon repeated the previous round with exactly the same scores on each hill therefore securing Simon Harris his class win. Rupert was second closely followed by Garry who was still improving, beating their score by 1 to secure his third place over Peter.

Dick Glossop improved his score over the previous round extending his lead over closest competitor Mark Hoppe who had another poor round in comparison securing another class win for Dick. John Charles was third in class unable to match his class win from the previous day.

As this was the last event before the final the Woolbridge officials ensured the results were calculated and finalised in prompt fashion giving conclusive scores to take to the final weekend.

Indexing gave first overall to Trevor Moffatt giving him his second win this season and confirming beyond a tiebreak decider the MSUK 2020 trials championship and maximum points to take into the final. Gary Morris received the 'Best Woolbridge' award promoting Tim Beard to first in class and local man John Kirby to second. Chris Judge in third but should get a special mention to his commitment to the sport. His usual Saxo was damaged the previous day and recovered home to Kent with the help of the RAC. Not to be deterred he borrowed back another one of his cars to travel back that evening and enter it for this trial.

***Trevor Moffatt***

### **A TRYING TRIALING DAY OUT** ***An Allrounder at the Golden Springs Trial***

In order to qualify for the Allrounders, I needed to do another discipline, having failed to beg, borrow, or steal a car for class 1 I ended up in my tow car! My son Jamie's Nova and Clio and my MX5 are all too low, and have stiff suspension along with diffs, to use. The only other option would have been the Sprite I share with Pete Cox, but the engine is in bits at moment.

As it has a front spoiler, I did not let the tyres down, which proved quite a challenge!! Also, as

hill 6 was the one most likely to take the front spoiler off after the first round, I opted to take 10's to avoid damage. Also I needed to take a run at the hill just to get back to the paddock!!

The electronics on modern cars are not happy with trying to go up slippery gradients and at one stage I had 4 different warning lights flashing on the dash board with the stability control switched off!! I realised after I had finished I could have turned off the traction control if I had held this button down for three secs!! But you have to

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search the internet to find this out. The traction control comes in too soon and was definitely a disadvantage rather than a help and combined with my high tyre pressures made for a Trying Trialing Day Out, resulting in only 9th out of 10 in class, although I did beat a few on index for o/a . So this was all I had to show for a very early start and a 350 mile round trip to Crewkerne.

My experience highlights how critical it is to have a suitable car these days, as I'm no novice at car trials having won my first ever award in motorsport back in 1968 at a trial! In March 2004

after a gap of 27 years I did a trial with Jamie in his then unmodified Nova and in June of that year I won my class and finished 5th o/a believe it or not. I also managed to be in winning Inter-Association Midlands Team, with Steve Courts and the late Malcolm Brown. Some 5 years ago I also did a trial with John Fox, but even with my modest experience I found it a difficult day, although it was nice to catch up with a few familiar faces I had not seen for a while.

**Rich Yapp** (Veteran allrounder)

### **BTRDA Car Trials Final / Autumn Mist Car Trial Ross & District MSC Prescott Speed Hill Climb, 24 starters, Sunday 25<sup>th</sup> October**

Twenty four crews converged on Prescott Speed Hill Climb on Sunday 25<sup>th</sup> October for the prestigious BTRDA Car Trials Gold Star championship final. An even mix of cars throughout the classes, along with a short season of five events, three in the last two weekends, meant that the Gold, Silver and Bronze stars were totally open.

The new car class saw freshly crowned British champion, and local, Trevor Moffatt looking to do the double, and over the first round of eight long sections saw Moffatt lead by a single point from 2010 champion Nick Pollitt, and newbie Gary Morris, who'd ventured from Dorset in his hand controlled Corsa for the first time. Lunch saw Moffatt three points ahead of Pollitt, with Morris dropping back a little as conditions became more challenging.

The front wheel drive class similarly had six competitors, with two immaculate mk1 VW Golf Gti and a diesel Peugeot. Alastair Moffatt had borrowed younger brother John's Vauxhall Nova to take on class leader Simon Harris, and his one owner Golf, the 1998 champion. Moffatt, with five year old son (Will) passengering and scoring soon took the lead which by lunch had extended to fourteen points with some great pace judgement. Neil Mackay was

just about keeping in touch of the leading duo.

The rear wheel drive class has seen four different winners this year, and following a week altering the rear suspension Mark Hoppe hit the ground running, with a three point lead over his year-long duelling partner Dick Glossop. An inspired second round by Barrie Parker, following two mistakes on the first round, saw Parker and Hoppe tied at lunch, and Glossop five behind.

Heavy rain showers during the afternoon, saw grip become difficult to find, as clerk Nigel Green rapidly altered and relocated hills. The afternoon was all about the Moffatt brothers. Elder brother Trevor, decimated class one dropping just twenty all afternoon to Pollitt's forty seven, with Morris securing third in class. Alastair Moffatt soon exercised second gear burning with perfection to drop just thirteen more, to Harris' thirty two following a poor last round as the rain changed the hills to mud rapidly. Meanwhile the rear wheel drive class saw Glossop close to three points behind the tied Hoppe and Parker, but the prowess of the Westfield in second gear showed on the last five hills with Parker suddenly opening a eleven point

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lead over Hoppe, and twenty one over Glossop, becoming the fifth class winner of the year.

Alastair Moffatt won the trial overall, his last win being nearly twenty years ago while he's focused on Autotesting, from Trevor Moffatt and Parker.

Trevor Moffatt's superior undefeated season meant that he was delighted to win the Gold Star championship, doing the double with the British seven days previously. A feat also achieved by youngest brother John in 2012 and father Bill in 1970, 71 and 72.

Despite winning the final Alastair Moffatt could only manage to become the Silver Star champion, from Simon Harris on a tie break.

The Bronze star uniquely won by disabled driver Gary Morris, who made BTRDA history in becoming the first disabled driver to win a trophy in the clubs eighty two year history. Morris overcame numerous

hurdles and has been welcomed into the sport, and supported by all competitors offering guidance on section layouts but doesn't take anything away from his superb judgment on pace and reading ground. Peter Hilleard finished Bronze star runner up in his unusual diesel Peugeot which wasn't suited to the wetter conditions.

Uniquely Vauxhall Corsa's in three guises won Gold, Silver and Bronze Star. Corsa B, Corsa A (Nova), and Corsa C.

The Autumn Mist trial ran alongside the BTRDA final, with Philip Buckle winning overall despite having had to miss three sections overcoming a handbrake issue, with Ryan Eamer changing from Prescott tarmac to grass in his Cannon to win the rear wheel drive class.

### **Duncan Stephens**

|    |                  |                |        |
|----|------------------|----------------|--------|
| 1  | Alastair Moffatt | Vauxhall Nova  | 64.7%  |
| 2  | Trevor Moffatt   | Vauxhall Corsa | 79.7%  |
| 3  | Barrie Parker    | Westfield SEi  | 83.3%  |
| 4  | Mark Hoppe       | Dutton Melos   | 113.6% |
| 5  | Simon Harris     | VW Golf GTI    | 114.4% |
| 6  | Nick Pollitt     | Nissan Micra   | 118.3% |
| 7  | Dick Glossop     | Liege SS       | 136.4% |
| 8  | Gary Morris      | Vauxhall Corsa | 142.7% |
| 9  | Steve Courts     | Hillman Imp    | 186.9% |
| 10 | Neil Mackay      | Suzuki Ignis   | 191.3% |

## BTRDA Car Trials Grand Final 25th October 2020

### **A Competitors' View Point**

The 2020 BTRDA Car Trials season finished much as it started with the Grand Final being held this year at a new venue - namely Prescott Hill Climb, Gotherington, Gloucestershire. Organised by the Ross and District Motor Club.

After the test trial at Prescott on the 18<sup>th</sup> July five qualifying events were held over six weeks in September and October with the Grand Final

being held on the 25<sup>th</sup> October. With some qualifiers under lockdown and some committed elsewhere, seventeen drivers started the final with an even spread across all three classes which was going to be as fair as it could be for the indexing.

The days before the final was mixed weather with plenty of rain ensuring that the slopes at

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

Prescott of lush grass would be sure to provide some tricky and slippery conditions. Fortunately, when arriving at the venue the tarmacked paddock was available for all to use and on the day, it started out dry.

I arrived early - shortly after eight. Even though this is now my closest event and we all gained an hour I was anxious to give myself plenty of time to sort my Corsa and prepare for the day. The previous weekend I managed to secure my first MSUK car Trials Championship. I had spoken to my dad to tell him the good news, although he was pleased, he was also expectant for me to now do the double and get the BTRDA Gold Star. Last year I just missed out on a tiebreak losing to Henry Kitching but with his absence this year it seemed all were now looking to me to breeze it. That certainly wasn't my view. Even though I have had some good results this year I have been run close, particularly by new contender Gary Morris, and Nick Pollitt who had found a competitive car. I knew I was only one post being hit again from messing it all up. Even then I was going to have to rely on a good index for the bonus points if other results didn't go my way as there were eight drivers in contention.

The morning's running order had me last to go in Class One. We started at hill one and Nick Pollitt was first off and showed us the way with a clean run. Others got stuck at a tricky turn at seven before John Wadsworth got a one and Gary Morris cleaned it. I am always nervous on the first hill of the day and that day was no different. I managed to get past the tricky seven and got a clean, so I also had a good start I could try and build on instead of playing catch up, which I have had to this year on more than one occasion.

Going last in class you obviously get to see all the lines and mistakes made etc and hope to learn from them and also get a feel for how your day is going against the opposition. Unfortunately, that was the last I saw of Nick Pollitt's morning as the class spread out across the hills. I immediately followed Gary Morris so had to gauge my performance against him. The rest of the round was a bit nip and tuck with myself gaining a point and then losing it again on the next hill. At the end of the first round I was just ahead by one point over Gary and Nick.

The rest of the class were starting to tail away out of contention.

Round two saw minor changes to the hills which introduced some tricky midsections; this meant if you got past then there was a good advantage to be gained. On the first four hills I was able to pull out a small lead over Nick and Gary only to lose most of it on the next four. Conditions were getting very muddy on some hills with obvious benefits to early runners. At lunch I had managed to secure a small three-point lead over Nick with Gary dropping ten points further behind.

After lunch with the reverse running order I had first go at the revised hills. I felt more confident after each hill as I was finding grip on the fresh ground and managed some low point climbs. Half way through the round the skies opened and we had a heavy downpour of rain. This certainly mixed things up. I tried to tackle the remaining hills on that round quickly before the conditions worsened but was thwarted by the ongoing rescue of a grounded Dutton. The last four hills on that round were more even after the rain but fortunately by the end of round three I had managed to maintain a significant class lead.

The final round was about not messing it up. I knew if I drove like the previous round and got a similar score then I would have done enough to secure the class win. It started much like the previous round with a couple of cleans and a point gained on hill three. Hill four was the one that really made a difference (on both afternoon rounds) with myself being able to clean it whilst the rest of the class struggling between the ten to seven markers. The remaining four hill of the day I was able to gain a further slight advantage on points dropped. Too many to match the previous rounds score but enough to increase my lead to 30 points over Nick with Gary 19 points further behind.

With my class win secured I had got my maximum points to add to my maximum qualifying round scores. It was now all about the rest of the results going my way.

I had a nervous wait whilst the rest of the competitors in classes two and three finished their rounds. It was during the loading of our cars that I started to learn of others results and

## BTRDA® Car Trials Championship

one by one the other contenders dropped away. The most significant help was from my brother Alastair who took the bonus points for being first overall ensuring I could not be surpassed on points. I still had to wait for the final results to be announced for it to be confirmed. It did give me a big grin but nobody could see that due to my face covering.

I am obviously very pleased with my Gold Star Award and congratulations to the rest of the award winners. I would like to take this opportunity to thank all the motor clubs,

marshals and championship organisers who made this year's compact championship possible. Hopefully next year we will be able to run a full calendar of events.

I did let my dad know later that day of the double achievement. Again, he was pleased but then reminded me I have a long way to go to match his record. I'll probably still have to be competing as long as John Wadworths to stand a chance of matching it.

**Trev Moffatt**

### Scorer's Snippets 5<sup>th</sup> November 2020

Well, it's certainly been a different year and let us all hope that next year gets us back to 'normal' – whatever normal might feel like. Many will comment further, but I offer my thanks to the Clubs that did run events for the BTRDA series to end in a meaningful championship.

With the reduced number of events and therefore the changes that had to be made to the qualifying and scoring criteria, positions and championship trophies were always going to be closely fought over.

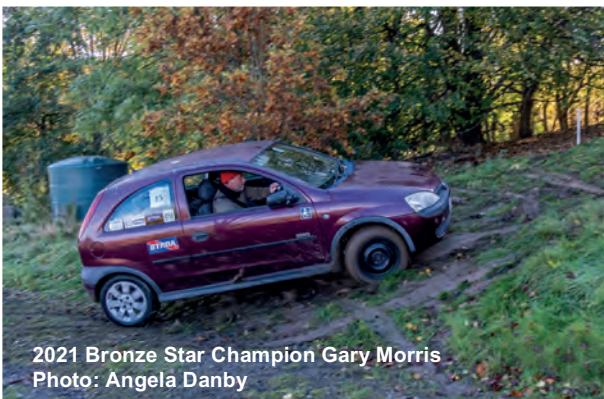
By winning his class on every BTRDA Trial that he competed on, including the Final, the Gold Star® champion is Trevor Moffatt. Nick Pollitt, Tim Beard and Gary Morris all challenged him and all came second to him; nobody could beat him in Class One. Going into the Final, both Dick Glossop and I were level with Trevor on

maximum points, but Dick's Liege's trickle skills weren't as useful as a big right boot at the Final and he could only manage third in class. While in Class Two, Trevor's younger brother Alastair (some of you may have heard of him) brought out the family Nova and beat me convincingly.

So much so, that Alastair won the Grand Final overall and therefore drew level with me in the Silver Star® Championship and beat me to the title on the tie-break (better index score at the Final). Nick Pollitt and Dick finished jointly third, just two points behind.

The Bronze Star® was close for second place, but Gary Morris was the convincing winner by 9 clear points having finished second in class twice during the qualifying events and third at the Final. Gary's driving of his automatic Corsa took a number of people by surprise, but he has adapted his driving to suit the car... and it works! My thoughts are that the torque-converter automatic takes any 'snatch' out of the throttle application and makes the (admittedly reduced) power and torque delivery smoother. Gary now moves up to the Silver Star® championship next year.

Bronze Star Runner Up was Peter Hilleard – another newcomer to BTRDA trialling – and who modestly says that he has surprised himself with his and the car's performance on



**2021 Bronze Star Champion Gary Morris**  
Photo: Angela Danby



## BTRDA® Car Trials Championship

events this autumn. The car is a normally aspirated 1500cc diesel that just seems to plug onward and upward with little fuss. Those of us of a certain age can probably remember Garry Preston's performances in winning the British title in his 1700 Uno in 1996. Anyway, Peter drove well – just keeping ahead of Chris Judge and Richard Harrison.

The Mac Hazlewood Trophy goes to Trevor Moffatt this year for scoring the highest total number of points in the qualifying events. You cannot beat scoring maximum points on every round that was run!

The Jack Williams Trophy was the closest that I can recall. Dick Glossop was leading on 42 going into the Final, with Mark Hoppé on 47. At the Final, Dick dropped 54 marks on the day, while Mark lost only 45, so Mark retained the JW title by just 4 marks.

No annual statistics this year, it's been too much of a disrupted year to make them mean anything this time. Naturally, all the various championship tables are on the website, and the list of Championship Award winners is as follows; congratulations to all of them.

*Simon Harris*

### 2020 Award Winners

|                        |                  |
|------------------------|------------------|
| Gold Star® Winner      | Trevor Moffatt   |
| Silver Star® Winner    | Alastair Moffatt |
| Silver Star® Runner up | Simon Harris     |
| Bronze Star® Winner    | Gary Morris      |
| Bronze Star® Runner up | Peter Hilleard   |
| Class 1 Winner         | Nick Pollitt     |
| Class 2 Winner         | Neil Mackay      |
| Class 3 Winner         | Barrie Parker    |
| Jack Williams Trophy   | Mark Hoppé       |
| Mac Hazlewood Trophy   | Trevor Moffatt   |
| Mike Stephens Trophy   | T B D            |

### Provisional Calendar 2021

| Date                    | Event                          | Club                  | Approx Location     |
|-------------------------|--------------------------------|-----------------------|---------------------|
| March TBA               | Clwyd Trial                    | Clwyd Vale MC         | TBA                 |
| 18 <sup>th</sup> April  | Ivinghoe Spring Trial          | Falcon MC             | Tring/Dunstable     |
| Sat 1 <sup>st</sup> May | Spring Trial                   | Windwhistle MC        | Axminster           |
| Sun 2 <sup>nd</sup> May | Golden Springs Trial           | Woolbridge MC         | Crewkerne           |
| 13 <sup>th</sup> June   | Wyre Forest Car Trial          | Kidderminster MC      | Stourport on Severn |
| 27 <sup>th</sup> June   | Wye Valley Car Trial           | Ross & District MS    | Ledbury             |
| 24 <sup>th</sup> July   | A & P Trial                    | Airedale & Pennine MC | Bolton Bridge       |
| 25 <sup>th</sup> July   | Filtrate Trophy Car Trial      | Ilkley & DMC          | Bolton Abbey        |
| 12 <sup>th</sup> Sept   | Gaby Mohr Memorial Car Trial   | Wolverhampton & SSCC  | Bridgnorth          |
| Sept Sat TBA            | Gerry Evans Memorial           | N Wales CC            | Abergele            |
| ? w/e with Bala         | Cymru Trial                    |                       |                     |
| Sept Sun TBA            | Derwydd Car Trial              | Bala & District MC    | Corwen              |
| Sept TBA                | Ernest Owen Memorial Car Trial | Owen MC               | Burton upon Trent   |
| October TBA             | Grand Final                    |                       |                     |

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

### Round 1 Lydden Hill Saturday 12<sup>th</sup> September.

After a long wait due to the coronavirus pandemic, the 2020 **Autosport International BTRDA Clubmans Rallycross Championship presented by Cooper Tires** finally got underway with round one being held at the home of rallycross itself, **Lydden Hill**, Kent.

While the entry of sixty-five cars was less than last year's event, it was unsurprising given the Covid situation, we were unable to meet up again with the European drivers who look forward to coming over and our Irish friends who have further to come. However, we ended up with a credible five different categories as well as some local British Championship drivers who were keen to get more Rallycrosses under their deprived 2020 bonnets, all that meant that there were some 40 races to look forward to.

**The Cooper Tires Production 4x4 Category** ran first. Paul Davis Subaru Impreza STI was fastest in the first heats but Bradley Sampson was just warming up. In heat 2 we were treated to a heated battle for first between **Christopher Baker** in his **Subaru Impreza WRX** and

Bradleys newly acquired **Mitsubishi Lancer Evo 6 RS** with **Bradley** coming out on top. Once lunch was out of the way, the third set of qualifying races saw Bradley Sampson again taking the fastest time just ahead of Aaron Shaw **Subaru Impreza WRX**.

**The SG Haulage Ltd Production Category boasted a field of 20 drivers.** It had been a long wait and the first heats saw some drivers blowing cobwebs away, **Jonny Chrisp** almost losing control at Devil's Elbow and **James Orton** thought that he had won his heat but was quickly handed a thirty-second-time penalty as he forgot to take the joker lap. The best time in the first heats went to **Dale Ford** in his **Citroen Saxo VTS**.

The second heats produced some great racing and some slightly over-enthusiastic driving between Lee Keeler and Jonny Chrisp who came together in Devil's Elbow leading to Lee Keeler's Saxo spinning and dragging gravel all over the track. That left Dale Ford taking overall fastest again.



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In the third heats, after a restart, there was a great battle between Lee Keeler and James Orton for second whilst John Rook sat in first until he took the joker lap and Lee Keeler took the win. The fastest overall driver was **Maciel Florczak** in his **Peugeot 106 GTi** sneaking in ahead of Dale Ford who only managed second fastest

### **AS Performance Super Modified Category.**

In the first heats a few more cobwebs showed themselves with **Stuart Emery** jumping the start light and then sadly retiring his **Peugeot 206** after lap one with mechanical issues and was joined by **Todd Crooks' Mini Cooper S** who had a similar problem. Local driver Tristan Ovenden in his Renault Clio V6 claimed the fastest heat time, with **Slawomir Woloch** in his eye catching very white **BMW M3 E92** taking the second fastest and Guy Corner third fastest.

The second set of heats saw **Guy Corner** leading throughout his race with both **Fred Ling** and **Slaw Woloch** right on his bumper with **Woloch** finally overtaking Guy to take a win. Race two in these heats was the most dramatic race of the day with both ambulances, the rescue unit and recovery trucks launching into action after **Kenny Hall** rolled his **Renault Clio RS 2000** at speed in the loose section of Chesson's Drift ending up laying on its side. Of course, all of the required safety equipment did their jobs with Kenny totally unharmed but somewhat shaken up. The same cannot be said about his car though. *"I was going around the corner on the inside with a wee bit too much lock on and this side wheel [front right] hit the rubber tyre and that was it. Now the intercooler and supercharger are broken"* said Hall. This meant that his day was over and after the restart, Tristan Ovenden took the win and fastest time once again. The third heats went without issues with Tristan Ovenden again quickest.

First heats of the **Steve Gaunt Trailer Hire Pre-1995 Classic Category** saw local driver **Ray Morgan** thunder past Vince Bristow BMW 318i and Dave Ewin Ford Fiesta Evo to claim his heat win and the fastest time for those heats. All was going very well for Ray in the second heats until he became the second driver of the day to receive a thirty-second penalty for not completing the joker lap. Also, in those second

heats **Rob Buckmaster** entertained those watching by finishing his race backwards after spinning his **Ford Fiesta** just before the finish line. Thanks to his missing joker lap penalty Ray Morgan was demoted down the ranks giving Marc Jones **Toyota MR2 Turbo** the fastest time with John Cross in his Lancia Stratos R taking second fastest. The Classics third qualifying sessions went without issues with Ray Morgan remembering to do his joker lap and taking the fastest time again.

Then it was the turn of the teenagers in the **Questmead Ltd & 710 Oils Junior Category**. Our double and reigning Overall Champion **Luke Constantine** in his newly repaired **Suzuki Swift** won his heat and took the fastest of the first heats. Race two had some great racing between **Kacper Potyra** in a Citroen Saxo and **Owen Robbins & Caitlin May** in their Suzuki Swifts, none of whom could catch up with **Tom Ovenden's** Swift.

The Juniors' second heats again went well with **Tom Ovenden** being the fastest overall. Tom's first season was starting well, of course he is the son of a very speedy MSA Supernational Rallycross Champion Tristan Ovenden. That win over Luke drew attention, Luke had been the driver to beat in the Juniors for the last 2 years, was his quest to take the overall Championship for the third year in a row under question.

The Junior third heats saw a close encounter between **Corey Padgett Suzuki** and **Amy Baines** at the top of Hairy Hill. Amy avoiding the collision, recovering well and getting her **Vauxhall Corsa** back on track to complete the race. For the second time, Tom Ovenden Suzuki Swift was the quickest of the bunch.

**The Cooper Tires 4x4 Production Category A Final** was a clear win for Sampson who showed a clean pair of heels in his Mitsubishi Lancer Evo 6RS and picked up the first of the event's silverware followed by Paul Davis Subaru Impreza STI Chris Baker Subaru Impreza WRX and Aaron Shaw also in a WRX.

**The SG Haulage Ltd Production Category A Final** boasted a brilliant ten car grid. Lap one saw Rory Denning Peugeot 106 spin his car around in the loose gravel section, Lee Keeler taking the long tarmac route to avoid crashing at Paddock Bend with James Orton almost losing



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

it in the same place and then forced to retire. The rest of the race went well with Ford extending his lead to almost six seconds by the time he crossed the finish line ahead of Harry Vaulkard.

### AS Performance Super Modified Category

The A final saw a great diverse grid of 8 cars line up and it was Tristan Ovenden in his Renault Clio V6 on pole position, with Fred Ling (Fiesta) and Guy Corner (Lotus Exige) alongside. Guy chased Tristan fairly hard for the first couple of laps, but the sheer performance advantage of the Clio saw him take the win by nearly 8 seconds. The battle for 2<sup>nd</sup> place was extremely close with Fred Ling finishing just behind Guy Corner by less than half a second. Tony Lynch in his Ford KA and Todd Crooks BMW Mini had a great battle throughout the final and at the flag it was Tony who came home in 4<sup>th</sup> place again less than half a second in front of Todd. Finishing the order were Leigh-Anne Sedgewick, Phil Chicken and Wesley Wickens coming home in 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> places respectively.

### Steve Gaunt Trailer Hire Pre-1995 Classic Category

In the A Final it was again Ray Morgan who took the lead with the others chasing hard until Morgan and John Cross Lancia Stratos R came together sideways in Paddock Bend causing Morgan to pull off into the grassed area and retire. Marc Jones Toyota

MR2 Turbo was showing promise until a mechanical problem showed itself leaving him to crawl around the track and eventually pull over on the last lap. This left the field wide open for John Cross to take the chequered flag in his Lancia.

### Questmead Ltd & 710 Oils Junior Category

The Junior A Final had an unfortunate start with Cory Padgett and Max Watt, both in Suzuki Swifts colliding in the joker section leaving Cory unable to continue and needing recovery. Once the race restarted, we were in for a great fight between the favourites, Tom Ovenden and Luke Constantine who pulled ahead of the rest of the pack. In the end Tom Ovenden won by less than a second to collect his silverware.

The final race of the day was an optional non championship 'fun' Super Final in which the top two cars from each category are invited to race against each other. Not surprisingly, SuperModified Category Tristan Ovenden took the win with an eight-second lead over Guy Corner Lotus Exige and Fred Ling Ford Fiesta ST150 MK6, Todd Crooks had to retire in the final lap due to mechanical issues, all from the SuperModified Category.

This was a great day of racing, with many thanks due every single organiser, driver and team member who were all working under new and strange conditions.

## ROUND 2, BLYTON PARK DRIVING CENTRE, SUNDAY 4<sup>TH</sup> OCTOBER 2020

FOR ONCE the traditional Blyton Park deluge was absent as the cars arrived for the second round of the 2020 Autosport International BTRDA Clubmans Rallycross Championship PRESENTED BY Cooper Tires on October 4<sup>th</sup>, and with over 60 cars entered for action a positive mood was in the air among competitors and officials alike.

The day's first winner was Paul Davis in the opening heat for the **Cooper Tires Production 4x4 Category**, but young gun Bradley Sampson then took over in his new Mitsubishi to take the other heats and then lead home his trio of

Subaru-mounted rivals in the A Final in a repeat of Lydden Hill's opening round despite the best efforts of Davis, Chris Baker heading home Aaron Shaw for third. At the time of writing however the result is pending appeal after Sampson was initially excluded from the A Final on a technicality – more info to come soon.

As always the **SG Haulage Production Category** had the most sizeable entry with 16 cars, the field including a couple of newcomers plus a welcome return to the track for Stephanie Wadge (Citroen C2) just over a year after suffering serious injuries in a road accident.





## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires

Heat one saw Polish driver Maciek Florczak on top in his Saxo but problems saw him fail to start the second heat, Lydden victor Dale Ford on top here having played things safe to take fifth in heat one. Ford also took out heat three to secure pole for the A Final but before that both B and C finals were needed given the size of the entry. Rob Hindley (Clio) led home the C Final with Hamish Gilfillan (Corsa) taking the other qualifying spot ahead of Wadge while Dale Riches (C2) took a clear victory in the B Final. Behind him there was controversy as a last lap pass by Hindley on Cameron Whitley's Focus saw him cut a corner in the process and he was duly docked to third giving Whitley the qualifying place. Mark Henry's unique Alfa 147, newcomer Neil Hobden's Peugeot and Peter Wharton Jnr's C2 completed the finishers, while Gilfillan and Tony Chrisp's Ka failed to make it home.

Polesitter Ford soon launched his Saxo into the lead of the A Final but behind a substantial line of contact at the hairpin created something of a concertina and left Whitley out of the race, Jonny Chrisp emerging from the melee to take a fine second overall and sub-class victory in his Ka with Juozas Meskauskas in the Liqui Moly C2 third. Louis Kershaw's MG ZR just held off Riches for fourth with the Saxos of Harry Vaulkhard and Karl Jarvis completing the finishers. Ford's win meanwhile marked him out as a strong contender for the overall title he came so near to in 2019.

Victory in the **Questmead Ltd/710 Oils Junior Rallycross Category** would mark Tom Ovenden out as a major rival to Ford heading into the final round at Knockhill, but the Kentish driver was usurped by Kacper Potyra's Saxo in the opening heat. Ovenden was relegated to fourth in heat two as title holder Luke Constantine staked his claim with Harry Garman impressing in third behind Potyra, but Ovenden would top heat three to claim pole for the A Final on a tight tie-break on times. The impressive nine-strong entry necessitated a B Final and it was a very happy Amy Baines who scored her first Rallycross win in her Corsa, Corey Padgett taking the other qualifying place ahead of Max Watt. An early delay blunted Potyra's challenge in the A Final and it was Ovenden and Constantine who raced clear, the former

hanging on to win by just over a second and cement his championship challenge. Garman was third while Max Langmaid just held off Baines for fourth, Potyra recovering for sixth place ahead of Owen Robbins with Padgett the final finisher.

Tony Lynch and Todd Crooks were the expected favourites in the **AS Performance Super Modified Category** and it was the Ka pilot who led home the potent BMW Mini in heat one, but there was disaster for another leading contender as Fred Ling's Fiesta broke down and he was out for the day. Craig Lomax's rapid C2 was also expected to challenge for honours and finished second to Lynch in heat two, the Lucas Oil-backed driver able to sit out heat three having already secured pole for the Final allowing Crooks to take the win. Young gun James Constantine (Swift) won the B Final ahead of Gary Mitchell's Puma with Phil Chicken the unlucky man to miss out, but there was a surprise in the A Final as Jason Bleasdale, whose Vauxhall VX220 had not even started heat one, was off the line like a scalded cat and hung on in front to take the win despite the best efforts of Lynch who finished less than a second behind. With Bleasdale not championship registered however it was the Ka pilot who took the top score, Lomax besting Crooks for third a few seconds further back and Leigh-Anne Sedgwick (BMW Mini) and Peter Wharton Snr (106) winning their sub-classes in fifth and sixth, Mitchell this time heading home Constantine at the tail.

There was a guest appearance from the BMW Mini division, with perennial category dominator David Bell expected to be at the forefront once again. He however failed to finish heat one allowing Rob Methold to take victory while fellow retiree Tomasz Chojnacki recovered to take heat two, Bell third behind Martin Hawkes. Bell was back on top in the third heat which was enough for pole for the A Final largely thanks to Chojnacki finishing only seventh, and Bell would control the A Final for yet another victory largely thanks to his major pursuers hitting problems. Chojnacki couldn't find a way through from the midfield and could only manage fifth one place ahead of Methold who was delayed by opening lap mayhem, while Andrew Hawkes pulled up





## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires

into a smoky retirement a lap from home. This left Darren Bleasdale to take second ahead of Martin Hawkes and Bradley Turner, while Junior graduate Abbie McGuinness impressed throughout the day and finished just behind Methold in seventh.

Marc Jones was desperate to get his season back into top gear in the **Steve Gaunt Trailer Hire Pre-'95 Classic Category**, but the MR2 man was beaten by a duo of BMWs in heat one as Vince Bristow headed home Gary Simpson. Jones made amends to take heat two but was beaten by less than a second by Simpson in heat three and a great showdown was on the cards for the A Final. Before this it was Paul Pascoe's Sierra Cosworth which led home the B Final ahead of David Martin in the Stutchbury family's 205, Helen Crooks taking Classic Mini victory in fourth behind Steve Pascoe (Escort Cosworth) and ahead of Keith Rylands' Fiesta. Sadly the promised confrontation did not happen in the A Final as problems with the E30

meant Simpson was unable to start and it was left to Bristow to battle with Jones for victory. "Mr Sideways" did his best in the E36 but the Welshman prevailed by just over half a second to keep his narrow title hopes alive, David Ewin taking the Fiesta Evo to third ahead of Martin Peel and Martin in their Peugeots and Paul Pascoe's Sierra, while round one winner John Cross was an early retirement in the beautiful Stratos replica.

With only a three-round championship in 2020 to fight for things were close at the top of the points leaving Lincolnshire once dropped scores were applied, but when tie-break rules were considered it certainly looked as if Tom Ovenden and Dale Ford were the main title contenders as the championship prepared to head to Scotland later in October for the grand finale.

*Dave Goddard*

### ROUND 3, KNOCKHILL RACE CIRCUIT, 25<sup>TH</sup> OCTOBER 2020

For the second year in a row, the 2020 Autosport International BTRDA Clubmans Rallycross Championship PRESENTED BY Cooper Tires reached its climax at Knockhill in Scotland on a cold but mostly dry day, just under 60 cars gathering across five classes including some welcome visitors from Northern Ireland. Production leader Dale Ford and new Junior sensation Tom Ovenden looked set to be the main contenders for the overall championship, while Marc Jones had an outside chance if he could take Pre-'95 Classic victory but would need to rely on misfortune for his two rivals.

One driver who certainly suffered bad luck was Graeme Reid, who would have been the only Clubman 4x4 entry of the whole season but sadly his Nissan Pulsar suffered engine failure in pre-event testing and he was out of the weekend. In the **Cooper Tires Production 4x4 Category** meanwhile there was dominance for Bradley Sampson as the Mitsubishi man took out all three heats, while former champion Paul Davis suffered a gearbox failure in heat two in his Subaru but the team managed to replace it for the A Final. Davis charged hard but an off at

the Hairpin saw him relegated to fourth as young gun Sampson led home his third A Final of the season ahead of Chris Baker and Aaron Shaw's Subaru, but with the results from round two at Blyton still pending an appeal the category championship was undecided at the time of writing.

**The Questmead Ltd/710 Oils Junior Category** was next to be settled, and all eyes were on Ovenden from the off. He won the first heat which saw a rare non-finish for outgoing overall champion Luke Constantine – fresh from his maiden circuit racing appearance in the Ginetta Junior Championship – but he made amends with victory in heat two, Ovenden down in fourth behind the impressive Owen Robbins and Kacper Potyra. The Polish driver took his Saxo to victory over Ovenden in heat three which saw Max Langmaid's day ended by a lap one collision with Max Watt, but Ovenden's results were enough to give him pole for the A Final. Constantine was not going to give up his title without a fight and attacked into the first corner only to clip Robbins and slide across the grass while behind Watt and Cory Padgett tangled but



## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires

were able to continue. All this allowed Ovenden to get away and he took a hat-trick of A Final wins for 2020 leaving him with the agonising wait to see how his overall title rivals would do – would the long journey from Kent to Scotland bear fruit? Constantine just failed to catch Potyra for second while Robbins took fourth ahead of the recovered Padgett and Watt.

The **SG Haulage Production Category** entry necessitated three-way heat splits, and Ford was playing it safe in the early going as he took his Saxo to second in all three heats. It was Eastern Europe to the fore as Maciek Florczak won the first two heats and Juozas Meskauskas the third for a Citroen clean sweep, these two sharing the front row of the A Final with Ford. The B Final saw John Rook's 106 lead the early going but Rob Hindley drove his Clio superbly to come through from fourth to first, Rook taking the other qualifying place ahead of Jonny Chrisp – the Ka pilot failing to match the dizzy heights of second overall at Blyton – with Alan Laidler's Saxo and Graeme Cuthbert's C2 completing the finishers and Cameron Whitley (Focus) a smoky retiree.

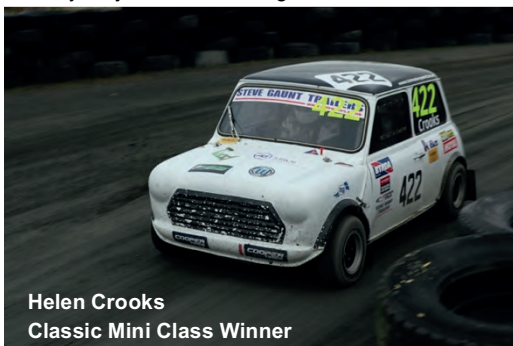
And so to the A Final...could Ford make up for the heartbreak of 12 months previous when a broken throttle cable off the start line cost him the chance to beat Luke Constantine to the overall title? This time there was no problem as the Lincolnshire driver buried the accelerator off the line and was into the lead, championship sponsor Steve Gaunt an early casualty behind in his Clio. Ford controlled the pace throughout to lead home Florczak by almost two seconds, the only major obstacle being Dale Riches' C2

which came to grief at the end of the loose section having broken its front suspension over the notorious "Big Dipper" bumps. Ford banished memories of 2019 with a measured drive to victory over Florczak and Meskauskas, Karl Jarvis crowning a fine consistent season with fourth and Hindley coming through for fifth ahead of the MG ZR of Louis Kershaw, Hamish Gilfillan in the Corsa and Rook completing the finishers.

When the tie-breakers were worked out Ford was confirmed as a worthy overall champion, this of course meaning he could not win the Production Category as well and Florczak was overjoyed to take the title as runner-up in the points. Class wins went to Meskauskas, Hindley and Jonny Chrisp. This also meant of course that Ovenden was confirmed as the Junior champion for 2020, which had he won the overall title would have gone to Constantine such are the quirks of the award system.

Tony Lynch began the day as favourite for the Super Modified title but he faced tough competition from the Northern Irish invasion on the day. Sam Bovill's awesome RWD Mk3 Astra won heats one and three with Lynch taking heat two and a pair of second places, Alan Crockett's Corsa completing the front rank for the main event. Calum MacPherson was making a guest appearance in Gary Mitchell's Puma but sadly failed to start the B Final leaving Kenny Hall's Clio to lead home David Watt's Swift as the only two runners with both heading into the A Final. Bovill raced clear from pole to lead all the way in fine sideways fashion but behind Lynch suffered an early scare as an off on the loose section saw

him take to the grass and dropped him to fourth overall and behind title rival Todd Crooks. He was soon able to get back ahead of the BMW Mini and finish third but up front it was an Ulster 1-2 as Bovill led home Crockett. Hall came through for a fine fifth behind Crooks with Swift duo Phil Chicken and Watt next ahead of Leonardo Lyon's 206, Leigh-Anne Sedgwick the only retirement after getting stuck at the Hairpin but she had already secured the BMW Mini title. The result secured Lynch the Super Modified crown outright with class



**Helen Crooks**  
**Classic Mini Class Winner**



## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires

wins going to Sedgwick, Crooks, Chicken and the absent Fred Ling (Fiesta).

**The Steve Gaunt Trailer Hire Pre-'95 Classic** Category attracted a fine entry including the rare MG Maestro of Tony Browes which sadly suffered mechanical issues in the heats. Title favourite Marc Jones took two heat wins but in the other a collision with Martin Peel's Peugeot restricted the MR2 driver to sixth, David Ewin taking a well-received victory in the Fiesta Evo. A three-strong B Final saw Phil Morton cruise to victory in his Citroen AX, but behind a certain qualifying place for Ian Clark was lost when he clobbered a tyre stack on the final lap handing fellow Classic Mini pilot Helen Crooks second and a place in the A Final.

The main event turned to complete chaos largely caused by the "Big Dipper" section now becoming extremely rough, Jones and Ewin setting off into a battle for the lead while John Cross's Stratos replica enjoyed a tandem spin at Duffus Dip with David Crockett's Chevette. Ewin hunted down Jones at the front and tried a move on the loose section only to clip the tyre barrier and fall back with thankfully light damage. Further back however Ian Biagi's Mini Clubman lost it over the bumps and was struck hard in the driver's door by Morton with both piling into the tyre wall. The red flags flew and with daylight rapidly fading it was decided to abandon the event at this point with the result declared at three laps, Jones taking the win to retain the

Pre-'95 Classic title. Ewin and Crockett completed the podium ahead of Cross (lucky to finish after being another to clout the tyre wall) with David Martin's struggling Peugeot and Crooks completing the finishers. Sub-class titles went to Ewin and Peel while Helen Crooks was very pleased to win the Classic Mini championship – how many mother and son racing partnerships can say they have won titles in the same season?

And so the curtain came down on a rather strange and truncated season for the **Autosport International BTRDA Clubmans Rallycross Championship presented by Cooper Tires**, not that Dale Ford was complaining as he celebrated the overall championship win that had so cruelly slipped from his grasp a year previous. The Championship was determined to fly in the face of adversity and get race meetings taking place by whatever means necessary this year – you could say it was done "by Rook or by Crooks" and Championship Manager John Rook and Co-ordinator Jordine Crooks certainly deserve immense praise and credit for their strenuous efforts in promoting and organising the series this year despite innumerable restrictions, as do all of their fellow officials, so my huge thanks goes to everyone involved in what is a wonderful championship with excellent community spirit.

Thanks must go to all the drivers and their crews too for their efforts to entertain over the three rounds of 2020 at Lydden Hill, Blyton and Knockhill, most travelling huge distances to take part – it really was fantastic to see such large entries of cars at each round and, on a personal note, it was a huge pleasure to once again commentate on the action for television. Here's to an even more successful and hopefully FULL season in 2021!

See you next year everyone.

**Dave Goddard.**

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## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires

### Results after the Final Round

| BTRDA Championship Overall |                  |    |
|----------------------------|------------------|----|
| 1 <sup>st</sup>            | Dale Ford        | 80 |
| 2 <sup>nd</sup>            | Marc Jones       | 80 |
| 3 <sup>rd</sup>            | Tom Ovenden      | 80 |
| 4 <sup>th</sup>            | Tony Lynch       | 75 |
| 5 <sup>th</sup>            | Luke Constantine | 74 |



**BTRDA SuperModified Category**

**BTRDA Production Category**



| AS PERFORMANCE Overall SuperMod |                                |    |
|---------------------------------|--------------------------------|----|
| 1 <sup>st</sup>                 | Tony Lynch                     | 75 |
| 2 <sup>nd</sup>                 | Todd Crooks                    | 70 |
| 3 <sup>rd</sup>                 | Leigh-Anne Sedgwick (BMW Mini) | 66 |

| Overall Production Category |                 |    |
|-----------------------------|-----------------|----|
| 1 <sup>st</sup>             | Maciej Florczak | 72 |
| 2 <sup>nd</sup>             | Joe Meskauskas  | 70 |
| 3 <sup>rd</sup>             | Jonny Chrisp    | 66 |

| SuperModified up to 1600cc |              |    |
|----------------------------|--------------|----|
| 1 <sup>st</sup>            | Phil Chicken | 66 |

| Production 1600 8V Class |              |    |
|--------------------------|--------------|----|
| 1 <sup>st</sup>          | Jonny Chrisp | 66 |
| 2 <sup>nd</sup>          | Tony Chrisp  | 60 |

| Over 2101cc SuperModified Class |             |    |
|---------------------------------|-------------|----|
| 1 <sup>st</sup>                 | Todd Crooks | 70 |
| 2 <sup>nd</sup>                 | Kenny Hall  | 66 |
| 3 <sup>rd</sup>                 | Guy Corner  | 40 |

| Production 1600 16V Class |                |    |
|---------------------------|----------------|----|
| 1 <sup>st</sup>           | Joe Meskauskas | 72 |
| 2 <sup>nd</sup>           | Louis Kershaw  | 66 |
| 3 <sup>rd</sup>           | Dale Riches    | 66 |

| SuperModified BMW Mini Class |                     |    |
|------------------------------|---------------------|----|
| 1 <sup>st</sup>              | Leigh-Anne Sedgwick | 66 |
| 2 <sup>nd</sup>              | Wesley Wickens      | 30 |

| Production 1601 to 2000 Class |                |    |
|-------------------------------|----------------|----|
| 1 <sup>st</sup>               | Robert Hindley | 66 |
| 2 <sup>nd</sup>               | Steve Gaunt    | 63 |
| 3 <sup>rd</sup>               | Peter Hamlett  | 28 |



The Championship year can be seen on the BTRDA Rallycross Championship YouTube Channel:  
<https://www.youtube.com/channel/UCy-qPxyTEgGHOrKOCpBzkQ>

**Overall Super Modified Champion**  
 Tony Lynch ahead of Todd Crooks,  
 Steve Bell and Phil Chicken





## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires

**STEVE GAUNT**  
Commercial Vehicle & Trailer Sales  
**Classic Category**

### Production 4 x 4 Category


| Overall Classic Category |            |    |
|--------------------------|------------|----|
| 1 <sup>st</sup>          | Marc Jones | 80 |
| 2 <sup>nd</sup>          | John Cross | 73 |
| 3 <sup>rd</sup>          | David Ewin | 72 |

| Production 4x4 Category |                   |    |
|-------------------------|-------------------|----|
| 1 <sup>st</sup>         | Bradley Sampson   | 33 |
| 2 <sup>nd</sup>         | Christopher Baker | 30 |
| 3 <sup>rd</sup>         | Paul Davis        | 30 |

| Classic SuperModified Class |               |    |
|-----------------------------|---------------|----|
| 1 <sup>st</sup>             | Martin Peel   | 63 |
| 2 <sup>nd</sup>             | Keith Rylands | 28 |
| 3 <sup>rd</sup>             |               |    |

| Classic Modified Class |             |    |
|------------------------|-------------|----|
| 1 <sup>st</sup>        | David Ewin  | 77 |
| 2 <sup>nd</sup>        | John Cross  | 75 |
| 3 <sup>rd</sup>        | Dave Martin | 70 |

| Classic Minicross |              |    |
|-------------------|--------------|----|
| 1 <sup>st</sup>   | Helen Crooks | 66 |
| 2 <sup>nd</sup>   | Ian Cark     | 63 |



**Junior Rallycross Category**

| QUESTMEAD/710 OIL Junior Rallycross |                  |    |
|-------------------------------------|------------------|----|
| 1 <sup>st</sup>                     | Tom Ovenden      | 80 |
| 2 <sup>nd</sup>                     | Luke Constantine | 74 |
| 3 <sup>rd</sup>                     | Kacper Potyra    | 66 |

**Overall Classics Category  
Champion Marc Jones ahead of  
Vince Bristow and Dave Ewin**



**Junior Rallycross Champions  
Tom Ovenden leading  
Luke Constantine and  
Max Langmaid**



**Autosport International BTRDA Clubman's  
Rallycross Championship in presented by Cooper Tires**

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**2020 PROVISIONAL AWARD WINNERS**

**Overall BTRDA Rallycross Champion: Dale Ford – The Dave Fuell Trophy**

**Production 4X4 Category Champion: James Phillips – The Bill Skermer Trophy**

2<sup>nd</sup>: Chris Rasher-Baker – an award

3<sup>rd</sup>: Paul Davis – an award

**SuperModified Overall Category Champion: Tony Lynch – The Betteridge Trophy**

**SuperModified up to 1600cc class**

1<sup>st</sup>: Phil Chicken

**SuperModified over 2000cc class**

1<sup>st</sup>: Todd Crooks – **The Titan Race Trophy**

2<sup>nd</sup>: Kenny Hall – an award

**SuperModified BMW Mini class**

1<sup>st</sup>: Leigh-Anne Sedgwick –

**The BTRDA Chairman's Trophy**

**Classic Overall Category Champion: Marc Jones – The Jehu Trophy**

**Classic SuperModified Class**

1<sup>st</sup>: Martin Peel – **The SGT Trophy**

**Classic Modified Class**

1<sup>st</sup>: David Ewin – **The DHL Trophy**

2<sup>nd</sup>: John Cross – an award

3<sup>rd</sup>: Dave Martin – an award

**Classic Mini Class**

1<sup>st</sup>: Helen Crooks – **The Oli-Jac Trophy**

**Production Overall Category Champion: Maciej Florczak – The BWB Trophy**

**Production 1600cc 8v Class**

1<sup>st</sup>: Jonny Chrisp – **The BLW Trophy**

**Production 1600cc 16v Class**

1<sup>st</sup>: Joe Meskauskas – **The MLW Trophy**

2<sup>nd</sup>: Louis Kershaw – an award

3<sup>rd</sup>: Dale Riches – an award

**Production 1601-2000cc Class**

1<sup>st</sup>: Robert Hindley – **The Cothi Bridge Trophy**

2<sup>nd</sup>: Steve Gaunt – an award

**Junior Rallycross Category Champion:  
Tom Ovenden – The BTRDA President's Trophy**

2<sup>nd</sup>: Luke Constantine – an award

3<sup>rd</sup>: Harry Garman – an award

**Best Newcomer, Star of the Future, Best Presented Car,  
The Lady of Rallycross, The Best Event, The Anita Wadge Spirit of Rallycross Award  
These awards will be announced in due course**





## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires

### BTRDA Rallycross Championship 2021 Preview

Firstly, we would like to congratulate all drivers on helping us to have what was an unusual but successful 2020 Championship. Thank you to all drivers and award winners for giving us all some cracking racing during the season. A huge congratulations must be given to Lincoln's Dale Ford who won the overall BTRDA Rallycross Championship in his Production spec Citroen Saxo. Having come so close to winning in 2019, I am sure we would all agree this was well deserved.

The dust and mud flinging has now settled on the 3 round 2020 BTRDA Rallycross Championship and now all attentions are turned towards what we all hope will be a successful 2021. For 2021 the Championship has been consolidated into a 7 round Championship, visiting 4 circuits across the UK, between March and October.

The 2021 Championship will commence at Blyton on Sunday March 28<sup>th</sup> which will then be followed by round 2 taking place in May at Lydden Hill. Blyton then returns to the calendar for round 3 on June 27<sup>th</sup>, and then it is strongly hoped that Rallycross will resume at Pembrey on August 7<sup>th</sup> and 8<sup>th</sup> for rounds 4 & 5. Round 7 of the Championship then goes back to Lydden Hill in September, followed by the season finale at Knockhill on October 24<sup>th</sup>.

Television broadcasting will continue to be filmed by 247.TV, being shown on at least 3 TV

channels in addition to online platforms such as You Tube and MotorsportTV. Following on from the successful LIVE stream which was done for the 2020 final at Knockhill it is hoped that at least 1 event in 2021 will also be streamed LIVE.

You will also be able to read within the BTRDA news that the Championship has recently collaborated with Cooper Tires to extend the current agreement until the end of the 2023 season. This not only places their name at the forefront of the Championship but it also gives the Championship commercial stability for the next few seasons. This recent news also confirmed the introduction of the mandatory Cooper Tire (RS3-R) into the following categories from round 4 in 2021 – Production 4x4, Production and Juniors.

The 2021 Championship will also see the introduction of a new category with the launch of the new 'Modified Category'. This is aimed at drivers who are already in the sport or newbies who want something a bit quicker and more modified than Production but don't have the budget for a full blown Super Modified car. The new category in 2021 will have its own category championship but won't score points for the overall championship until 2022. Tyres will remain free in 2021, however all cars in this category will move onto the Cooper branded RS3-R Tire for 2022. There will be 2 classes within the category catering for the 1000cc to 1200cc Turbo cars and then naturally aspirated cars up to 2050cc. Modifications will be tightly controlled however will include things like; minimum weight 1000kgs, LSD's, Multi-reservoir suspension, lightened panels and hydraulic handbrake.

There is a lot of excitement and optimism around the 2021 Championship with a whole host of new driver and cars set to take to the grid, being joined by a significant number of drivers returning to the championship after having a year off in 2020.



**Production Category  
Overall Champion  
Maciek Florszak**



## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires

Test Days - 28/02/21, Blyton Park & 23/10/21, Knockhill Circuit

|                                                                                                                    |                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <p>Round 1: 28/03/21, Blyton Park</p> <p>Round 2: TBC/05/21, Lydden Hill</p> <p>Round 3: 27/06/21, Blyton Park</p> | <p>Rounds 4&amp;5: 7-8/08/21, Pembrey Circuit</p> <p>Round 6: TBC/09/21, Lydden Hill</p> <p>Round 7: 24/10/21, Knockhill Circuit</p> |
|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|



**2021 CALENDAR**

### BTRDA Rallycross Teams Award

From the 2021 BTRDA Clubmans Rallycross Championship we are proposing to introduce a Rallycross Teams Award in which the following eligibility applies.

- The Rallycross Teams Challenge takes place at all planned BTRDA Rallycross events
- Teams are made up of 2 driver/car combinations
- The 2 car/driver combinations MUST be both permanent drivers and both registered for the BTRDA Rallycross Championship.
- The 2 driver/car combinations can be from a mixture of categories
- Points are accumulated from those scores by the driver on track in the appropriate **category** finals.
- The championship points will be totalled from all rounds run
- Team entries must have had an association with each other in the past 12 months or be new to the Championship (championship co-ordinator to approve all team entries)
- Each team can only enter once.
- Each driver/car can only enter once
- Entry is £60 per team (£30 per driver) and must be entered and paid for BEFORE round 1, teams cannot enter after round 1. This entry is made via the BTRDA.com website membership section.
- Prizes will be offered for teams in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place
- All cars in the team's challenge MUST display the team's challenge sponsor decals on their competing cars.

**\*\* The Rallycross Team Award will form part of the 2021 Rallycross Championship and is subject to Motorsport UK approval \*\***



## Autosport International BTRDA Clubman's Rallycross Championship in presented by Cooper Tires



### Cooper Tires Update 7<sup>th</sup> November 2020

Dear competitor,

We hope you are safe and well and on behalf of the BTRDA Rallycross committee we would like to thank you for your support during the 2020 season. Despite the challenging circumstances we have managed to put together and conclude a 3 round Championship, for which we are extremely proud.

Looking ahead to the future we wanted to give you an update on the 'Cooper Tires' agreement which was first agreed for the 2020 season and announced earlier this year. Please see below some important updates regarding our championship and the future Cooper Tires agreement:

- Firstly, we are extremely pleased to confirm that the BTRDA Rallycross Championship has concluded a deal with Cooper Tires Europe that a 1 year extension has been agreed, meaning that Cooper Tires will continue to support the Championship until the end of 2023 season. This is an amazing partnership for which we have worked hard for and ensures the continued stability and success of the Championship.
- In line with technical regulations **5.5.10 (Production 4x4 and Production)** we want to 'confirm' that the 'Cooper Tire' RS3-R will be mandatory for all competitors in these categories **FROM round 4 onwards in 2021**. To clarify the Cooper Tire RS3-R MUST be used on all competing vehicles in Production and Production 4x4 from round 4 onwards (*Based on a 7-round calendar*).
- In line with technical regulations **11.4 (Juniors)** we want to 'confirm' that the 'Cooper Tire' RS3-R will be mandatory for all competitors in this category **FROM round 4 onwards in 2021**. To clarify the Cooper Tire RS3-R MUST be used on all competing vehicles in Juniors from round 4 onwards (*Based on a 7-round calendar*).
- In the newly proposed '**Modified Category**' (*New for 2021*), tyres will remain free (*Road legal Track Tyres*) in 2021 and then will adopt the mandatory Cooper Tire RS3-R from 2022 onwards
- In the following 3 categories; **Clubman 4x4**, **Super Modified** and **Classic**, tyre choice will remain free for the duration of the agreement until the end of the 2023 season.

All Cooper Tire products can be bought directly from Waltham Services at:

<https://www.walthamservicesgroup.com/>

Thank you for your continued support and here is to another successful season in 2021.

The Rallycross Committee would like to give a special thank you to  
Dave Goddard for his articles covering rounds 2 & 3





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# BTRDA® Allrounders Championship Supported by Crystal Images

## ALLROUNDERS FULL CIRCLE

Exceptional times and a difficult year for all. This report is for our championship so I will not directly refer to the impact Covid-19 has inflicted on our lives. This year's motorsport has seen events cancelled and championships cancelled or curtailed to a minimum number of events allowed to still continue as a championship.

Our Allrounders Championship calendar is made up of events from all the other BTRDA Championships and some speed events as listed by Motorsports UK. Within BTRDA both rally championships were cancelled, and our remaining five championships continued. The area most affected was, as we are all aware, Wales. No motorsport and not a lot else for other sports or activities. Currently in mid-November all motorsport is again stopped with no event permits issued. In any case there is just one BTRDA event left this season, the Gloster sporting trial on December 6th which we know Josh is working hard to run if the ban on permits is lifted. There may also be a speed event or two after the current lockdown.

So how have our allrounders navigated their way to any points this time around? As you will see from the points table in this news and on the website John Fox is leading with Richard Yapp in second place and so far these two are the only qualifiers, the rest of us missing out due to the complications of date clashes and/or oversubscribed events.

Our allrounders have done well in our other championships and in no particular order - Jamie Yapp is first overall in AutoSOLO, Alastair Moffatt won the Car Trial Final and took the Championship Silver Star Award, Tony Lynch won his rallycross category, Todd Crooks (who is still under 25) took the award for his rallycross class and Nick Pollitt took the class award at the Car Trial final, held this year at the prestigious Prescott hillclimb venue. The highest placed under 25 in our championship Fred Ling, mainly rallycross, took a superb FTD at a sprint meeting at North Weald driving his rallycross car.

Looking ahead to next year we have a new group from which drivers and navigators can

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

score points. For the first time there is to be a BTRDA Targa Rally championship which becomes part of Allrounders as well. The new Targa championship has been planned by Alan Wakeman and he has written an introduction to the new championship elsewhere in this News. Just a note to all you co-drivers and navigators - you still have to drive on at least one event to qualify for Allrounders!

As always the Regulations for the Allrounders Championship are printed in the leaflet accompanying this Winter edition of the News. While incorporating the extra Group we took the opportunity to tidy up the order.

BTRDA championship committees continue to work with the organising clubs to formulate their calendars. Maybe next year will get a lot easier for us all and we can take up the challenge to qualify for our end of year allrounders awards.

More good news is that Sue and Darren Underwood of Crystal Images Awards have agreed to continue their very welcome support of our championship. Their extensive range of awards is superb so if you or your home club are looking for something special take a look at their website or have a word. These days they are regular competitors in Sporting Trials.

I usually add in here "start as soon as you can and get some events and points in early". It's the same again this time and we're looking forward to seeing you at events during the year.

Whatever the weather enjoy your motorsport.

**Phil D**



PS In the picture are the four leading points scorers at the time and they were all smiling as it was a fun event for us all at the HSA Curborough in October.

### **STOP PRESS**

Our congratulations go to our BTRDA® Rallycross Championship Coordinator, Jordine Crooks for winning the 2020 MSUK Volunteer of the Year Award and to Board Member Gemma Price, the General Manager of Bugatti Owners Club, who run Prescott Hillclimb and have just been awarded the 2020 MSUK Club of the Year.

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# BTRDA® Allrounders Championship Supported by Crystal Images

## Provisional Overall Scores to 7<sup>th</sup> December 2020

|                          | Score | Group | Score | Group | Score | Group | Score | Group | Score | Group | Score | Group | Total |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| John Fox                 | 10.00 | A     | 16.36 | G     | 15.00 | G     | 18.46 | H     | 16.67 | H     | 17.14 | H     | 93.63 |
| Richard Yapp             | 3.64  | B     | 14.55 | G     | 10.00 | G     | 2.35  | H     | 11.76 | H     | 11.43 | H     | 53.73 |
| Jamie Yapp               | 16.36 | G     | 15.00 | G     | 19.05 | H     | 18.82 | H     | 18.57 | H     |       |       | 87.80 |
| John Wadsworth           | 11.11 | B     | 13.33 | B     | 16.67 | G     | 15.56 | G     |       |       |       |       | 56.67 |
| Bob Milligan             | 16.92 | H     | 18.82 | H     | 17.14 | H     |       |       |       |       |       |       | 52.88 |
| Garry Preston            | 15.56 | B     | 18.75 | B     | 16.47 | B     |       |       |       |       |       |       | 50.78 |
| Alan Wakeman             | 15.38 | H     | 13.33 | H     | 18.18 | H     |       |       |       |       |       |       | 46.89 |
| Tony Lynch               | 12.50 | E     | 12.00 | E     | 13.33 | E     |       |       |       |       |       |       | 37.83 |
| Fred Ling <sup>U</sup>   | 18.46 | G     | 13.33 | E     | 5.00  | E     |       |       |       |       |       |       | 36.79 |
| David Mosey              | 13.33 | A     | 11.43 | A     | 11.43 | A     |       |       |       |       |       |       | 36.19 |
| Nick Pollitt             | 15.56 | B     | 15.56 | B     |       |       |       |       |       |       |       |       | 31.12 |
| Todd Crooks <sup>U</sup> | 10.00 | E     | 8.00  | E     | 10.00 | E     |       |       |       |       |       |       | 28.00 |
| Brian Ashley             | 10.77 | G     | 15.00 | G     |       |       |       |       |       |       |       |       | 25.77 |
| Alastair Moffatt         | 6.67  | B     | 17.78 | B     |       |       |       |       |       |       |       |       | 24.45 |
| Dave Walker              | 6.67  | B     | 8.89  | B     | 8.00  | B     |       |       |       |       |       |       | 23.56 |
| John Moffatt             | 18.33 | A     |       |       |       |       |       |       |       |       |       |       | 18.33 |
| Richard Egger            | 13.85 | G     |       |       |       |       |       |       |       |       |       |       | 13.85 |
| Phil Darbyshire          | 2.22  | B     | 2.22  | B     | 2.50  | G     | 2.86  | G     |       |       |       |       | 9.80  |
| Stuart Perren            | 8.89  | A     |       |       |       |       |       |       |       |       |       |       | 8.89  |
| Ben Amos                 | 3.33  | H     |       |       |       |       |       |       |       |       |       |       | 3.33  |

A - Autotest      B - Car Trials      C - Forest Rally      D - Asphalt Rally      E - Rallycross  
 F - Sporting Trials      G - Speed      H - AutoSOLO  
 \* Indicates Rally Co-driver      *Names in blue italics indicates one car*      <sup>U</sup> Indicates Under 25 score



Richard and Jamie Yapp in action at Prescott

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# Demon Tweeks Direct BTRDA® Autotest Championship

## From The Hot Seat

Well we got away with it just! At the time of writing my last article in August, which seems a long time ago, we were still hoping to run at least 5 Championship rounds with many of the postponed events being re-scheduled, but it was not to be. The Covid restrictions and non-availability of venues meant that the plans of several of our organisers came to nothing but we were saved by the Hartlepool and Knutsford Clubs coming to our aid.

For obvious reasons, the usual Hartlepool Town Centre venue was not available and with the local lockdown encroaching H&MC managed to get the use of an area of Croft Circuit for their event a week later than originally scheduled. Despite a last minute's administrative issue, the Club rose to the occasion and put on an excellent event on which was, for them, and unusually large area. They were rewarded with an entry of 20 Championship contenders plus 5 Clubman who fought it out for honours during the day. The main battle was between joint Championship leaders Paul Swift (Mini Special) and Malcolm Livingston (Lindsay Special) with Dave Mosey (Mini Special) trying to spoil their party, which he would have if only not for the three penalties he incurred in effort – if only. Another notable performance came from Dave Fox in the Nova engined Mini to take fourth place. There were also some interesting car changes with Richard Pinkney trying out the recently purchased ex-Chris Chapman Striker, which it is believed will appear next season in the hands of one of the younger Pinkneys, and

Mark Thornton campaigning an ex-Irish Westfield.

Swift, Livingston and Mosey finished the event in that order, which left the Championship in an interesting position prior to what was to be the final event the following weekend. If Swift got FTD then the Championship was his, if Livingston took FTD with Swift second it was a tie (and not covered by our tie break!) or if Malcolm took FTD and Paul was lower than second the Trophy would go to the Midlands.

The Knutsford & District Motor Club had re-scheduled their event date to the one booked for the final BTRDA so that they could use the Demon Tweeks venue, however an issue arose in that it was just in Wales and different Covid criteria had to be met. The main one being that no more than 30 people could be onsite at any one time. The answer was that the Sportscars and Specials would run in the morning and the other classes in the afternoon once the others had left the venue. Fortunately the weather, which could have caused an issue with this solution, stayed dry and sunny. From the off it was evident that the two main protagonists were going to fight it out tooth and nail with them trading fastest test times with Dave Evans (Blitz), Dave Mosey (Mini Sp.) and Willie Keaning (Striker), making a welcome foray South, all doing their best spoil the plan. Just over halfway through Malcolm had a slender lead at the point when the furious driving finally took its toll and Paul suffered a driveshaft failure.

Malcolm went on to take the required FTD from Dave E, Dave M and Willie with Paul coming sixth overall. The afternoon session proved no less exciting with Dave Fox and Charlie Lower battling for the Mini Class, which was decided in that order. Newcomers Chris Morrison, Joel Conlan and George Harris were not only driving for the Nova Class honours but for their Silver and Bronze Star placings.

So, by the skin of our teeth (Wales was locked down completely two days after



Gold Star Champion Malcolm Livingston

Photo: Fern Motorsport

# demon tweeks



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

the Knutsford event) we managed to complete an extremely hard fought and well supported Championship. Many congratulations to our winners: Malcolm Livingston – Gold Star Champion; Chris Morrison – Silver Star Champion; Joel Conlan – Bronze Star Champion and Class Winner: Charlie Lower, Chris Morrison, Chris Chapman, Malcolm Livingston, and Joel Conlan. Our particular thanks to all of our organisers, whether their event ran or not, for the effort they made to support the Championship with special mention

of Alwoodley Motor Club who were voted the Best Event by our competitors.

As for 2021 who knows, but our intention is to make every effort to return to a 12-rounds next year, although dates may have to be flexible. If we see the same support and competitiveness from our contenders as this year it will be a great one.

**Steve Layton**

### **From the Pits**

This is being written in the middle of Lockdown 2. Hopefully this will be the last time I have to start my article with that style on introduction. It truly has been an unusual and unpredictable year for all of us and for motorsport. I have a feeling that Mr (or Mrs, Miss or Ms) Force Majeure (or should it be Monsieur Force Majeure?) has been called on too many times in 2020 to excuse a sensible lack of outcome in decisions. From now on it will be referred to just as MFM.

The first action MFM was called upon was when Motorsport UK decided that the blue book rule regarding all competitors in a championship having to agree to a change of date of an event otherwise the event could not count was swiftly removed for 2020. Now this is one I agree with! It did help clubs who suffered from Lockdown 1 from mid March to July that they could schedule new dates for their events. Many did but 8 clubs in the BTRDA Autotest Championship called it a day for 2020 just leaving 4 events which

eventually ran. The end result was that if on the 8<sup>th</sup> March you were not at Curborough competing on the Hagley event you didn't stand a chance of winning and were effectively out of the Autotest championship. The cancellation of so many events was something the committee had never considered so perhaps MFM should have popped in and thought outside of the box of rules that the committee were trapped in. I'll leave it at that!

What cannot be denied is that Malcolm Livingston will add another Gold Star to his previous 2 wins creating a record for, what I believe to be, the oldest Autotest Gold Star winner. Of course, if you know better please write to .....! In doing so he added another 2 silver spoons for the best BTRDA entrant at each event which from my records going back to 1985 makes him just one short of 50. Now, when the pandemic is over Malcolm will be able to use those on the tea cups of every BTRDA Autotest Championship entrant when he entertains them!

The AutoSOLO championship did not suffer quite so much from the cancellation of events as they were able to use the Motorsport UK MFM thinking and added events to replace those cancelled. The end result was there were 7 rounds run with a best 5 to count. The problem here was that 2 of the rounds took place when local/national lockdowns were in force which



**Silver Star Champion Chris Morrison**  
Photo: Fern Motorsport

# **demon tweaks**

## Demon Tweaks Direct BTRDA® Autotest Championship

restricted some of the championship competitors from leaving their homes and being unable to score. Should an allowance have been made for MFM and reduce the number of events to count? Again, something which the championship organisers hadn't remotely considered in November 2019 when the rules were finalised. A tough one to decide on and I'm not so sure we ended up with an equitable solution. Jamie Yapp was one of the lucky? ones who scored on the first rounds before Lockdown 1 and was the only entrant to get 5 scores in. Now, I could have joined that group if I hadn't marshalled on the Devizes event when they were short of assistance. On the other hand, that might have moved me up from 9<sup>th</sup> overall and maybe an award winner in the class. But then I think I would have received a telling off from Liz for bringing a trophy home to go in the overfull cabinet! I think I'd better stay neutral on this subject.

One thing that has happened as a result of the pandemic has been the increased use of technology where signing on is completed all before the day and timecards are abandoned on events in favour of more automatic timing systems. This all results in another factor, the GIGO one. For those who have been brought up from the start of the computer (yes, I was there!) GIGO simply means Garbage In

Garbage Out. This has resulted in on more than one occasion a competitor has entered an event and not turned up. But, they have signed on and the organising Club puts them on the automatic results system. So, on the day they end up being placed, albeit last in class having not turned a wheel at the event and potentially scoring points in championships. It all relies on somebody sensible at the event doing a manual correction to prevent this GIGO. Sometimes automatic things are not so automatic!

On the theme of modern day technology, I will leave you with a Christmas present for when you attempt to enter those event in 2021 where there are 100 people trying to fill the 50 or 60 entry spots available. I'm referring to the on-line entry systems which the pandemic has encouraged us to use.

They are usually specified as being open from say, 19:00 hours. So, you are sitting at your computer and press the button at 19:00:01. Not so, your clock/computer/watch is 5 seconds fast and when you press F5 to refresh, nothing happens! Our eldest son sitting at his computer in Hong Kong came up with the instant solution, as befits a top class programmer. Press Ctrl+Shift+R which as Simon says does a complete site refresh rather than the F5 which does a cache page refresh. Now you all know and will be so pleased when you get your first entry accepted in 2021. Till then, as they say these days, – Keep Safe.

**Peter Cox**

### Provisional 2021 Demon Tweaks Direct BTRDA Autotest Championship

| Date                                        | BTRDA Event                 | Location                    |
|---------------------------------------------|-----------------------------|-----------------------------|
| 14 <sup>th</sup> March                      | Hagley & DLCC               | Curborough                  |
| 28 <sup>th</sup> March                      | Herefordshire MC            | Foxley                      |
| 11 <sup>th</sup> April                      | Boundless by CSMA NE London | Silverstone                 |
| 25 <sup>th</sup> April                      | Rhyl & District MC          | Mostyn                      |
| 16 <sup>th</sup> May                        | Wolverhampton & SSCC        | TBA                         |
| 6 <sup>th</sup> June                        | Loughborough Car Club       | Coventry Motofest           |
| 20 <sup>th</sup> June                       | Alwoodley Autotest          | TBA                         |
| 4 <sup>th</sup> July                        | Knutsford & DMC             | Wrexham                     |
| 17 <sup>th</sup> July/18 <sup>th</sup> July | South of Scotland CC        | TBA                         |
| 22 <sup>nd</sup> Aug                        | Caernarfonshire & Anglesey  | Trac Mon – Anglesey Circuit |
| 12 <sup>th</sup> Sept                       | Hartlepool & DCC            | Hartlepool                  |
| 3 <sup>rd</sup> Oct                         | BTRDA                       | Wrexham (Demon Tweaks)      |

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# Demon Tweeks Direct

## BTRDA® Autotest Championship

### Championship Positions after Final Round

|    | <b>Gold Star</b>   |                                  |    |                                                                    |
|----|--------------------|----------------------------------|----|--------------------------------------------------------------------|
| 1  | Malcolm Livingston | Lindsay Special 1600             | 78 | Flather Star Autotest Trophy, and an award, and a BTRDA Gold Star. |
| 2  | Paul Swift         | Mini Special 1400                | 74 | Frank Livingston Memorial Trophy, and an award.                    |
| 3  | Dave Mosey         | Mini Special 1430                | 72 | An award                                                           |
| 4  | Chris Chapman      | Striker 1700                     | 61 |                                                                    |
| 5  | Paul Fobister      | Fobby Special 1600               | 57 |                                                                    |
| 6  | Charlie Lower      | Mini 1380                        | 51 |                                                                    |
| 7  | Dave Evans         | Blitz Special 2000               | 45 |                                                                    |
| 8  | Ian Chapman        | Riot 1700                        | 45 |                                                                    |
| 9  | Steve Morten       | Striker 1800                     | 44 |                                                                    |
| 10 | Dave Fox           | Mini 1600                        | 43 |                                                                    |
|    | <b>Silver Star</b> |                                  |    |                                                                    |
| 1  | Chris Morrison     | Nova 1400                        | 34 | A.C. Westwood Trophy, and an award, and a BTRDA Silver Star.       |
| 2  | Joel Conlan        | Cooper S 1600/Nova 1400          | 30 | Castrol Trophy and an award.                                       |
| 3  | Mark Thornton      | Mini Special 1800/Westfield 1600 | 24 |                                                                    |
| 4  | Rob Rolston        | Mini 1380                        | 23 |                                                                    |
| 5  | George Harris      | Nova 1400                        | 16 |                                                                    |
|    | <b>Bronze Star</b> |                                  |    |                                                                    |
| 1  | Chris Morrison     | Nova 1400                        | 34 |                                                                    |
| 2  | Joel Conlan        | Cooper S/Nova 1400               | 30 | Ian Mantle Trophy, and an award.                                   |
| 3  | George Harris      | Nova 1400                        | 16 |                                                                    |
| 4  | Philip Edwards     | Suzuki Swift 1000                | 7  |                                                                    |
| 5  | Helen Perren       | Retrotester 1590                 | 4  |                                                                    |

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



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# Demon Tweeks Direct BTRDA® Autotest Championship

## Class Positions

| <b>CLASS A</b> |                    |                      |    |                                              |
|----------------|--------------------|----------------------|----|----------------------------------------------|
| 1              | Charlie Lower      | Mini 1380            | 37 | Andrew Larkin Memorial Trophy, and an award. |
| 2              | Dave Fox           | Mini 1600            | 30 |                                              |
| 3              | Rob Rolston        | Mini 1380            | 25 |                                              |
| <b>CLASS B</b> |                    |                      |    |                                              |
| 1              | Chris Morrison     | Nova 1400            | 34 | Motorsport Trophy, and an award.             |
| 2              | Joel Conlan        | Nova 1400            | 24 |                                              |
| 3              | George Harris      | Nova 1400            | 16 |                                              |
| 4              | Warren Gillespie   | Nova 1600            | 10 |                                              |
| 5              | Lee Matthews       | Nova 1400            | 9  |                                              |
| <b>CLASS C</b> |                    |                      |    |                                              |
| 1              | Chris Chapman      | Striker 1700         | 37 | Richard Squire Trophy and an award           |
| 2              | Ian Chapman        | Riot 1800            | 30 | Trevor J Smith Trophy, and an award          |
| 3              | Steve Morten       | Striker 1800         | 27 | 3rd Class award                              |
| 4              | Mark Thornton      | Westfield 1600       | 19 |                                              |
| 5              | Will Herbert       | Striker 1600         | 15 |                                              |
| <b>CLASS D</b> |                    |                      |    |                                              |
| 1              | Malcolm Livingston | Lindsay Special 1600 | 38 | Rifleman Trophy, and an award                |
| 2              | Paul Swift         | Mini Special 1400    | 36 | 2nd Class award                              |
| 3              | Dave Mosey         | Mini Special 1430    | 32 | 3rd Class award                              |
| 4              | Paul Fobister      | Fobby Special 1600   | 26 |                                              |
| 5              | Dave Evans         | Blitz Special 2000   | 22 |                                              |
| <b>CLASS E</b> |                    |                      |    |                                              |
| 1              | Joel Conlan        | Cooper S 1600        | 10 |                                              |
| <b>CLASS H</b> |                    |                      |    |                                              |
| 1              | Charlie Lower      | Mini 1380            | 40 | Darbyshire Trophy, and an award              |
| 2              | Toby Cook          | Micra 1275           |    |                                              |
| <b>CLASS J</b> |                    |                      |    |                                              |
| 1              | Malcolm Livingston | Lindsay Special 1600 | 80 | The John Larkin Jubilee Trophy and an award  |
| 2              | Paul Fobister      | Fobby Special 1600   | 73 | 2nd Class award                              |
| 3              | Steve Morten       | Striker 1800         | 68 | 3rd Class award                              |
| 4              | Ian Chapman        | Riot 1700            | 68 |                                              |
| 5              | Dave Evans         | Blitz Special 2000   | 54 |                                              |
| 6              | Colin Moreton      | Westfield SE 1700    | 45 | The Over 65 award                            |
| <b>CLASS L</b> |                    |                      |    |                                              |
| 1              | Helen Perren       | Retrotester 1590     | 10 | 1                                            |
| 2              | Clair Atkinson     | Retrotester 1590     | 9  | 2                                            |



**Best Event**  
**1<sup>st</sup>**  
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**2<sup>nd</sup>**  
**Knutsford & DMC**  
**at Demon Tweeks**

**3<sup>rd</sup> =**  
**Hagley & DLCC at Curborough**  
**and Hartlepool & DCC at Croft**

# demon tweeks

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

## **Going Solo**

As we all know 2020 has been a difficult year, not least for our AutoSOLO Championship. Our best laid plans in August of having a further seven events to run in the Championship came to nothing when three of them had to be cancelled due to Covid restrictions and the early lockdown in Wales meant that several of our competitors were unable to travel and finish their planned season. However, this still resulted in seven rounds being completed, albeit not as well geographically spaced as we would have liked, and one Overall Championship qualifier, which was better than some Championships managed.

Our thanks to all of the organising Clubs who did their best to support the Championship. Our congratulations to the 2020 AutoSOLO Champion, Jamie Yapp, and our Class winners: Alan Wakeman, Jamie, Gary Ridgway and Howard Morris.

At this stage we are planning a full fourteen + rounds for 2021, but as this year, we suspect that dates will have to be flexible due to circumstances, also some of you may be interested to see that the BTRDA® is to launch a Targa Road Rally Championship in 2021, more details of which can be found elsewhere in the News.



## **Provisional 2021 Demon Tweeks Direct BTRDA AutoSOLO Championship**

|              |                           |                        |
|--------------|---------------------------|------------------------|
| 7 March      | Devizes & DMC             | Kemble                 |
| 11 April     | Bath MC                   | Kemble                 |
| 25 April     | Oxford MC                 | Finmere                |
| 25 April     | Boundless by CSMA NWMG    | Lymm                   |
| 3 May        | Clwyd Vale MC             | Ruthin                 |
| 16 May       | Boundless by CSMA NWMG    | Lymm                   |
| 23 May       | Bristol MC                | Westonzoyland          |
| 12 June      | Dolphin MC                | Abingdon               |
| 20 June      | Boundless by CSMA NWMG    | Lymm                   |
| 18 July      | EMCOS                     | Cheltenham Race Course |
| 8 August     | Bath MC                   | Kemble                 |
| 15 August    | Under 17 MCNW             | M65                    |
| 5 September  | Ross & DMC                | TBA                    |
| 12 September | Devizes & DMC             | Kemble                 |
| 3 October    | Clwyd Vale MC             | Ruthin                 |
| 17 October   | Sixty & Worcestershire MC | Cheltenham Race Course |
| 24 October   | Knutsford & DMC           | Booths Hall            |

# **demon tweeks**

# Demon Tweeks Direct BTRDA® AutoSOLO Championship

## BTRDA AutoSOLO Championship Final Results and Scores

|                     |                           | no.<br>events | Best 5<br>Scores | Class<br>Position | O/A<br>Position | AWARD     |
|---------------------|---------------------------|---------------|------------------|-------------------|-----------------|-----------|
| <b>CLASS A</b>      |                           |               |                  |                   |                 |           |
| Alan Wakeman        | Nissan Micra 1300         | 3             | 68               | 1                 | 8               | Class 1st |
| Robert Milligan     | Austin Mini 1275          | 2             | 55               | 2                 | -               |           |
| Brian Sharpe        | Nissan Micra 1275         | 1             | 27               | 3                 | 14              |           |
| Jamie Yapp          | Vauxhall Nova SR 1300     | 1             | 16               | 4                 | -               |           |
| Mitchell Loveridge  | Nissan Micra 1300         | 1             | 15               | 5                 | -               |           |
| Richard Yapp        | Vauxhall Nova SR 1300     | 1             | 15               | 6                 | -               |           |
| <b>CLASS B</b>      |                           |               |                  |                   |                 |           |
| Jamie Yapp          | Renault Clio 172 Cup 1998 | 4             | 116              | 1                 | -               | Class 1st |
| Richard Yapp        | Renault Clio 172 Cup 1998 | 2             | 32               | 2                 | -               |           |
| Robert Milligan     | BMW Mini 1600             | 1             | 28               | 3                 |                 |           |
| Ian Mephram         | BMW 328i 1895             | 1             | 26               | 4                 | 15              |           |
| Chris Newton        | BMW 328i 1895             | 1             | 22               | 5                 | 17              |           |
| Mitchell Loveridge  | Subaru Impreza 2000       | 1             | 14               | 6                 | -               |           |
| <b>CLASS D</b>      |                           |               |                  |                   |                 |           |
| Gary Ridgway        | Mazda MX5 1840            | 4             | 97               | 1                 | 3               | Class 1st |
| Jim Bryant          | Mazda MX5 1840            | 4             | 90               | 2                 | 4               | Class 2nd |
| Neil Jones          | Mazda MX5 1840            | 3             | 89               | 3                 | 5               | Class 3rd |
| Peter Cox           | Honda S2000 2000          | 4             | 57               | 4                 | 9               |           |
| Brian Coe           | Audi TTS 1984T            | 2             | 41               | 5                 | 11              |           |
| Eddie Martin        | Mazda MX5 1840            | 2             | 38               | 6                 | 12              |           |
| David Fooks         | Mazda MX5 1869            | 2             | 26               | 7                 | 16              |           |
| Ben Amos            | MG Midget 1275            | 1             | 17               | 8                 | 19              |           |
| Richard Murphy      | Toyota MR2 1800           | 1             | 14               | 9                 | 20              |           |
| Gergorz Jadwiszczak | Toyota MR2 1800           | 1             | 12               | 10                | 21              |           |
| <b>CLASS E</b>      |                           |               |                  |                   |                 |           |
| Howard Morris       | GBS Zero 2000             | 4             | 107              | 1                 | 2               | Class 1st |
| Alec Tunbridge      | Caterham 7 1588           | 3             | 85               | 2                 | 6               |           |
| Kacper Potyra       | Citroen C2 1600           | 1             | 20               | 3                 | 18              |           |
| <b>COMBINED</b>     |                           |               |                  |                   |                 |           |
| Jamie Yapp          | Nova/Clio                 | 5             | 132              | -                 | 1               | Champion  |
| Robert Milligan     | Mini/BMW Mini             | 3             | 83               | -                 | 7               |           |
| Richard Yapp        | Nova/Clio                 | 3             | 47               | -                 | 10              |           |
| Mitchell Loveridge  | Nissan Micra/Subaru       | 2             | 29               | -                 | 13              |           |

Blue = Under 25

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# Prot tyre Motorsport UK Asphalt Rally Championship



## Magnificent Seven Round Championship Unveiled

The 2021 Prot tyre Motorsport UK Asphalt Rally Championship calendar will remain largely unchanged from the one planned for the Covid-19 cancelled 2020 season, with five of the seven qualifying rounds held on closed public roads, two rounds held on classic military rally terrain and three new rallies entering the series.

With continued support from title sponsor Prot tyre Motorsport – the largest supplier of Pirelli, Michelin and Hoosier motorsport tyres in the UK – Britain's premier seal-surface rally series will begin with the **Legend Fires Tour of Epynt**. Organised by Port Talbot Motor Club, the first motor club to bring rallying to the rollercoaster military range above Sennybridge back in 1965, next year's event is scheduled to take place on **Easter Saturday (3 April)**.

Rounds 2 and 3 will be the **Manx National Rally**, which by popular demand has been retained as a double points-scoring event, with full Championship points awarded after day one on **Friday 14 May** (which will feature night time stages) and after a full daytime second leg on Saturday 15 May. Organised by Manx Auto Sport, the event will feature a revised route, with many of the classic Isle of Man stages included.

The Championship travels to Scotland next, for the **Beatson's Building Supplies Jim Clark Rally**. Organised by the Jim Clark Memorial Motor Club, the closed road event will be based in Duns, Berwickshire, and run between **28-30 May**.

The improved geographical spread of events, which was another popular request from competitors, continues when Northern Ireland hosts **Round 5**, the **MJE Wheel Repair Specialists Tyrone Stages Rally**, on Saturday 24 July. Organised by Cookstown Motor Club, the event will contain closed road stages around the Stewartstown area of East Tyrone.

Another eagerly anticipated newcomer to the series is the **Hills Ford Three Shires Stages Rally**, which hosts the penultimate round of the series on **Sunday 5 September**. The Cheltenham Motor Club-organised event was the third closed road stage rally to be held in England in 2019, with stages located, as its title

suggests, in three counties – Gloucestershire, Herefordshire and Worcestershire.

The seventh and final round of the Championship will be the **Ford Parts Cheviot Stages Rally**, which returns to its later date of **Sunday 24 October**. Organised jointly by Whickham & District Motor Club and Hadrian Motor Sports Club, both the 2018 and 2019 Championship titles were decided on an exciting shootout over the Otterburn military range in Northumberland, and with the possibility of new closed road sections, it is sure to once again provide a challenging and fitting end to a hard fought season.

As well as sponsoring the series, Prot tyre will continue to offer registered competitors very competitive special rates on all brands of competition tyres and very generous overall and class tyre incentives – as well as operating a comprehensive on-event service at each round, offering tyre delivery, tyre fitting, emergency supply of tyres and advice.

All rounds of the 2021 Prot tyre Motorsport UK Asphalt Rally Championship will be filmed and streamed live on the internet, in a continuation of a service that has received in excess of one million views (2018-19 season figures combined). Guest commentators from the world of rallying will join co-driving-turned-microphone prodigy Howard Davies, while the footage will include more trackside locations, drone images, driver interviews and behind-the-scenes features.

Competitors who registered for the Prot tyre Motorsport UK Asphalt Rally Championship in 2020 will have their registration fee rolled over for the 2021 season.



# TITAN

© Jakob Ebrey Photography



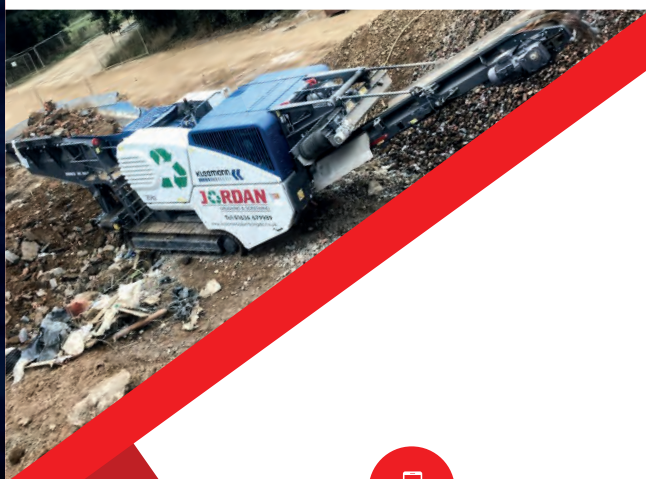
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## MRF Tyres BTRDA® Rally Series



### LETS TRY AGAIN SHALL WE?....

'Hope springs eternal', or so the saying goes but, having seen both the Cambrian and Malcolm Wilson Rallies run successfully, any hopes of a return to some sort of normal service during 2020 for the BTRDA Rally Series were dashed as, unable to carry out any of the necessary preparatory work, event after event was forced to throw in the towel. Keeping its options open as long as possible, the BTRDA Rallies Committee met – virtually! – in mid-July and was faced with no choice other than to call a halt to proceedings.

The question now facing the sport in general is 'when will it be allowed to start again?' Following Forestry England's announcement that no such activities will be permitted on its land before April 2021, this is the current earliest estimate but, as we have seen only too well since the beginning of March, the effects of the Covid-19 pandemic are very much a 'moveable feast'. For an organisation of such integrity and which is held in such high regard, it's also important that the BTRDA takes public opinion into account before committing itself to restart the promotion of its Rally Series.

Notwithstanding, it's also important for us to keep our current and would-be competitors in the loop when it comes to future plans. The same goes for our sponsors, without whom the UK's most popular Rally Championship would not be able to maintain its place at the top. So,

with this in mind and, obviously, with the caveat that changes may be forced upon it, for its 68<sup>th</sup> year of 'Serious Fun!', the MRF Tyres BTRDA Rally Series calendar encompasses a total of eight of the best UK forest events and, in order to give competitors extra choice, everyone's five best scores will count towards their final tally.

As previously outlined, in the current climate it would be naïve to suggest that there won't be any possible changes to the calendar, but what we can be sure of is that the BTRDA Rally Series will continue to cater for any vehicle complying with current Motorsport UK Technical Regulations and that the comprehensive class structure, that has proved so popular in the past, will be maintained.

The BTRDA Gold Star® Championship (Overall), Silver Star® Championship (Two-Wheel Drive) and 1400 Championship (for which the overall winners will receive BTRDA Bronze Stars) are augmented by the BTRDA Rallye R5 Cup, BTRDA Rallye R2 Cup and the BTRDA Historic Cup. The BTRDA Rally First Championship, for which eligible vehicles are only allowed minimal modifications to their original specification (except when it comes to safety!), is viewed as both an excellent entry-level series and an ideal way for those reacquainting themselves with the sport to compete.

### The PROVISIONAL MRF TYRES BTRDA RALLY SERIES calendar (as at 01/11/20) is as follows:

|                            |                                         |
|----------------------------|-----------------------------------------|
| 13 <sup>th</sup> March     | Malcolm Wilson Rally/Dovenby            |
| 17 <sup>th</sup> April     | Rallynuts Stages/Royal Welsh Showground |
| 22 <sup>nd</sup> May       | Plains Rally/TBA                        |
| 19 <sup>th</sup> June      | Kielder Stages/Kielder                  |
| 10 <sup>th</sup> July      | Nicky Grist Stages/Builth Wells         |
| 4 <sup>th</sup> September  | Woodpecker Stages/Ludlow                |
| 25 <sup>th</sup> September | Trackrod Forest Stages/Filey            |
| 30 <sup>th</sup> October   | Cambrian Rally/Llandudno                |

The organisers of the Scottish Rally (24<sup>th</sup> July) have kindly agreed to act as a reserve event, should one of the early rounds be unable to run.





## MRF Tyres BTRDA® Rally Series



### REGISTRATIONS

We announced in August that all 2020 BTRDA Rally Series registrations will be carried over into 2021 and BTRDA Membership will be held at £30.00 per person for a further year.

Included in those figures will be automatic registration for the Motorsport UK 2021 English Rally Championship in association with Seacon which features an all-gravel six-round calendar which, for the reasons detailed above, must also be regarded as PROVISIONAL :

PROVISIONAL Motorsport UK 2021 English Rally Championship in association with Seacon calendar

|                            |                                 |
|----------------------------|---------------------------------|
| 13 <sup>th</sup> March     | Malcolm Wilson Rally/Dovenby    |
| 19 <sup>th</sup> June      | Kielder Rally/Kielder           |
| 10 <sup>th</sup> July      | Nicky Grist Stages/Builth Wells |
| 4 <sup>th</sup> September  | Woodpecker Stages/Ludlow        |
| 25 <sup>th</sup> September | Trackrod Forest Stages/Filey    |
| 16 <sup>th</sup> October   | Wydean Forest Rally/Mitcheldean |

Reserve event: 4<sup>th</sup> December Grizedale Stages/Ambleside

Once again, it will be a class-based series in which contenders in similar powered cars compete against each other in a bid to establish supremacy. In this way, the eventual Motorsport UK 2021 English Rally Champion could come from any one of the seven capacity classes – indeed, the 2019 winner was Steve Black in a 1400cc Suzuki Swift.

Further details of the MRF Tyres BTRDA Rally Series are available at: [www.btrdarally.com/](http://www.btrdarally.com/) while information on the Motorsport UK 2021 English Rally Championship, in association with Seacon, can be found at: [www.englishrally.co.uk/](http://www.englishrally.co.uk/)

### Andrew Hail

Stephen Petch and Michael Wilkinson on their way to winning the Malcolm Wilson Rally early in 2020



# REVOLUTION

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**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

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## BTRDA® Sporting Trials Championship

Through the doom and gloom of 2020, the second half of the sporting trials season has seen our organising clubs manage to run around half of the scheduled events. Entries levels have been below average as you might expect but for those that have ventured out onto the hills, we have had some very enjoyable events.

Organiser and competitors have overall been fantastic with the way they have adapted and embraced the new procedures and rules that have been put in place to allow our events to run safely. We must extend a massive thank you to everyone for their efforts. With positive news reaching us now of vaccines and treatments here's hoping that facemasks, hand sanitiser and COVID declarations may be a thing of the past as we move into next season.

One would argue that some things may be here to stay, electronic entry and payment methods can only be a sign of the way forward and these methods should be embraced and developed. We have even seen murmurings of electronic scoring methods. This may not quite be ready yet, but possibly a sign of the future – we shall see.

So, what of the events we have had? Our 'COVID event' guinea pigs were the NPTCC club who set an excellent blue print for some of the things to come for the rest of the year. The masks were on, the sun shone and by and large

everyone had a great day, with many delighted to be out doing something they enjoyed again. Mike Salton set the early pace in the second half of the season with a new Hamilton car that was perfectly suited to the early season conditions. He sedately made his way to the top of most of the hills in the first few events of the season. Mike won the Robin Jager, and then found his way onto the podium again at the Pete Fear Trial which saw Andy Wilks take a popular victory, a stone's throw away from his home in Staunton.

Bill Rhodes made his way back onto the top step of the podium at the John Southern as the championship headed North again with Richard Sharp and Mike Salton in close attendance in 2<sup>nd</sup> and 3<sup>rd</sup> respectively.

As we moved through the autumn months Ian Veale came back into his pre-lockdown form taking back to back wins at the Mercian and Tulleys Trial. Josh Veale has continued to be there or there about throughout the second half of the year with a string of consistent results as has Richard Sharp who as ever has found himself in and around the podium positions.

We were treated to a thrilling finale to the MSUK championship at the final event of the year at the Gloucester Trial. Ian Veale need to finish in the top two to guarantee himself the title and son Josh had to win to take the title himself with Ian finishing outside the top 2. At the end of an

extremely challenging event Josh did everything he needed to do and took an excellent victory; however Ian also produced another solid performance and came home in the runners up spot. The overall scores were tied with the countback of 6 giving both Ian and Josh three wins, two seconds and one third, with the final tie break going back to Ian have a further



Richard & Joe Sharpe  
Photo: Duncan Stephens

**TULLEYS**  
ENTERTAINMENT

Page 49 [www.btrda.com](http://www.btrda.com)

**TULLEYS**  
ENTERTAINMENT

## BTRDA® Sporting Trials Championship

third to Josh's fourth.

We return to the site for the Gold and Silver Star trial due to be held at the end of Jan which has been moved to this venue, away from its originally planned Petersfield venue. This move has come about because of the potential travel, hotel and hospitality restrictions that may have meant a trip to the South East may not be as practical for many. There will be no dinner or awards ceremony this year either unfortunately. We were looking forward to using the 750MC

site near Petersfield in the South East and hope the 2021 championship does make its way there, so we can run the event that the club and venue deserves with a full entry. There were many reasons for sporting trials to be positive at the start of 2020 and despite the restrictions and lack of events we have managed to maintain some of this momentum. Julian Fack ran two very well attended training days and we have seen several cars making their way into new hands over the course of the year. We have

already seen some superb performances from some of our rookies and we look forward to seeing them develop and move through the driver classes. Here's hoping that in 2021 we can reset and enjoy some brilliant trialing again (and we see each others smiling faces rather than 3ply masks). Have a safe and happy Christmas, whatever that may look like and we wish everyone the very best for 2021.

**Sandy Veale**



Ian & Sian Blease-Dudley  
Photo: Dunc an Stephens

The Motorsport UK Sporting Trial Championship points tables have not been included because we had not received confirmation of the tie break decision in time for our print deadline.

### **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, Jordine Crooks, Angela Danby, Janet & Phil Darbyshire, Jane Evans, Paul Evans, Fern Motorsport, Dick Glossop, Dave Goddard, Andrew Haill, Simon Harris, Steve Layton, Neil Mackay, Trevor Moffatt, Nick Pollitt, Gary Preston, Paul Price, John Rook, Bill & Kath Skermer, Mike Sones, Duncan Stephens, Sandy Veale, Alan Wakeman, Richard Yapp and our sponsors

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

**TULLEYS**  
ENTERTAINMENT!

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**TULLEYS**  
ENTERTAINMENT!

# BTRDA® Sporting Trials Championship

## Top BTRDA Championship Positions after the Gloster Trial

| Position                      | Driver            | Class  | Axle | Total | Best 10 | Average | Events | John Southern | Mercian | Tulley's Farm | Gloster |
|-------------------------------|-------------------|--------|------|-------|---------|---------|--------|---------------|---------|---------------|---------|
| <b>Independent Red Class</b>  |                   |        |      |       |         |         |        |               |         |               |         |
| 1                             | Richard Sharp     | Red    | Indi | 265   | 265     | 26.5    | 10     | 29            | 24      | 22            | 24      |
| 2                             | Josh Veale        | Red    | Indi | 254   | 254     | 28.22   | 9      |               | 29      | 27            | 30      |
| 3                             | Ian Veale         | Red    | Indi | 229   | 229     | 28.63   | 8      |               | 30      | 30            | 29      |
| <b>Independent Blue Class</b> |                   |        |      |       |         |         |        |               |         |               |         |
| 1                             | Pat Henson        | Blue   | Indi | 57    | 57      | 19      | 3      |               | 19      |               |         |
| 2                             | Mike Readings     | Blue   | Indi | 54    | 54      | 18      | 3      |               | 16      |               |         |
| 3                             | David Webster     | Blue   | Indi | 46    | 46      | 23      | 2      |               |         |               |         |
| <b>Live Red Class</b>         |                   |        |      |       |         |         |        |               |         |               |         |
| 1                             | Bob Packham       | Red    | Live | 170   | 170     | 28.33   | 6      |               | 27      |               | 29      |
| 2                             | Mike Salton       | Red    | Live | 90    | 90      | 30      | 3      |               |         |               |         |
| 3                             | Ian Fullwood      | Red    | Live | 45    | 45      | 22.5    | 2      |               |         |               |         |
| <b>Live Blue Class</b>        |                   |        |      |       |         |         |        |               |         |               |         |
| 1                             | Darren Underwood  | Blue   | Live | 246   | 246     | 27.33   | 9      | 27            | 28      | 27            | 30      |
| 2                             | Stephen Barnes    | Blue   | Live | 110   | 110     | 27.5    | 4      |               |         | 28            | 27      |
| 3                             | Sam Beare         | Blue   | Live | 87    | 87      | 29      | 3      |               |         | 30            |         |
| <b>Rookie Class</b>           |                   |        |      |       |         |         |        |               |         |               |         |
| 1                             | John Firth        | Rookie | Live | 128   | 128     | 16      | 8      | 20            | 18      | 20            | 21      |
| 2                             | Ian Blease-Dudley | Rookie | Live | 68    | 68      | 11.33   | 6      | 14            | 12      |               | 16      |
| 3                             | George Barnes     | Rookie | Live | 56    | 56      | 14      | 4      |               |         | 16            | 12      |
| <b>All Live Axle Classes</b>  |                   |        |      |       |         |         |        |               |         |               |         |
| 1                             | Darren Underwood  | Blue   | Live | 246   | 246     | 27.33   | 9      | 27            | 28      | 27            | 30      |
| 2                             | John Firth        | Rookie | Live | 218   | 218     | 27.25   | 8      | 29            | 29      | 29            | 28      |
| 3                             | Bob Packham       | Red    | Live | 170   | 170     | 28.33   | 6      |               | 27      |               | 29      |
| <b>All Driver Classes</b>     |                   |        |      |       |         |         |        |               |         |               |         |
| 1                             | Richard Sharp     | Red    | Indi | 261   | 261     | 26.1    | 10     | 29            | 24      | 21            | 23      |
| 2                             | Josh Veale        | Red    | Indi | 254   | 254     | 28.22   | 9      |               | 29      | 27            | 30      |
| 3                             | Ian Veale         | Red    | Indi | 229   | 229     | 28.63   | 8      |               | 30      | 30            | 29      |
| 4                             | John Fack         | Red    | Indi | 212   | 212     | 26.5    | 8      |               | 25      | 26            | 28      |
| 5                             | Andy Wilks        | Red    | Indi | 197   | 197     | 24.63   | 8      |               | 23      |               | 27      |
| 6                             | Mike Salton       | Red    | Mix  | 186   | 186     | 26.57   | 7      | 28            | 27      |               |         |
| 7                             | Jerome Fack       | Red    | Indi | 176   | 176     | 25.14   | 7      |               | 28      | 28            | 26      |
| 8                             | Darren Underwood  | Blue   | Live | 157   | 157     | 17.44   | 9      | 18            | 14      | 17            | 24      |
| 9                             | John Firth        | Rookie | Live | 128   | 128     | 16      | 8      | 20            | 18      | 20            | 21      |
| 10                            | Stuart Beare      | Red    | Indi | 127   | 127     | 21.17   | 6      |               | 20      | 29            | R       |

## The BTRDA NEWS Coordinator Signs Off

What have I been doing for the last 16 and a bit years? Apart from co-driving on numerous rallies in the UK, Ireland and Belgium, servicing on rallies in the same countries; competing in autotests, autosolos and sprints; acting as secretary of the meeting on numerous events; serving on the committee of Loughborough Car Club initially as secretary and latterly treasurer; gardening, cooking, cleaning the house etc..... Well the answer is compiling the BTRDA News.

What does that involve? Definitely not writing articles, this is the first thing I have written in all that time apart from the odd “stop press” and apology when I have selected the wrong photograph to use or inserted the wrong caption.

- Liaise with our printers re print submission dates.
- Liaise with the membership secretary so that they send the distribution list to the printers in time for postage.
- Chasing the various championships for copy including calendar updates, articles, pictures and adverts.
- Formatting the articles into a common font and consistent line/ paragraph spacing.
- Checking for obviously typos, punctuation and grammatical errors
- Inserting relevant pictures and their captions to support the articles to improve the visual effect.
- Combining the articles and the calendar together to ensure all the pages are full. I try to vary the order the championships appear so that it is not always the same championship at the front of the magazine.
- Select photographs for the front and back cover again ensuring different championships receive that 'honour' through the year.
- Convert the final copy into a pdf and submit it to the printers.
- Approve the draft printer copy returned by the printers.
- Prepare a web friendly copy of the News for posting on the website.

There are also some tasks that are mainly tackled just once a year they include:-

- Collating the BTRDA championship calendar for the following year ready for inclusion in the Winter edition<sup>1</sup>. Events that have already occurred are then removed for subsequent editions.
- At the beginning of the year I create and get approval for championship “templates” these include sponsors adverts and logos as appropriate.

I generally find the whole task takes 2-3 weeks, not full time. You can only stare at a computer screen for so many hours, and articles do not always arrive in a timely fashion despite lots of nagging!

Many thanks to everyone who has helped me over the years, particularly Janet Darbyshire who I took over the role from back in Autumn of 2004. Janet has given me lots of invaluable support and advice over the years.

I have thoroughly enjoyed doing the collation over all these years, but now feel it is time to hand the job over to someone else. ***Could you help out in some capacity?***

I have had many years of “Serious fun”

**Pat Egger**

<sup>1</sup> The observant among you will have noticed we have not produced an overall calendar this year due to the still fluid nature of the 2021 calendar.





## SPECIAL AWARDS 2019 WINNERS

### The Stross Rally Trophy

**Euan Thorburn**

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

### The Jack Twyford Trophy

**Chris Powell and Jim Lewis**

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

### The John Gott Memorial Trophy

**Alistair Douglas**

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

### The Patricia Baldwin Trophy

**Gemma Moffatt-Price**

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

### The Automobile Club de Monaco Trophy

**George Lepley**

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

## HONORARY MEMBERS FOR LIFE

**DEREK SMITH:** Joined the BTRDA in 1951, competing regularly, particularly in Autotests, and won the Flather Star in 1963. After three years as Secretary of the Autotest Committee he became General Secretary of the Association from 1967-1982 and was also Treasurer during the same period. As Chairman of the Rallycross Committee from 1976 to 1978, and a Group 1 RAC Timekeeper, he did much to improve the standards of timekeeping at BTRDA Rallycross and Autocross events

**PHIL and JANET DARBYSHIRE:** Phil and Janet have been actively associated with the BTRDA since the 1960's, and both served on the Autotest Committee and since the Mid. 70's on the Allrounders Committee. Phil is still a member of Council and has served on the Rallycross committee since 1984. Additionally they have been involved in the production of the BTRDA News

**BRIAN and MARGARET STAPLETON:** Though almost exclusively with Sporting Trials Committee, Brian and Margaret have also served the Association since 1974 with Brian acting as Committee Secretary and Margaret as a co-ordinator for the Sporting Trials Dinner. Both continue to take an active interest in the BTRDA.

**MIKE and HAZEL STEPHENS:** Mike has been involved in BTRDA activities for over 40 years, primarily concerned with the Production Car Trial committee and was its champion many times over, but also as secretary to the Rallies committee during the period of greatest development of both road and special stage championships. Chairmanship of the Association was taken up in 1982, and only relinquished in 1988 to the more demanding role of General Secretary until 2004. Hazel has been in charge of the organisation of the AGM and Awards Presentation day from 1988 until 2013, and between them, their household has looked after the distribution and posting of News and Clear Round since the early 1980's. They continue to be involved with various activities of the Association.

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

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

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

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

**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!

[www.btrda.com](http://www.btrda.com)





# ***Gold Star<sup>®</sup> 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**

**AutoSolo Champion: Neil Jones**



**BTRDA Overall Rallycross Champion 2020**

**Dale Ford**

**Photo: Trevor Coulson**