

BTRDA[®]

The **MOTORSPORT
CHAMPIONSHIPS**

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**If you have any feedback or short stories and photos you'd like to
tell us about, contact us at:
Editors@btrda.com**

President's Notes

The first BTRDA E News has gone down very well, with some good comments being made. One of the emails we received was from an old friend of mine, Warwick Banks, who has been a Life Member of BTRDA for well over 50 years.

I love talking to Warwick, he has had an extremely interesting life and is still very much in touch with today's motorsport. I asked him if he would write a few words about his life in motorsport and you will see them in this edition of E News.

I am also delighted to bring you as promised, our letter from Oz by Steve Gregg after his surprise appearance at our AGM in February.

Motorsport has started up again and in the next few weeks all except Rallies will be back in action, and hopefully very soon we can attend to watch as spectators.

Stage Rallying will be the last to recommence due to a combination of Government and Forestry rules, but I am confident that we shall see events from July for the Forest Series, and August for Asphalt.

Our new Targa Rally Championship has started well in terms of registrations. We also have a new sponsor, Mr Tyre Motorsport who represent a number of different Tyre Companies such as Hankook, Dunlop, Kumho and Yokohama.

We now have four Championships supported by Tyre Companies. MRF for the Forest Series. Protire who represent Michelin, Pirelli, Toyo and Hoosier, for the Asphalt Series. Cooper Tire for Rallycross and Mr Tyre Motorsport for the Targa Championship.

Altogether they represent all the main manufacturers of tyres for both competition and road use. It is important that we support them in the purchase of tyres, not only for motorsport but also for our day to day use on our road cars. They are helping us to continue to organise our club motorsport championships and we should repay them for their support.

I hope you enjoy reading this edition of BTRDA News and please, in these times of uncertainty, keep in touch with our Championship Websites, as I am sure there will be some alterations to dates and venues.

Mike Broad



A Piece of History

Warwick Banks Part 1

Warwick's interest had to start somewhere, and it would be in 1951 when his father purchased his first 401 Bristol -- LXB 291 with which he won the Welsh Rally navigated by Bill Meredith-Owens. Sadly, it was comprehensively written off in the 1952 Monte Carlo Rallye and was replaced by the 401 Warwick now still owns.

International rallying was Warwick's first foray into motor sport, and he participated in 9 though he did not enjoy having to stay awake for 3 long nights and equally long days, and reasoned that as lorry drivers were only allowed to do 12 hours why should he do more? So that is perhaps why he was drawn to circuit racing; but now the wheel has turned full circle and today's rally drivers get to bed each night!

Warwick's first International rally was with the redoubtable AVM Don Bennett of WW 2 Pathfinder fame in the 1956 RAC Rally. This was in his own self designed and built fibreglass Fairthorpe virtually sitting on top of a 1220 Climax engine for three days. During his one hour's rest in those three days, he was instructed to take the car to a Shell garage at the far end of town as Don had an aversion to the Esso fuel that was available literally next door to the control. It was during the Suez crisis and he hated Standard Oil. Peter Riley arranged the co-drive and after the first special stage popped his head in to enquire how Warwick thought Don's driving compared with his flying a Mosquito. If he turned the wheel the car was expected to follow his command, no if nor buts and it usually did. To Warwick's chagrin, on the third night in a very wet Wales he managed to get Don lost so they retired. Don had written a book on navigation on his honeymoon, so Warwick was not popular. However, he won the final race at Brands Hatch in fine form and their families became very friendly. Warwick last met Don when they had both flown into Newcastle Airport, he in his own designed and constructed Linnet light aircraft, had to ask Warwick to point out the airfield on his map as he couldn't find it -- his was only a 1944 wartime RAF map on which it was not marked! A remarkable man!

Then Warwick did several rallies with his father in a Vauxhall Cresta including the Monte Carlo and the Tulip but with modest results and by then his father had discovered the marvellous Pallas tyres which were excellent in snow. Warwick also did an RAC Rally with John Handley in his 850 Mini but had to retire when they broke the sump (in the days before Dural guards) on what was probably the stone marking the frontier between England and Scotland.

On another occasion David Blankstone and Warwick did the same rally in the Cresta and were comfortably leading the class when they came to the Mallory Park special stage when being over enthusiastic and with a low oil level in the sump, he managed to run a bearing, so they had to retire. Warwick still believes that they could have rattled to the finish at Brands Hatch and won the class, but he was too naive and inexperienced to have tried to.

Warwick's major rallying success and which led to his joining of the BMC racing team was in the 1961 Tour of Corsica which he did with his great friend, the late John Handley. He had bought Christabel Carlisle's 850 Mini (CMC 77) and they set off with it on a trailer behind John's Riley 1.5. Somewhere near Lyon on the way to the ferry in Nice, they were somewhat surprised to be overtaken by a trailer with a red Mini on it.

Fortunately, no damage was done so having retrieved it from the ditch they off loaded it and drove on to Nice. Prior to the Tour they spent some pleasant time in Ajaccio with Pat Wisdom and Pat Moss who were there with their works Healey 3000. The Tour duly started in conditions that could only be described as monsoonal with torrential rain, thunder and lightning and landslides and with a schedule resembling an out and out road race. Warwick drove solidly for 24 hours doing the northern loop of the island and then headed inland to the mountains where the rally was confronted by a considerable amount of snow. The Citroen team elevated their suspension and towed each other over the highpoint but no other competitor could get through so the Tour was ended. Fortunately, at this stage they were lying 8th overall which is the result we got; Pat and Ann were 30th. Warwick drove the Mini all the way back and as soon as possible could not wait to ring Stuart Turner and tell him the good news.



Warwick in the Cresta on the 1959 Monte



Warwick and John Handley 1961 Tour of Corsica

John Wadsworth (Part 1 of 60 years of Competition!!) ⁴

John's interest in Motor Sport probably started when he was a child as his father started competing in the early 1930's and competed up to the late 1970's. His Uncle (J.F.A Clough) also called John—who was a founder member of the BTDA, also competed in Motor Sport in the 1930's and was even more successful than John's father however he only competed briefly after WW2 so John had a good knowledge of events and competing long before he could drive.

John's motorsport involvement started with the purchase of a well-used 105E Ford Anglia which promptly had the engine changed for a Ford Classic engine and new front struts, hubs and disc brakes fitted by Sidney Allard's Ford dealership in London which in effect made this car an Allardette. This was used for rallying all over the UK with very little success for around 18 months and then an Austin Healey Sprite joined the stable.

This car was used for hill climbs, sprints, and the occasional race meetings mainly in the North of England and including Oulton Park and a sprint meeting at Aintree in June 1959. However, his next car was a Mk1 TVR Grantura with an MGA engine which was also raced at various places including at Silverstone during the 6-hour Relay Race. However next to go was the Allardette and was replaced by a 997 Mini Cooper which he and

Mike Wood competed on the 1962 RAC Rally followed by the Monte Carlo Rally in 1963 starting from Glasgow. John's co-driver on the Monte was the well-known race driver Geoff Breakell. They finished but did not qualify for the race around the Monaco circuit. The next big rally was the Tulip where his co-driver was his brother Howard who also had a very quick Downton Modified Mini which he once gained FTD at Baitings Dam hill climb amongst other awards.

Shortly after the Tulip, BMC announced the Cooper S which many will know was the 1071S. John entered the Alpine Rally in this car and had to hurriedly get it prepared which was done by the soon to be famous Harry Ratcliffe at his workshop in Littleborough. He and his co-driver Allan Cooke missed a Coupe by just over 2 minutes, finished 9th in general classification and won the Group One Category – 2nd was Henri Greder in a Ford Falcon. After the Alpine he entered the Spa Sofia Liege rally as no Mini had ever finished that event. His co-driver was Ted Rowlands. They did not finish and smashed there sump just south of Belgrave – no Mini finished that year either.

1964 was a busy year. John's first big event was the Tulip Rally which he entered his father's Lotus Cortina. His co-driver was John Middleton. This expected promising result was not to be as they ran into the back of a Peugeot which had just hit a tree a few minutes before they arrived on the scene on one of the timed sections. Not too big an accident but the radiator was damaged and as the Ford Team were running Cortina GT's and the GT radiator would not fit the Lotus - end of Rally.

The 1071 Cooper S was swapped for a new 1275S which was to be used on the Alpine Rally. This arrived just in time to be dispatched to Harry Ratcliffe's to be prepared for the Alpine. This time John managed to win the coveted Coupe des Alpes, an award that his father had won in 1951 in a Healey Silverstone. After the Alpine came the Tour de France which was similar to the Avon Tour of Britain which included racing circuits and small special stages whereas the French version includes hill climbs and 2-hour races at French circuits such as Reims, Rouen, Clermont Ferrand, Albi, Pau and Le Mans plus various hill climbs such as Mont Ventoux. His co-driver was Johnstone Syer and with his help they managed to win the 1300 class.

After the Tour John was offered a works entry for the Liege in a Mini, even though Competitions boss Stuart Turner did not expect the car to finish as no Mini had yet done so. His co-driver would be fellow Lancastrian Mike Wood. John also did two recces one initially with Don Barrow in an MGB for part of the recce but then John changed cars in Yugoslavia and drove with Tony Ambrose in a works Healey. John's second recce was with Rauno Aaltonen in a prototype Hydrolastic Mini. However, he and Mike did finish much to everyone in the team's surprise. Much has been written about this event over the years including a small book by Mike Wood just on this 1964 event.

To be continued next time...



John and his KA at 2020 Car Trial final



John's MX5 at Goodwood

John Bloxham 1943-2021 BTRDA Gold Star

Rally Champion 1969

An appreciation from Mike Sones

John was born in February 1943, a second son for Norman and Jessie, a younger brother for Richard. In due course, he found his way via schooling in Wolverhampton to Agricultural College, where his studies complimented a natural affinity for animals of all kinds, and weekend placements were found on a farm near Aberystwyth, tending whatever stock he could find.

When Richard received his call-up papers for National Service, John returned to the family garage, but one thing didn't change, a dog was always at his side.

"Warstones Service Station, proprietor A. N. Bloxham", a tag line that prevailed for years and where a variety of foreign cars were sold and serviced. Fiat, Renault, Saab and Simca were the main makes, but a variety of rally cars found their way to the workshops behind Warstones Road.

One of the cars John bought was the ex-works Austin Healey 3000 Pat Moss used to win the notorious Liege Rally. Following the Healey, John acquired a full-blown Cooper S and together with Richard Harper, they quickly became a force to be reckoned their best result in the Mini being 2nd overall in the 1967 Motoring News Rally Championship.

Their signature year however was to be 1969. They started in a Lancia Fulvia kindly sourced by Oliver Speight, followed by a new Ford Escort Twin Cam which was to be used with one exception, for the rest of the year in a remarkable demonstration of reliability and driver consistency. The exception was when John decided to take the Fiat 125 S demonstrator on the Plains Rally. A no doubt disgruntled Jim Bullough and Don Barrow were set to follow them off the start line, but all they saw was a clean pair of heels as John and Richard finished 2nd overall.

That amazing result helped John become the only driver on record to win the championship using 3 different cars. Another "trio" achievement had happened earlier in the year when Richard, missed 2 of the most difficult events. John took Don Barrow on the Gremlin Rally in South Wales and won. The following weekend, he took Paul Stephens on the Bolton Rally, with only 9 finishers, in North Wales, and won. Richard returned for the unforgiving Cilwendeg Rally in South-West Wales, they won. That's three different navigators, on three consecutive weekends, and three wins.



A fantastic photo showing John with Richard Harper

John Bloxham 1943-2021 BTRDA Gold Star

Rally Champion 1969

All sorts of invitations followed the championship win. An invitation to drive one of the works Datsun 240Z's on the 1969 RAC Rally, was followed by driving on the World Cup Rally from London to Mexico in 1970 in a Hillman Hunter sponsored by JCB. A new Escort Twin Cam was built for 1971 and I remember a titanic battle with Paul Faulkner in a similar machine on the RAC Rally of that year. John also contested the Circuit of Ireland in 1972 in a BMW 2002.

An agreement was reached with the Birmingham Post and Mail to go stage and road rallying, and various cars were pressed into service, including Avengers, SAAB 96s, and several Triumph Dolomite Sprints from British Leyland's Special Tuning division.

Road rallying remained the first love of both John and Richard, and the arrival of a rear-wheel-drive Fiat Strada, and then the Fiat 131 Mirafiori followed. John was not to win the championship again, but their efforts got a second championship win for Richard in 1977 when John was 3rd, and they both finished 3rd in 1978.

John's most recent escapades included helping the Historic Endurance Rally Organisation with their Arrive and Drive rally car hire.

John died in March 2021, and he remains to this day the only driver ever to have won the triple crown of rallying, the BTRDA Gold Star Championship, the Motoring News Rally Championship, and the RAC British Rally Championship all in the same year, 1969, and, in conclusion, the only words I can find are taken from the delightful book that rose to be a cult possession of rally enthusiasts everywhere, John lived life to the full, at truly Nineteen to the Dozen.



**John with his World Cup Rally
Hillman Hunter**



**John with one of his
Dolomite Sprints**

BTRDA® Sporting Trials Championship

The Sporting Trials season is finally underway, kicking things off with the popular Peter Blankstone Trial at the famous Shelsley Walsh venue. The sun shone and not even the unusually dry conditions for this venue could detract from the high spirits from all competitors that our season was finally underway. Peter Fensom took the spoils mastering the tricky conditions to beat Josh Veale and Simon Kingsley to top spot on the day.

Unfortunately, most trials this side of our normal summer break have succumbed to COVID regulation enforcing cancellation or postponements. We are delighted that we are going to eventually be able to run the 2020 Gold and Silver Star final piggy backing onto the Pennine Trial. The venue has moved from its normal Derbyshire destination to Croglin in Cumbria, but we hope that a number will make the trip North and help us to finally find our 2020 champion. We are pleased to see that some of our Irish colleagues are hoping to make the trip across too (regulation dependent) so fingers crossed the event will have a familiar special look and feel to it that our final always does.

Looking to the 2021 season there are still a few events left before we stop for the summer so if you haven't yet, get that car out the garage and back out onto the hills again. We then look forward to a much more normal and busier second half of the season. One exciting addition to this year's calendar is a BTRDA round in Ireland at the end of October. The traditional English Visitors trial takes on championship status so hopefully a few of us that are after a trip abroad this year will make Northern Ireland in October the destination of choice.

We look forward to the rest of the year with much optimism. We have several competitors venturing back out after understandably deciding to keep to themselves over the last year or so. We have still seen many cars change hands and new drivers welcomed to the sport. We look forward to welcoming our new crews and watching them getting stuck in (maybe less of the stuck) to some great trials over the rest of the year.

We must however end this update with a tinge of sadness. A few weeks ago, the Sporting Trials family were made aware of the sad news that Pat Henson had sadly passed away. We have all enjoyed trialling with Pat for many years, he was a regular on the start sheets and a fabulous person to have around the sport and his warm and friendly nature will be greatly missed. We all pass on our best wishes and condolences to Pat's family.

Sandy Veale



Winner at Shelsley Peter and Liz Fensom

BTRDA® Sporting Trials Championship

BTRDA Sporting Trials Championship 2021 Calendar

Date	Event	Club
Sunday May 2nd	Jigger Jug	NPTCC
Monday May 3rd	Raymond Baxter	NPTCC
Sunday May 9th	Four Turnings	Camel Vale
Sunday May 30th	Pennine / Gold & Silver Star	NPTCC
Saturday June 12th	Training Day	Long Compton
Sunday June 13th	Spring Trial	Midland TCC

SUMMER BREAK

Saturday Sep. 4th	Stuart Butterfield	NPTCC
Sunday Sep. 5th	Robin Jager	NPTCC
Saturday Sep. 11th	Robin Alexander	Camel Vale
Sunday Sep. 12th	David Ayres	Launceston & NC
Sunday Sep 19th	Charles Pollard	Peterborough
Saturday Oct. 2nd	Training Day	Ross and District MC
Sunday Oct. 3rd	Pete Fear	Ross and District MC
Sunday Oct. 17th	Mercian	Midland TCC
Saturday Oct. 23rd	Stone Trough	NPTCC
Sunday Oct. 31st	Irish Weekend	
Sunday Nov. 7th	Tulleys	Kentish Border
Sunday Nov. 14th	Roy Feddon	Bristol MC
Sunday Nov. 28th	Loughborough	
Sunday Dec. 5th	Gloucester	Midland TCC

The rallycross team tell us discounts are available with Irish Ferries to all BTRDA Members



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BTRDA® Car Trials Championship

Low Down Torque

The Car Trials Championship got underway a couple of weeks after the Easter weekend with the successful running of Falcon Motor Club's Ivinghoe Spring Trial at their regular venue just south of Dunstable. At the end of May we have the "southern weekend" with trials in E Devon and Somerset – enthusiastic organising clubs, varied venues and fabulous countryside. Perfect!

In this issue of E-News, we're delighted to bring you part 2 of our insight into the Moffatt family, this month featuring our reigning champion Trevor Moffatt and a glimpse at his youngest sister, Hazel.

Trevor had a wake-up call on his first round to defend his title, but the season will present ample opportunities to make amends. Let's hope that his dabble with the world of Classic Reliability Trials in a rear-wheel-drive Racecorp LAT doesn't undermine his fwd expertise developed in Car Trials!

For a number of reasons, it has become apparent that a full review of championship classes should be undertaken, to include initial thoughts on EV's and Hybrids. Prior to any formal consultation process, we welcome any thoughts from competitors or prospective competitors that would help to stimulate interest in the sport, but as always maintaining a healthy competitive edge. Information on pockets of successful club-level or regional events would also be of interest, again with details of classes.

Keep safe and well.

Neil Mackay

BTRDA CAR TRIALS CHAMPIONSHIP 2021

PROVISIONAL CALENDAR OF EVENTS

This calendar represents our best understanding of information available from the organising clubs and will be updated as news reaches us.

		<u>Event</u>	<u>Club</u>	<u>Approx Location & Main Road</u>		<u>Club contact & 'phone no</u>	
		provisional					
April	18	Ivinghoe Spring Trial	Falcon MC	Tring / Dunstable	A505	Colin Reid	01604 831489
May	29 Sat	Spring Trial	Windwhistle MC	Axminster	A35	Paul Brooks	07843 657848
	30 Sun	Golden Springs Trial	Woolbridge MC	Crewkerne	A30	Merv Brake	01305 260124
June	13	Wyre Forest Car Trial	Kidderminster MCC	Stourport on Severn	A451	Mac Roath	01562 752950
	27	Wye Valley Car Trial	Ross and District MS	Ledbury	A438	Simon Harris	01531 820761
July	24	A & P Car Trial	Airedale & Pennine MCC	Bolton Bridge	A59	John Rhodes	01274 817177
	25	Filtrate Trophy Car Trial	Ilkley & DMC	Bolton Abbey	A59 (B6160)	Karen Humphries	07802 833404
August	7 Sat	Gerry Evans Memorial Cymru Trial	N Wales CC	Abergele	A548	Dave Thomas	07788 995345
	8 Sun	Derwydd Car Trial	Bala & District MC	Corwen	A5	Emyr Hall	01490 420789
Sept	12	Gaby Mohr Memorial Car Trial	Wolverhampton & SSCC	Bridgnorth	A458	Chris Knights	01902 762048
Oct	10	Clwyd Trial	Clwyd Vale MC	T.B.A.		T.B.A.	T.B.A.
		T.B.A.	GRAND FINAL	c/o	T.B.A.	c/o Neil Mackay	07855 164184



Mark Hoppe's Dutton

**Miss any reports or news?
Check them out here:**

Ivinghoe Spring Trial – April 18th, 2021:

<https://btrda.com/championship/car-trials/event/ivinghoe-spring-trial-8/>

BTRDA® Car Trials Championship

The Moffatt Trialling DNA, part 2

In part 1 we covered the fascinating road and off-road trip through Bill Moffatt's adult life, dominated by an enthusiasm for and driving capability of motor cars. It is appropriate that we now turn to Bill's eldest son, and reigning BTRDA Car Trials Gold Star Champion, Trevor, for some further insight into the family.

Trevor was about 7 when he first started to be a back-seat bouncer in his father's Imp on local trials, providing a perfect introduction to the sport. Sadly, at the time this paved the way to young Trevor's first retirement when his father moved on to the Ginetta G15.

However, not many years later and being old enough to occupy the front passenger seat, whenever his father's usual passenger was not available, Trevor grasped the opportunity for an occasional ride.



In the meantime, Trevor had started driving at the age of 11 in an old Imp around Bill's field (which was how all the siblings learnt to drive). His first competitive driving was in 1981 when the BTRDA ran a Young Drivers of the Year competition, based on auto-testing (John Larkin organised it). He came second overall at the final at Donington Park race circuit, where the tests were set out on the start and finish straight. His next go at motorsport was at 16/17 years when he built and competed in an Austin 1100 in auto grass. After just one season Trevor found it boring and so had a go at PCT's, double driving an Imp with his dad. This predictably resulted in an award for best newcomer or similar.

After a couple of years Trevor joined the Police and with the shifts interfering with many of his weekends, he "retired" from motorsport again. His father's disciplined approach to driving may well have dictated that Trevor would inevitably be drawn towards being a "traffic cop", and so it was. The next 25 years were taken up with meeting and marrying Jude and having and raising two children but finding time to buy and play with classic cars. He managed to buy back the Ginetta G15 and this remains one of his cherished cars; he did get it going again but it is currently SORN'd.

About 5 years ago a change of shift pattern meant that half of Trevor's weekends became freed up, and with a bit of spare cash he decided to start competing again. Softly softly for the first season with minimal entries in just the BTRDA championship to see how it went. Well, it went well enough to get serious the next year. Having seen Henry Kitching do well in a Corsa and was the man to beat, Trevor acquired a Corsa Sport and set about trying to beat him. Getting to understand the car and improving his driving style each year, Trevor progressed through the BTRDA Car Trials Championship leagues with a Bronze Star Championship win in 2017, Silver Star Championship wins in 2018 and 2019 and latterly the Gold Star Championship in 2020, a year which included the accolade of also winning the Motorsport UK British Car Trial Championship.

Trevor's favourite car of all time is his Ginetta G4. He also currently owns an Austin Metro, Singer Chamois Coupe, Audi TT roadster mk1, a recently acquired Racecorp LAT (in order to try his hand at Classic Reliability Trials) and finally the car trials Corsa, of course.

The eldest of Trevor's 2 sisters, Heather, didn't pursue any motorsport activity but her younger sister Hazel certainly got involved in PCT's. She started passengering for her father when she was 14 years old, occupying the left-hand seat in the Imp and Clan. In 1988 she was passengering at a Long Compton trial where she met Simon Pinnock, who was competing in one of his first trials. They started chatting at the tent, he charmed her phone number out of her, and they started dating; they married in June 1997 and have 4 children. Early on in their relationship, Hazel still found time to start competing as a double drive when she was 20 years old and did so for about 4 years. In 1991 she won the under 21 Trials award and in the remaining three years she was the ladies national champion. She and Samantha Courts were closely matched and had lots of close battles over those years. Her best memory is Bill continually telling her not to break the diff when trickling turned to burning. She retired when Bill retired from the sport for a bit in 1995 and thus far has not returned.



BTRDA® Car Trials Championship

Rupert North offers us the back-story to his “not in a yellow Mini” Class win at the Ivinghoe Spring Trial.

The yellow Mini I've been using since it was restored in 2003 made its first national appearance on a wet March or April on the Matthews Auto Salvage Trial on Anglesey after a three-and-a-half-hour drive from home, didn't do very well, but I persisted with it for the next 16 years peaking with the 2017 national championship win. But as time wears on so does technology and despite being really, really small and having a torquey engine the lack of any notable suspension travel was meaning it was getting harder to make any progress to the front of the class positions and despite my best efforts was slowly getting left behind, unless it got tight and twisty on a dry day...wouldn't swap it for anything on a day like that!!

I had been musing about replacing it for a while but fancied a different route to the Saxo VTS or 1.6 Corsa; the only other car I'd used on a trial was a friend's 1.1 Saxo. I did a few practice events in it ahead of the last national trial of 2017 knowing full well the Mini would struggle at the venue and against the stiff “Midlands” based competition and made the swap into class 1.

But Saxo's are a heavy little car, as are Corsa B's, which seem to be other popular choices at national level. So rather than follow the herd I always thought a 3 door Alto would be a good choice. Not the 4-door model which is 80 KG heavier on the rear end, might have a bit more power and torque but that's a lot of extra weight in the wrong place. And one morning I was sitting looking at eBay as you do and casually checked to see if there were any Alto's for sale... there was one and within 48 hours it was mine... which made my wife really happy!! A 3-owner 1.0 Alto GL all the way from south London 245 miles away. 35 thousand miles on the clock and in pretty tidy condition for a 21-year-old bargain bucket motor. A twist of fate with the Covid outbreak led me to this car.

The 2020 trials season finished and now I've all winter to sort the Alto out ready for the 2021 season. What started as a bit of a service and making sure its OK turned into almost a full restoration!! It's now easier to list what hasn't been replaced than what has. Had to extend my tiny trailer as well, the wheelbase of the Alto is a little longer than the Mini.

So, after a few hundred hours of work and a "little" bit of money (that's what I told my wife!!) it was ready for its first event which came as the season opener south of Milton Keynes, the Ivinghoe Spring Trial – 8 hills to be tackled 4 times. I had owned the car for 6 months but hardly driven it on the road let alone a trial and was very unfamiliar with it, and by little more than bad luck ended up being car 1 on the day.

So here I am, car 1 sat on the start line of hill 1 with 30 odd people watching, some filming, to find out if the car had any promise at all. The hill came in two parts: a steep bumpy climb followed by a tight corner and a steep bit with a bump in it to climb at low speed. First part went ok but I had a good run up, so I wasn't expecting to get stuck there, first corner.... no idea where the corners of the car are... god this steering rack's slow...what's this?? 8 turns lock to lock!! Creep downhill, swing lock over to the other direction... no idea if it will clear the posts... fingers crossed, clutch back in build a little speed...now on the steep climb...will the engine do it?? Gently, gently winding the lock off...come on tiny 16 valve engine have some torque.... good stuff engine pulling well and the blancmange suspension which was rubbish on the road is soaking the bumps up like a boss...swing the lock hard right for a clear... got a round of applause from everyone watching, but in that moment, I knew all the work and money had paid off.



**Rupert North in devastating form,
first time out in 'new' Alto**

The other hills went well too but the field was drying quickly. I always thought I was driving the Mini to its limits most of the time and I've failed hills in places and watched others cruise over the part I was struggling with, this time the car felt like it was climbing really well despite me not knowing its behaviour or where its corners are. Yet I was still doing well. Being gifted about 8 marks by my nearest challenger's mistake gave me a little breathing space.

Much to my surprise by the end of round 1 I was leading the class; in my head I had set myself a target to be happy to be 2nd in class and somewhere near the 2020 national champion so to be leading was a bonus. Trevor managed to pull 4 marks back on Round 2 which was worrying!! Running a small cc car means you get 12 PSI in your front tyres, a 1600 runs at 16 PSI but the field was dry now and steep and my tiny engine was struggling to pull me up the steepest parts!!

After lunch and with the classes running reverse order, we all set off again, the first few hills should've been easy enough to clean, but not knowing where the edges of the car are I just brushed a few poles and dropped 4 odd marks, this was worrying as the guys behind would quickly overtake me if I kept messing up. Thankfully hill 6 served up a nasty split by the 6 marker, the Alto really showed me its potential here. I don't think the Mini would have done it, getting over a slippery, bumpy corner under a tree with ease to recover the grip and carry on up the old well-worn tracks. Managed to pull a few back on that round and hang on to first in class.

Round 4 was a slightly altered version of round 3 managed to get round without hitting any posts, only stopped by the steepest of the steep, dropped the second lowest marks of all the fwd cars, funnily enough only to be beaten by a classic Mini running in class 2!!

Ended up first in class and 3rd overall missing out on a fairy tale 1st overall first outing by joint winners from class 3 who both didn't drop a single mark all day. It took many years to get the combination of me and the Mini to work, hopefully it will not take that long again as I guess I already know what I want to do, just a case of syncing with the car to make it happen.

Great day all round.

Rupert North



Dick Glossop's Liege



John Charles' Liege



Bob Milligan's Mini

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14

'Round 1 - Bleasdale Blitz'

Jason Bleasdale (Vauxhall VX220) stormed to victory in the largest category with 24 cars at Lydden Hill for Round 1 of the 2021 BTRDA Clubmans Rallycross Championship.

In an event which attracted an 82-car entry and saw every type of weather you can imagine, all drivers across the 6 categories provided some great driving. Bradley Sampson came out on top in the Production 4x4 category with a dominant performance, winning all 3 heats and a light to flag victory in the A final.

The AS Performance Super Modified category provided some great racing and a fantastic A Final. It was Slawomir Woloch (BMW) who lead the 10-car field away and a close battle commenced between him, Jason Bleasdale and Fred Ling (Fiesta). At the flag it was Jason who claimed the win, just ahead of Slawomir and Fred Ling. Oliver Foord was the best placed BMW Mini in his first ever Rallycross event.

The new for 2021 Modified category provided some great racing amongst the 4 entered cars. Max Weatherley (Swift) and Maciek Florczak (Saxo) shared the heat wins, and in the A final it was Max who came out on top ahead of Maciek and making his Rallycross debut Chris Wheeler (Fiesta).

Twenty-two cars entered for the Production category and the racing was extremely close throughout. The heats were closely fought with Maciek Florczak and James Orton sharing the heat wins. In the A Final Maciek Florczak was dominant leading from lights to flag, however upon missing the joker lap a 30 second penalty was applied dropping him to 9th place. Former WTCC driver Harry Vaulkhard took his first ever production win, ahead of Rory Denning, James Orton and Karl Jarvis, all 4 drivers covered by only 2 seconds.

Ray Morgan put himself on pole for the classic A final but failed to start, the final was then forced into a re-run after David Martin (205) has transmission issues on the grid. Vince Bristow (BMW) then took a light to flag victory by 2 seconds over Davy Crockett (Chevette) and Barry Stewart (Porsche).

The Junior category was dominated in the heats by Kacper Potyra (Saxo), he qualified on pole, but a puncture in the A final meant a 2nd place finish behind Caitlin May in only her 2nd season in Rallycross, picking up her first ever win. Swift driver Owen Robbins came home in 3rd place.

The Championship now has a 7-week break, before resuming with Round 2 on June 27th at Blyton Park.

John Rook



Photo Credits: Sarah Hall Motorsport Photography



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Autosport International BTRDA® Clubman's Rallycross Championship

TC's taking a year off!

Apparently, Trev Coulson has been doing some serious thinking and has decided to take a minimum of a year away for a couple of very pertinent reasons, we as a committee are all hoping that once he comes to his senses and stops doing the serious thinking stuff that he will come back!

Trev assures us that he has "had a hoot" from his start with the Open Championship in 2009, and then covering both championships from 2011. For the last 5 years Trev has been our official photographer, he assures us that he's loved his trackside time and that's largely thanks to all of our brilliant competitors keeping him in great photos and we have all been privileged to work with him, indeed it's his shot on the "Top Gear" banner is still put into regular use.

Drone photography has taken his eye, so we never know he may be back in motorsport if drones are permitted with some sort of chase shots on his mind.

We need to keep a look out for him at Blyton and Knockhill as he assures us that he could very well stem his withdrawal symptoms and turn up for a fix, he will most likely be on his mountain bike which we gather is being dusted off and is going to be used a great deal this year (you read it here).

Thanks again so much Trevor from Committee and all of the drivers for all of your hard work.

BTRDA CRX Committee



**Trevor Coulson – Credit
to Helen Forster**



TV Broadcast Information

Every round of the BTRDA Championship can be seen in 2021 on the following broadcast channel's:

Motorsport TV – Online platform – Free subscription in 2021

**Freesports – Freeview/TalkTalk TV/BT TV Ch:64, Sky Ch:422, Virgin CH:533, And Freesat CH:252
Front Runner – Sky 468 & 469**

Premier Sports – Sky 412 in HD & 435 / Virgin 551 & 552

Showcase and Sporty Stuff on Sky will also show each event along with Samsung TV

**In Addition to the above broadcasters and once the coverage has been aired it can also be seen on
the BTRDA Rallycross Championship 'YouTube' Channel:**

<https://www.youtube.com/channel/UCy-qPxYTEgGHOrKOCcpBzkQ/videos>

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Autosport International BTRDA® Clubman's Rallycross Championship

"Rallycross Snippets"

- The 2021 has now received over 100 championship registrations which is the biggest numbers since the inception of the championship in 1977.
- On the entry list at Lydden Hill for round 1 there were 8 senior drivers and 3 junior drivers who had never competed in Motorsport before.
- Caitlin May became the first ever female to win a BTRDA Rallycross Junior A Final in her Suzuki Swift
- Round 1 saw the largest ever field of BMW Mini's (12) that have ever competed in a BTRDA Rallycross round.
- The new for 2021 Modified category attracted 4 entries at Lydden which included rally driver Chris Wheeler who made his debut in Rallycross at the wheel of a MK7 Fiesta
- Chris Langley returned to Rallycross after a 10-year layoff driving the Super Modified Rwd Ford Focus, previously owned by Mark Watson.
- Some of the Rallycross debuts at Lydden Hill for round 1 included: Chris Gilbert (C2), Jamie McBain (205), Charley Moroney (Saxo), James Avison (Focus), Daniel Price (Saxo), Darren Hockly (Saxo), Oliver Foord (BMW Mini), Lukasz Szczygiel (BMW) and Junior Alfie Campbell in his VW Lupo.
- Former world classic hot rod champion Lee Wood made his debut in round 1 driving a MK2 Escort in the classic category, proudly showing off the John Welch colour scheme.
- R1 Motorsport driver Ryan Randall became the first ever UK driver to use the Renault Clio 197 in Rallycross, racing in the Production category.

Miss any reports or news?

Check them out here:

ROUND 1, LYDDEN HILL, 8th May 2021

https://clubmansrallycross.weebly.com/uploads/1/5/9/2/15923916/btrda_rallycross_round_1_lydden_hill_080521_full_event_review.pdf

Event Results:

<https://www.tsl-timing.com/event/211876>

Points After Round 1

https://clubmansrallycross.weebly.com/uploads/1/5/9/2/15923916/2021_points_after_r1.pdf

Round 1 - 8th May 21, Lydden Hill
Round 3 - 7th August 21, Pembrey
Round 5 - 3rd October 21, Blyton

Round 2 - 27th June 21, Blyton
Round 4 - 8th August 21, Pembrey
Round 6 - 24th October 21, Knockhill

2021 CALENDAR

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Autotest Championship

At this point I was hoping to be able to report on the successful start to the Autotest season, however venue issues and the lockdown regulations in Wales have led to both the Boundless by CSMA NEL and the Rhyl DCC events being postponed until later in the year, so now we look forward to W&SSCC kicking off the season at Seighford on the 23rd May for which they have 20+ entries already and are open for more. As with all sections of Motorsport there is a lot of pent-up enthusiasm to get started again, so we hoping to see good entries throughout the season as we have healthy Championship registrations including some new names and returning old ones.

So, the Championship calendar is currently as follows, with the postponed events looking to reschedule in due course:

May 23rd	Wolverhampton & South Staffs CC
June 20th	Alwoodley MC
July 4th	Knutsford & District MC
July 17th (Sat)	South of Scotland Car Club
Aug 1st	Loughborough CC
August 22nd	Caernarfonshire & Anglesey MC
October 3rd	BTRDA

Although we are yet to start our friends in Northern Ireland kicked off their Championship on the first weekend of restrictions being lifted, so I have included some photos from the Larne Motor Club event, courtesy of Stopastride, where Steven Ferguson, Robin Lyons and Mark King took top honors, for those of you with withdrawal symptoms.

Next time report on the action – I promise!

Steve Layton



Steven Ferguson



Mark King



Robin Lyons

THE ATKINSONS. An everyday story of Autotest Folk.

From 1984 it's Roger Atkinson competing in his autotest Frogeye Sprite pictured with his son Chris looking like he thinks he could drive faster....another generation on and Chris was indeed driving faster in the 2000's with his Subaru engined Buggy he shared with his wife Clair (they met at an autotest of course) and now in 2021 the next generation their son Charlie is AutoSoloing in the Clio he shares with his Dad, with Roger watching and probably thinking he was faster than both of them, but that was then and this is now!



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AutoSOLO Championship

For the first 3 rounds of the 2021 championship, it's almost been like a case of musical chairs with the chairs (cars) disappearing but some competitors still finding something to sit on. For the Bath MC round at Kemble the Nova of 2020 champion Jamie Yapp refused to start so it was a sit this one out, at least it made pace space for one of the several reserves. Meanwhile Alan Wakeman arrived with a very different looking Micra (white with blue polka dot shapes) whilst his old one was being pedaled by the young Mark Bradley. They were both outshone on the day by Allrounder John Fox in his trusty – see Allrounders – old style Mini and the very rapid and neat red Mini of Bob Milligan. Then for the Oxford MC round 2 weeks later the white polka dot Micra decided to sit it out with a failed wheel bearing whilst the old car kept going for Mark to record a very impressive second in class and finish in the top ten at number 8. Meanwhile that trusty Mini of John Fox was having a bit of fettling to the chair legs which wasn't finished in time so John turned out in his Clio. Not a bad choice as he got FTD and in the process beat reigning champion Jamie Yapp into 2nd in Class B. Jamie this time was in the Clio 172 Cup car from the Yapp selection.

We await with interest which chairs the contestants will be sitting on for the next round!



Alan Wakeman's Polka Dot Micra



Mark Bradley in Alan's Old Micra

Peter Cox

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AutoSOLO Championship



The 2020 BTRDA and ACSMC AutoSOLO champion, Jamie Yapp, shows his winning trophies to Motorsport UK Commercial Director Colin Clark, on his left, which Peter Cox, on his right, had arranged for delivery from Crystal Images.

Colin was very impressed with the standard of driving at the Oxford MC Bocardo AutoSOLO event at Finmere. Note, masks were only removed for the photo, otherwise they were always on in the paddock!!

	CLUB	
07 March	Devizes & DMC	CANCELLED
11 April	Bath MC	
25 April	Oxford MC	
25 April	Boundless by CSMA NWMG	
16 May	Boundless by CSMA NWMG	
23 May	Bristol MC	CANCELLED
12 June	Dolphin MC	POSTPONED
20 June	Boundless by CSMA NWMG	
27 June	Clwyd Vale MC	NEW DATE
18 July	EMCOS	
08 August	Bath MC	
15 August	Under 17 MCNW	
05 September	Ross & DMC	
12 September	Devizes & DMC	
03 October	Clwyd Vale MC	
03 October	Oxford MC	NEW EVENT
17 October	Sixty & Worcestershire	
24 October	Knutsford & DMC	

**Miss any reports or news?
Check them out here:**

Bath Motor Club AutoSOLO Results

<https://btrda.com/championship/autosolo/event/bath-motor-club-12/>

BOUNDLESS BY CSMA NWMG Results

<https://btrda.com/championship/autosolo/event/boundless-by-csma-nwmg-3/>

Oxford Motor Club AutoSOLO Results

<https://btrda.com/championship/autosolo/event/oxford-motor-club-6/>

Protyre Motorsport UK Asphalt



Rally Championship



Six-time champion Cole aims for Protyre Motorsport UK Asphalt Rally Championship title in new Škoda Fabia R5

Damian Cole is aiming to win the Protyre Motorsport UK Asphalt Rally Championship for a seventh time this year – and be the first driver to win the coveted title in a WRC2/Rally2 spec car, as he contests Britain's premier seal-surface series in an ex-works Škoda Fabia R5.

The Abergavenny driver won the Asphalt title five years running (2010-2014) and again in 2016. He narrowly missed out on the title in 2019, finishing second by just one point, after the dropped scores rule worked against him.

Having successfully rallied a variety of powerful cars – including a Ford Focus RS WRC05, Ford Fiesta RS WRC, two Hyundai Accent WRCS, a Subaru Impreza S5 WRC, a Metro 6R4 and four Darrians (to name but a few) – in a rally career dating back to 1995, this will be the first time that Cole has rallied an R5 car.

Having purchased the ex-Jan Kopecký Škoda from Melvyn Evans Motorsport, Cole tested it for the first time over the Easter weekend at the Bont Dolebolion Rally Stage, near Pontrhydfendigaid in Ceredigion.

He now plans to contest the Corinium Stages at Down Ampney airfield (1 May) in the Get Connected / TCL backed Fabia R5, as a full-scale pre-season shakedown test. He'll also contest the Harry Flatters Rally (25 July) – which could see him win the event for a ninth time, and more significantly take the outright record of 24 rally wins on Epynt.



Damian Cole and his new Skoda Fabia R5

Protyre Motorsport UK Asphalt Rally Championship

The main focus of Cole's season will be his challenge for a seventh Asphalt title, and the eight-time King of Epynt champion has enlisted experienced co-driver Dale Bowen to partner him.

The 2021 Protyre Motorsport UK Asphalt Rally Championship begins with the Old Forge Garage Mewla Rally on 29 August. Cole has won that event six times – a record that he shares with the late John Price.

Damian Cole said: "It was great to finally get out to test the Škoda, and it felt very smooth, stable and it handles a lot better than the Fiesta WRC does. It doesn't dart all over the road, there is no rolling sensation before it grips, it's less aggressive and it just feels a much nicer car to drive. The test was very encouraging, and everything worked extremely well.

"The plan is to try and win the Asphalt Rally Championship title in an R5 car, and I believe that I've got a good chance to do that in the Fabia.

"There was a Ford Focus WRC at the same test and people said that from the outside the Fabia was every bit as fast coming out of corners and climbing the hill. We hit one hundred and eighteen miles an hour on the bottom section, so I think it's quick enough!"

Paul Evans



Damian Cole and his new Skoda Fabia R5

2021 Protyre Motorsport UK Asphalt Rally Championship – revised calendar

29 August....	Old Forge Garage Mewla Rally
5 September....	Hills Ford Three Shires Stages Rally
1/2 October....	PokerStars Rally
24 October....	Ford Parts Cheviot Stages Rally
6 November....	MJE Wheel Repair Specialists Tyrone Stages Rally



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BTRDA® Allrounders Championship Supported by Crystal Images

It is only one month into the start of motorsport for 2021 and already Bob Milligan is halfway to qualifying (6 event scores from at least 3 different types of events) having done 2 AutoSOLOs and 1 Car Trial. And pretty good points he has got for them with a first and second in class for the AutoSOLOs and a fine third in the Car Trial. These were all achieved in the same immaculate 1275 mini. Last year he ran out of events to qualify, this year the scores are almost there! Mind you, the 2020 champion John Fox will not be giving up his title easily as he has 2 class wins for his 2 AutoSOLOs so far where the numbers in the class were high and which means good Allrounder scores. It's also good to report that 2 Sporting Trial competitors have also recorded scores and that more than half of the contenders already have their first points. The first Targa Rally to count took place on so May 9th so maybe when you look at the scores on btrda.com they will all be different. 2021 looks like being a thrilling year for the Crystal Images supported BTRDA Allrounders championship.

Peter Cox



Bob Milligan's Mini at the Bath MC
Kemble AutoSOLO



John Fox's Mini on the fast slalom
part of the Bath MC AutoSOLO

**Miss any reports or news?
Check them out here:**

Provisional 2021 scores April 28th

<https://btrda.com/championship/allrounders/news/2021-btrda-allrounders-championship/>

**PETER COX honoured by
Motorsport UK**



Our stalwart BTRDA Member Peter Cox received a lifetime achievement and long service award. Motorsport UK noted Peter's 45 years (at least!) of competition, organising, active Motor Club membership and his Autotest committee contributions. Peter, that doesn't mean you can stop with your BTRDA efforts! Congratulations from all of us.

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BTRDA Targa Road Rally Championship

The first ever round of the BTRDA Targa Road Rally Championship was the Bath Motor Club's Kemble Targa on 9th May, a full entry of 75 and 30 reserves including 9 BTRDA drivers and 6 navigators.

Favourite for the event win was John Davies having won many Targas in 2020, but the Puma was to have stiff competition. John was quickest on the first two Tests and was seldom out of the top 5, apart from a penalty on Kemble 2. Steve Retchless and Sasha Heriot were keeping John honest in their Escort, finishing 32 seconds behind in 3rd overall. Sasha now leads the Navigator's Championship as John Davies' Navigator, the experienced Nick Bloxham, wasn't registered for the Championship.

Bob Milligan had a fraught time immediately before the event – his high beam check led to a melted wiring loom and switch. Some creative work, finishing at 02:45, left him with 3 hours sleep before departing for the event. But Bob soon woke up and was flying in his Mini, taking a fantastic class win.

Huw Morris was the only retirement from the Championship crews, departing with gearbox problems. Malcolm Dunderdale and Anita Wickins were out on their first Targa Rally. Their beautiful blue Clio made a statement and gave them 4th in Class. Ben Pritchard was also making an impact in his bright orange BMW. No issues to report to me anyway!

Richard Yapp and Peter Cox were out in their familiar Sprite, finding the going a little rough for the old girl, the Sprite would probably find an Autosolo rough, but they were still smiling at the end and picked up valuable Championship points.

Rob and Aidan Thompson had a good run in their British Racing Purple Rover 214Si, despite hitting a tree on the second Test, Charlton Park! The damage wasn't as great as they initially expected, the sumpguard taking most of the impact. However, this lost them around 2 minutes and dropped them from 2nd in Class to 3rd.

Well known top AutoSolo drivers John Fox and Jamie Yapp had teamed up in John's Clio for their first Targa. Running at car 73 of 75 cars, they were learning fast and soon dropped into the groove. 8th overall on the first Test, despite some hesitation when deciding on the correct route and some super times all day gave them a well-deserved Class win.

The next scheduled event isn't until the Hatsford on 8th August, so plenty of time to get those cars ready and come out and play. With only 3 events to count and at least 5 more to run, it's not too late to start. See you out there.

Alan Wakeman



Robert Milligan and David Middleditch
Credit: Jack Flash Photography



Malcolm Dunderdale and Anita Wickins
Credit: Andy Manston at M&H Photography

BTRDA Targa Road Rally Championship

BTRDA Targa Road Rally Standings

The Targa Road Rally Championship held its first event of 2021 on May 9th, here's how the standings look after Kemble:

Drivers	Round 1 Points	Round 1 Bonus Points	Total
John Davies	20	5	25
Steve Retchless	17	4.6	21.6
Robert Milligan	20	1	21
John Fox	20	0.6	20.6
Malcolm Dunderdale	20	0.4	20.4
Rob Thompson	20	0	20
Ben Pritchard	17	0.2	17.2
Alan Wakeman	17	Marshallled	17
Simon Mellings	17	Marshallled	17
Richard Yapp	17	0	17
Huy Morris	5	Started	5

Navigators	Round 1 Points	Round 1 Bonus Points	Total
Sasha Hariot	20	4.6	24.6
Jamie Yapp	20	0.6	20.6
Peter Cox	20	0	20
Aidan Thompson	20	0	20
Matthew Venables	17	2.4	19.4
Anita Wickens	17	0.4	17.4
Karl Ellis	17	Marshallled	17

Points rules:

- 5 points for starting an event.
- 15 points for the highest placed championship contender in class.
- 12 points for 2nd, 10 for 3rd, down to 1 for 12th and lower.
- Receive 0.2 bonus points for every competitor beaten in class.
- Contenders can claim 17 points for organising or marshaling events.



John Fox and Jamie Yapp
Credit: Jack Flash Photography



John Davies and Nick Bloxham
Credit: Andy Manston at M&H Photography

MRF Tyres BTRDA® Rally Series



BTRDA JUNIOR R2 1600 CUP ANNOUNCED

Running within the 2021 MRF Tyres BTRDA Rally Series, there is to be a new initiative for Junior drivers, i.e., those under 25 years old on 01.01.21.

Subject to a minimum of five registered competitors, the Top Three drivers in normally-aspirated R2 1600s will benefit from cash awards on each round – 1st £150, 2nd £125, 3rd £75 – and the driver of the highest-placed Fiesta will also receive a parts voucher, to the value of £150, from reigning double British Rally Champion Matt Edwards.

At the end of the season, the Junior R2 Cup winner will be in line for:

- A Kielder WT Tools package
- 'On the Pace Note' notes + DVD for the following year (subject to OTPN being involved in the events they contest)
- 'Next Steps' coaching via Trevor Agnew (+ a group session for all contenders prior to the start of the season)
- 1-2-1 coaching at their own test from Tom Williams (ex JWRC Driver)
- R5 20km test from 586 Engineering + insurance from Shepherd Compello (N.B. this does not include any excess)

Tony Simpson, of Seacon UK, who has put the package together, says 'The R2 Cup has been the most competitive class in BTRDA over the last few years and the 1600 R2 cars across all the brands that produce them are now very much the entry level for an aspiring Junior driver. With this in mind, David Williams, of Genesis 3D Design, and I set about putting a prize structure together and, once some of my own existing partners heard of our plans, they all wanted to get involved! We now have one of the most comprehensive prize packages seen at national level for many years and we are all very proud and excited! We engaged with the BTRDA at an early stage in our planning and we now have a great category for under 25 drivers in any brand of R2 1600.'

Andrew Hail



2015 BTRDA R2 Cup winner Rhys Yates (1600 Fiesta), an example of the eligible vehicles for the Junior Cup

© Stuart Woodier



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MRF Tyres BTRDA® Rally Series



A MIRAGE IN THE FOREST!

Tom Llewellyn, son of 1989/1990 British Rally Champion David, is to contest the 2021 MRF Tyres BTRDA Rally Series in a Spencer Sport Mitsubishi Mirage R5. The 20-year-old from Rudbaxton entered his first Junior Rally at Knockhill in 2015 and, until the enforced Covid break, had been gaining valuable experience ever since.

2018 saw Tom joining the Swift Sport Rallycross series and then, three months after his 17th birthday, he entered the Nicky Grist Stages for his first taste of 'proper' rallying! A full-scale assault on the Welsh Championship in an Historic-spec. Escort MkII was on the menu for the following season and, although still learning the art of driving a RWD car quickly and acclimatising himself to the use of pace-notes, he finished 3rd overall in the Championship, picking up the U-23 and 2WD awards along the way!

The Cambrian was to be the only rally Tom started last year – 9th overall and 1st 2WD were an excellent foretaste of what he hoped was to come in a full season of the British Historic Championship. Alas, it was not to be and now he says, "I'm really looking forward to this opportunity to contest the BTRDA Series and can't wait to see what I can do in a four-wheel drive car!" Tom – you're not the only one!...

Among others who also have their eyes on the prestigious BTRDA Gold Star® Championship crown is Callum Black (Fiesta R5), who narrowly missed out on the title in 2017 when he finished runner-up to Stephen Petch. Martyn England is another to pin his hopes of success on a Fiesta, while the duelling Mitsubishi Lancers of Pat Naylor and Russ Thompson are also back for more of the same. Based on past performances, someone they'll all need to keep an eye on, however, is George Lepley who is set to reappear in the Lancer EVOX that took him to 2nd overall - and maximum BTRDA Series points - on the 2019 Woodpecker Stages.

Brace yourselves!

Andrew Haill



Tom's Mirage being put through its paces during a recent test.

© Stan's Photos



MRF Tyres BTRDA® Rally Series

Nicky Grist Stages on course to host forest rallying's return to Wales on Saturday 10 July

Quinton Motor Club is pressing ahead with its plans to run the Nicky Grist Stages on Saturday 10 July – and having completed a full route recce and met with Powys County Council, it has now published Rally Guide 1, containing detailed information about the event, class structure and the all-important competitor entry information.

Eight major championships – the British Rally Championship, MRF Tyres BTRDA Rally Series, Motorsport UK Pirelli Welsh Rally Championship, Motorsport UK National Rally Championship, Motorsport UK English Rally Championship in association with Seacon UK Ltd, HRCR Rally Masters Stage Championship, the Welsh Historic Rally Championship and the ANWCC Forest Rally Championship – will do battle over the super smooth gravel roads of Llyn Login, Monument, Halfway and Crychan forests, located in and around the Epynt military range.

Competitors will be seeded in two groups, the first starting at car number 201 will include the 1400, Rally First, H1/2 and Class 1 classes in reverse seeded order, so that these smaller capacity cars will have the best road conditions. There will then be a gap of no more than 10 minutes before the rest of the field begins, starting at car number 1 and running in conventional running order, seeded together in their order of expected performance.

The event will start in Builth Wells with the first competitor heading out at 08:31 for a morning loop of four stages. A midday service halt, held on the Builth Wells Rugby Football Club pitch, will follow, before competitors go back out for a repeat of the four stages in the afternoon. The first car is expected to arrive back at the finish in Builth Wells at around 15:30, having completed all 44 stage miles and 80 road miles.

Neil Cross, Nicky Grist Stages Clerk of the Course, said: "Although Wales is currently still in the high-risk Alert Level 3, it is successfully reopening and cautiously getting back to normal life. With a very low and decreasing number of new infections being recorded, we are confident that, come July, we will be allowed to run the Nicky Grist Stages as planned. We are certainly confident enough to press on with our plans. We have completed the route recce; we have had a very positive on-site meeting with Powys County Council, and we are now able to publish Rally Guide 1.

"This will be the thirty-fourth year that Quinton Motor Club has organised a round of the BTRDA Series, so we have an extremely experienced team ready to prove that rallying, with its strictly enforced Covid-19 guidelines, is ready to return to the Welsh forests."

Nicky Grist said: "I am absolutely delighted that the brilliant team of organisers of the Nicky Grist Stages, led by Neil Cross the Clerk of the Course, have pulled together what will be the first forest rally in Wales for over fifteen months! I would like to thank them for all their efforts in making this event happen.

"I am sure that all competitors, are so looking forward to getting some motorsport adrenaline pumping through our veins again. It has been a long time coming and it will be such a rush come the Saturday start.

"The Clerk of the Course has put together some great stages with some subtle changes in the route – some of which have not been used for a long while, and some sections have never been used on our rally before.

Paul Evans

Nicky Grist Stages – Programme

Monday 24 May....Entries open at 18:00 for registered championship contenders on nickygriststages.co.uk

Monday 31 May....Entries open at 18:00 for all other competitors

Friday 2 July....Seeded entries close at 20:00

Monday 5 July....Final Instructions and route details available

Wednesday 7 July....All entries close at 18:00 and provisional start times published at 19:30 on nickygriststages.co.uk

Friday 9 July....Noise, scrutineering and documentation (15:00-20:30), subject to Covid-19 restrictions

Friday 9 July....National Rally recce (15:00-19:00)

Saturday 10 July....Noise, scrutineering and documentation (07:00-08:00), by appointment only and subject to Covid-19 restrictions

Saturday 10 July....Start time list published at 08:15

Saturday 10 July....First car starts at 08.31 from Groe Park in Builth Wells

Saturday 10 July....First car finishes at 15.30

Marshal registrations are now open at rallystageteam.co.uk

Rallying in OZ

Before we sign off... As promised, from the pen of our BTRDA representative in OZ, Steve Gregg, ex-leading light in the Gold Star Forest team

After what was more or less a lifetime of rallying in the UK moving to Australia in 2017 and trying get to know and watch events over here hasn't been an easy process. And of course, the pandemic with state border closures hasn't helped either. Quite simply it all comes down to the sheer size of the country.

We live in the south of Victoria State, close to the coast and around 70 miles from Melbourne. To put that into perspective England, Scotland and Wales could fit into the State, the second smallest of the six states. A lovely spot but not a good-sized forest within 100 miles. Private forests are generally not used as the risks of fire could put the owners/investors out of business and motorised sports in National Parks are forbidden.

Most of the nearest events in the State seem to be held in the Gippsland area, West of Melbourne, but I've found nothing closer than at least a four hours' drive – one way! This also includes getting around Melbourne which is akin to Birmingham or London. Prior to the pandemic there were events taking place comprising of both modern and historic cars, but the one thing that struck me was the low number of entries. 40 or 50 cars are not unusual and one event in 2019 was hailed as very popular with 71 cars! Due to dust issues events generally run with 2- or 3-minute gaps between cars so it is usually only possible to see the cars twice in the day, making for very long journeys for not much rallying.

Nevertheless in 2019 a round of the Australian Rally Championship, [ARC], [the equivalent of the British Rally Championship] the Eureka Rush Rally was based in Ballarat, which was a very convenient 2 hours away, although sadly has since moved further away. It was also a round of the Asia Pacific Rally Championship [APRC] and the Victorian Rally Championship [VRC]. The total entry for the event was 48 cars, 4 APRC, 13 ARC and 36 VRC with some overlaps. The maximum entry was 80 cars.

Of interest was how financially the events were able to run with such a low level of entries and from what I could discover they don't generally pay for using the roads, as they are all publicly owned forestry or public roads. There is a 'contribution' towards repair damage cost [which no-one would tell me the cost] included in the entry fee but given the actual entry fee it can't be a lot against the cost of reinstating a road. This is of course one rally in one state, whereas in other states entry fees and road costs may be quite different, together with other infrastructure costs.

In 2019 the entry fee for the ARC/APRC was \$1200 or around £670. The event mileage was 120km/75 miles so around £8.90 per mile. For the VRC, who got the same mileage, the entry fee was \$750, or £412, and therefore £5.50 per mile.

In comparison the 2019 Galloway Hills BRC event also had a mileage of 75 miles with an entry fee of £1225 so £16.33 per mile. The Scottish Championship round of 45 miles was £595, so £13.22 per mile. Quite a difference!!

Against the apparent lower cost for competitors however is the distances and costs of getting to the ARC events in 2021. The ARC consists of 6 rounds, based in New South Wales, Victoria, Queensland [2] Tasmania and Adelaide. Just travelling between the bases is close to 5000 miles and that is assuming you don't go back home.

On the subject of organising events one thing that may send a shudder down the backs of some UK C of C's is that because they are public roads and in daily use, even though they are forest tracks, completed paperwork for routes, road closures, diversion arrangements, parking areas, PR work, etc, all has to be with the government offices 33 weeks before the event, or it won't be approved!

Rallying in OZ

In general terms regs for events mirror UK regs over timing and penalties etc. It is compulsory that all competitors use the Rally Safe tracking system, which is one of the systems the MUK looked at. The cost to the competitor on this event was equivalent to £96 but the system can also provide timing of the cars. Also, for a fee of around £1.50 car, tracking can be viewed by the teams, spectators etc through the Rally Safe app. I found this very useful to know where cars were relative to the stages and if the stages had been stopped.

Another eye opener for me, having struggled in the past to get competitors to carry even 3 or 4 BTRDA Championship decals, was that there were 15 locations where decals had to be fitted - on every car!

In some event programmes I had seen that scrutineering would take place a week before the event and wondered how that was possible for competitors having to travel long distances to the event location a week in advance. However, it turns out they use Regional Scrutineers where the week before cars are checked nearer to where the competitors/car may be. A pass ticket is issued which can be checked during the event to see if cars are still legal. Clever way of getting around the distance problem but extra planning needed to arrange scrutineers in different locations. Wonder if it could work in the UK?

Another difference is that dedicated rally cars have their own specific State vehicle registration scheme and don't use normal registration plates, including just having a plate with "Rally" on it. In Victoria specific road car groups such as Historics and Rally can register at a cheaper cost and have 90 days a year when they can be on the road, otherwise they would fall into the normal road car scheme, but this helps to reduce the quite high car registration cost over here.

There was a good mix of cars on the event generally matching what you see in the rest of the world. Current Toyota's, Skoda's and Subaru's but then a mixture of older Scoobys, Mitsubishi Evo's, Holdens and including a popular group of Hyundai Excel's, which have their own single make series. There was a wonderful sounding Nissan Silvia and still thriving Ford Escorts, a TR7 V8 in excellent condition, as well as an original [or replica] Colin McRae Prodrive Subaru Legacy [K282 TFD].

The Eureka event was spilt into two heats with two Super Special runs on Saturday night on local Enterprise Zone service roads where the heavens opened half-way through. Not so good for some spectators who optimistically turned up in flip flops, shorts and t-shirts. On Sunday morning there were four further stages before service with the second heat run in the afternoon repeating the four stages.

The pandemic did inevitably curtail most events during 2020 but thankfully the lower infection numbers here and the earlier lifting of restrictions of two people in a car, has meant events starting up again in 2021. Restrictions still exist on spectator numbers and only at specific ticketed locations.

As the pandemic subsides, we want to head out to more events, but I think a motor home, swag bag or an aeroplane will be required to get to events further afield. We were considering going to Rally Australia at Coffs Harbour in 2019 until the big forest fires canned that idea which was only a 2/3-day 900-mile drive - each way!! Or as Google casually shows it - just 16hrs. And don't even think about driving faster, 68mph is the maximum, usually on motorways in this country and anything over, watch out.

Steve Gregg

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 some 50 years, initially as a Production Car Trial committee member and many times PCT Champion. He was Secretary of the Rallies Committee during a period of great development in road and stage championships and he became BTRDA Chairman in 1982. He then took on the demanding role of General Secretary in 1988 through until 2004. Hazel oversaw organising the AGM and Awards Presentation event from 1988 right through until 2013, between them Mike and Hazel's household performed the distribution of BTRDA News for some 30 years.

HOWARD WILCOCK: Howard joined the BTRDA Rally Committee in 1979 and has been involved with the BTRDA Rally Championships since 1987, firstly with the Clubman's 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 MSUK 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 MSUK Asphalt Rally Championship. He was involved in the Association's conversion to a Limited Company, in the formation of the Holding and Operational companies that exist today, and in organising the 60th and 75th Anniversary celebrations. He was elected Chairman of Council in the Golden Jubilee Year of 1988 and continued in that position until retiring in 2014.

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

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

PAT EGGER: Since the mid 1970's Pat has been an active competitor and organiser. Driving on Autotests, AutoSolos, Car Trials, Autocross events, and co-driving on gravel and asphalt rallies mainly with her husband Richard. In the autumn of 2004, she took over the collation and production of BTRDA News from Janet Darbyshire a role she continued for 16 years until her last edition, the Winter News 2020.



Gold Star[®] Champions 2020

Allrounders – JOHN FOX

Autotest – MALCOLM LIVINGSTON

Car Trial – TREVOR MOFFATT

Rallycross – DALE FORD

AutoSOLO Champion – JAMIE YAPP

Presentation of 2020 BTRDA Awards

As you will be aware, for obvious reasons, it has been impossible to have the usual Annual Awards presentation for the 2020 Championships, with the notable exception of Rallycross, who held a successful virtual awards ceremony at the start of February. However, our 2020 winners have not been forgotten, as the Allrounders, AutoSOLO, Autotest and Car Trial Committees will be arranging for presentations of their glassware to take place as soon as Covid restrictions allow it to happen and at a suitable round of their Championship. So, please look out for more details on this when we are allowed back out to play.

A massive thank you to everyone who contributed to this edition of the magazine! Without your help and support we wouldn't be where we are today. So, Thank You!

Edited by Jennifer Wardle and Caleb Wind-Leonard