

# BTRDA<sup>®</sup>

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## **E - News**

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**Barrie Parker**  
**2023 Car Trials Gold Star Champion**

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# ***President's Notes***

I have the honour of representing the UK on the FIA Rallies Commission. We only meet once a year in person as most meetings are now held by Zoom etc.

I went to Geneva a few weeks ago and had the pleasure of sitting next to Molly Taylor from Australia who represents her ASN. I have known Molly for over 10 years now from when she came to Europe to do the British Rally Championship and the Junior World Championship.

Some of you will know that Molly competes in the Extreme E Competitions around the world with the rallycross driver Kenneth Hansen and won the competition in 2021. In addition she is doing the Australian Rally Championship and is hoping to do the Dakar again in 2024. She is a very busy person, and yet finds the time to sit on her Rally Committee in Australia and always joins our meetings and believe me she contributes. It is important for us to get a driver's perspective on events and regulations.

I am saying this as the BTRDA really need more competitors to join our many committees that run our Championships. You are the ones that know what our competitors want and can help us to improve our series. Most meetings, and there are only three or four a year, are now held virtually , so it is easier to participate.

I was really pleased to see that Paul Morris, who runs the Protyre Asphalt Championship, has set up a WhatsApp group of competitors for him to consult on various matters to help him during the season and it seems to be working well, so please, don't just sit back and wait for announcements, come and help us organise your sport's championship. If you don't know who to contact, then please drop me an email and I shall put you in touch.

mike.broad@live.co.uk.

We are now coming to the sharp end of the 2023 season with a few Champions already decided, so well done to them and we look forward to awarding our trophies to the winners at our awards ceremonies in January and February. They are Rallycross on January 20th, MRF Rally Championship on 27th January, Protyre Championship on the 3rd February and our Awards Luncheon for all other sports on the 4th February.

Finally, can I ask you to note the date for our Annual General Meeting which will be held by Zoom on Wednesday 24th January 2024.

Mike Broad



# **Mike Sones Memorial Bench**

The Owen Motoring Club have placed a wooden bench in memory of Mike Sones at the Curborough Sprint Course which is close to where Mike lived and where he competed in many Autotest, Autosolo and Sprint events over the years.

A few of his closest friends gathered on August 6th to unveil the bench which has a plaque in his memory which says :

“Ladies and Gentlemen be seated, That’ll do”

Pictured are Geoff Spencer (aged 98) who won the BTRDA Production Car Trial BTRDA Gold Star three times in 1973, 1975 and 1976 and his son in law Willy Clark who won the BTRDA Silver Star Clubman’s Rally Championship in 1991 who had Mike’s best friend, Garry Preston in the co-drivers seat.



# **Protyre Motorsport UK Asphalt Rally Championship**

## **Callum Black and Jack Morton win the 40th-anniversary Protyre Asphalt Rally Championship title**

The battle for the Protyre Motorsport UK Asphalt Rally Championship title once again went all the way down to the final round – with Callum Black and Jack Morton becoming 2023 drivers' and co-drivers' champions after a thrilling JDS Machinery Rali Ceredigion.

The new champions won the title for the first time on the 40th anniversary of the UK's premier sealed surface series and were the only crew to score maximum points on more than one round, with victory in the Manx National (day two), Argyll Rally and the penultimate and final rounds held over the closing two-day doubleheader.

In a masterful performance, the 586 Sport crew finished an impressive 41.8 seconds ahead of their nearest rivals on day one of the doubleheader Rali Ceredigion in their Pirelli-shod Pallas Connections Ford Fiesta Rally2 to take the full 30 points on the penultimate round.

Neil Roskell/Andrew Roughead still led the championship at this point, having picked up third-place points despite a spin on SS2 and fearing that the gearbox on their Michelin-shod ND Civils/Burdens/Witham Motorsport Ford Fiesta Rally2 was on the way out. This meant that Black needed to finish inside the Protyre Asphalt top 10 on day two of the event (the eighth and final round of the series) and that any major mishap would see Roskell lift the title.

The spectacular Nant y Moch stage was to prove decisive. Black picked up a front left puncture, but luckily it happened just a mile from the finish, and he was able to complete the stage with minimal time loss. Roskell, meanwhile, failed to reach the end of SS11, having badly damaged the front of his car mid-stage.

Black still had to finish the event to overtake Roskell at the top of the leaderboard, and he made no mistakes over the final 22.31 stage miles to win the title for the first time.

"Winning the Protyre Asphalt title was the plan at the start of the year, but it wasn't easy to do, and I'm pleased that we've got the pace on asphalt to achieve what we set out to do," said Callum.

"It all got a bit interesting after the Down Rally when we had a DNF and we knew that we pretty much had to win the last two rounds at Rali Ceredigion to win the title, but the confidence was there in the car, neither Jack nor myself made any mistakes this weekend and everything worked really well.

"It's a brilliant championship and we'll give it some serious thought about coming back and defending our title."



Callum Black & Jack Morton





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# **Protyre Motorsport UK Asphalt Rally Championship**

Darren Atkinson finished an incredible third overall in the drivers' standings – which against such strong and powerful 4WD opposition is a remarkable achievement in his Haldane Fisher Ford Escort Mk2. Co-driven on Rali Ceredigion for the first time by Matt Daniels, Atkinson also won the highly competitive class B13 title for the third time and the Ford Escort Challenge title for the second time in a row.

Having to swap cars on the eve of the event cost Will Hill hopes of finishing in the top three overall, although he had little option having damaged the gearbox on his four-wheel drive, 1.5 litre EcoBoost engine Hills Ford Fiesta Rally3 on the non-championship Mewla Rally. Having already secured the class B14 title, he and Richard Crozier appeared instead in a front-wheel drive, four-cylinder, 1.6-litre normally-aspirated Fiesta R200 – and set out on their normal giant-killing antics in the much less powerful car. Finishing fourth in the overall drivers' standings is still a magnificent achievement.

Will Rowlands/Emyr Hall secured the Historic class H9 title after finishing the season with a double maximum points score in their Ford Escort RS1800 Mk2. The pair also won the new BTRDA Historic Asphalt Cup title, despite the best efforts of class H8 winners Graham Muter/Steve Hallmark (Escort Mk2).

Michael Harbour clinched the class B11 title in his two-litre Vauxhall engine VS Pro Pressure Washing Services/Miller Waste Water Escort Mk2 – with his co-driver Ian MacDougall winning the class B11, Escort Challenge and Junior titles.

Nicky Cowperthwaite/Helen Hall Cowperthwaite stopped with suspected fuel pump issues on day one but having changed that and other parts their Cowperthwaites Garage/H&K Travel Opel Corsa's engine cut out on the second stage of day two. A double DNF cost them the chance of the class B9 title, which goes to Mark and Andrew Constantine (Kwiktrak-backed Vauxhall Corsa S1400).

Action from Rali Ceredigion is available to view on the Special Stage TV Facebook and YouTube pages.

More information on the Protyre Motorsport UK Asphalt Rally Championship is available at: [asphaltrallying.com](http://asphaltrallying.com)

Paul Evans

## **2023 Protyre Motorsport UK Asphalt Rally Championship**

**Final overall driver points    Final overall co-driver points:  
(after Round 8):**

1. Callum Black....174pts	1. Jack Morton....174pts
2. Neil Roskell....163pts	2. Andrew Roughead....163pts
3. Darren Atkinson....145pts	3. Richard Crozier...143pts
4. Will Hill....139pts	4. Ian Jackson...126pts
5. Ant Eaton....118pts	5. Emyr Hall....111pts
6. Will Rowlands....117pts	6. Matt Daniels...109pts



# **Protyre Motorsport UK Asphalt Rally Championship**

## ***Final class winning positions***

### **B9**

Driver: Mark Constantine  
Co-driver: Andrew Constantine

### **R2**

Driver: Archie Swinscoe  
Co-driver: Jane Nicol

### **B10**

Driver: Lewis Gatt  
Co-driver: Richard Crozier

### **R5**

Driver: Chris Ford  
Co-driver: Neil Colman

### **B11**

Driver: Michael Harbour  
Co-driver: Ian MacDougall

### **H8**

Driver: Graham Muter  
Co-driver: Stephen Hallmark

### **B12**

Driver: Sam Adams  
Co-driver: Michael Johnston

### **H9**

Driver: Will Rowlands  
Co-driver: Emyr Hall

### **B13**

Driver: Darren Atkinson  
Co-driver: Ian Robertson

### **BTRDA Historic Asphalt Cup**

Driver: Will Rowlands  
Co-driver: Emyr Hall

### **B14**

Driver: Will Hill  
Co-driver: Richard Crozier

### **Escort Challenge**

Driver: Darren Atkinson  
Co-driver: Ian MacDougall

### **B15**

Driver: Callum Black  
Co-driver: Jack Morton

### **Juniors**

Driver: Sam Adams  
Co-driver: Ian MacDougall



Darren Atkinson



Neil Roskell & Andrew Roughead

Photos with thanks to Russ Otway and Mark Sims



# MRF Tyres BTRDA® Rally Series



## BACK-TO-BACK PAYNE!

Following their victory on the recent Trackrod Forest Stages – their fourth of the season – Elliot Payne/Tom Woodburn (Fiesta Rally2) have secured the 2023 MRF Tyres BTRDA Gold Star® Rally Championship crown, narrowly beating Arron Newby/Jamie Edwards (Skoda Fabia R5) on the way. In Elliot's case, at the age of just 20, it's his second consecutive title – a feat that no one has achieved since Ricky Evans back in 1994/95, while Tom can now add a Gold Star to the Silver that he won with George Lepley in 2018!

Nigel & Kaz Jenkins have also claimed the Fuchs Lubricants BTRDA Bronze Star® Championship. Apart from a rare retirement on the Woodpecker Stages, the husband-and-wife team's Nova has scored five maximums and one 2nd place, putting the matter beyond the reach of the opposition with a round to spare.

Nevertheless, as the BTRDA Rally Series reaches its conclusion on the Visit Conwy Cambrian Rally, there are still plenty of classes and categories that have yet to be decided... The MRF Tyres BTRDA Silver Star® Championship – which caters purely for two-wheel drive cars – is far from over! Current leaders Boyd Kershaw/Keegan Rees (Escort MkII) will need to be on their mettle in North Wales if they are to maintain their dominance as there are, mathematically, four other crews who could relieve them of their hallowed position! Andy Davison (Sunbeam VXR) holds 2nd place ahead of a hard-charging Ben Friend/Cliff Simmons (Escort MkII) who have already accrued three maximums, while Ernie & Karen Graham's immaculate Escort RS1600 not only leads the Jordan Road Surfacing BTRDA Historic Cup but could also improve on its 4th place in the Silver Star table.

Upholding front-wheel drive honour, Robert Proudlock/Steven Brown's Opel Adam is 5th and, in spite of the best efforts of Liam Clark (Fiesta R2), leads both the BTRDA Rallye R2 and Junior R2 Cups. However, neither of these could be described as 'safe'!



Elliot Payne & Tom Woodburn





# MRF TYRES



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# MRF Tyres BTRDA® Rally Series

Behind Payne/Woodburn and Newby/Jamie Edwards, the final Gold Star podium spot is still up for grabs. It's a straight fight between Russ Thompson/Steve Link (Lancer EVO9) and last year's Cambrian Rally winners Matthew Hirst/Declan Dear (Fiesta R5) and so it goes without saying – but we will anyway! – that sparks will be flying while that is sorted out.

Similarly, the Bronze Star® Championship also has some unanswered questions. 2022 MRF Tyres Rally First Cup winner Lewis Hooper has since upgraded his Micra and holds 2nd in the table, on equal points with Chris Greenall's Nova. However, should neither driver finish the Cambrian and Dylan Fowler-Bishop (Micra) come out on top, as he did on the Woodpecker Stages, the runner-up spot beckons.

Having led the MRF Tyres Motorsport Trophy for quite a while, Colin Minton (Fiesta R5) suffered the indignity of his first retirement of the season on the Trackrod Forest Stages, allowing Lewis Hooper's Micra to inch ahead by a single point – something else that will be resolved in the forests of North Wales!

Up until now, the Motorsport UK English Rally Championship, in association with Seacon UK, has broadly followed the BTRDA Rally Series calendar but, after the Trackrod Forest Stages, moves across to the Wyedean & Grizedale Stages Rallies for its conclusion. Elliot Payne (Fiesta Rally2) and Arron Newby (Fabia R5) have been trading punches at the head of the table – the latter beat the former into 2nd place on the Woodpecker while Elliot extracted revenge in Yorkshire to increase his lead to five points with just the two events to go. Russ Thompson (Lancer EVO9) is 3rd while Ernie Graham (Escort RS1600) has scored maximums on all four events he's entered and, should this trend continue, could well improve on his current 4th place.

The BTRDA Rally Series prides itself on providing a place for all vehicles covered by Motorsport UK technical regulations and such a strategy provides competition – at times very intense! – throughout the entry. Long may it continue!

Further information on:

The MRF Tyres BTRDA Rally Series: [www.btrdarally.com](http://www.btrdarally.com)

Motorsport UK English Rally Championship: [www.englishrally.co.uk](http://www.englishrally.co.uk)

Andrew Hail



Boyd Kershaw/Keegan Rees





# MRF Tyres BTRDA<sup>®</sup> Rally Series



Robert Proudlock & Steven Brown



Russ Thompson & Steve Link



Ernie & Karen Graham



Nigel & Kaz Jenkins



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

First and foremost, thank you editor Jenny for holding our copy date open in order for us to report on our Grand Final Trial. More on this below.

The majority of our qualifying rounds have now been updated on our web pages with event reports and these can quickly be accessed from our Results & Reports Page at: <https://btrda.com/championship/car-trials/events/?status=result>

Thank you to Rupert and Trevor for your help in writing these reports – I know just how time-consuming they can be.

During the summer (which appears to have been extended this year!) the Car Trials committee co-opted Mark Hoppé onto the committee and many hours of meeting time have been devoted to following up on feedback on the new class structure and making some refinements for the next year – to be published once finalised, at least in Final draft stage.

Latterly we have been coming to terms with MSUK's proposals to supersede Blue Book section T with the new format National Competition Rules. Aside from all Regulation references needing to be updated, it seems that "Production Kit Cars" will disappear, and we are working hard on understanding how that will impact Class D and consequently the extent to which we need to adapt that class definition.

Now, back to the Final. From the 17 qualifiers, various individual circumstances dictated that only 11 made their way to the start line at Woolbridge MC's familiar Woolminstone site located between Crewkerne and Chard. On one of those exceptionally warm days for early October, conditions for everyone were near perfect, with enough moisture in the grass to challenge the drivers, and the majority of scores went easily into 3 figures after 4 rounds.

One of the better features of our league table scoring system was reflected in the number of potential winners of the Gold Star from the scores amassed over the qualifying rounds. Anyone from John Charles, Charlie and Tim Dovey, Rupert North or Barrie Parker was numerically capable of capturing the top podium position.

The key to the door being a win overall on index and gaining the 5 bonus points along with 20 points for the implicit first in class score. One of the two Dovey's were probably the strongest favourites to win, and I believe they were on track until the end of the 3rd round when the Clio's diff gave up. Most remarkably, their scores to that point were so low they could absorb the eight '12s' on the non-attempted 4th round and still be 1st and 2nd in Class!

The Gold Star went to Barrie Parker in the end, and we will hear from him in the printed and online December news (after he has had time to research his previous wins of this much sought-after award!).

Over the next few weeks, we will be finalising the Championship Rules for 2024, issuing a provisional calendar and doubtless more things that currently elude me. And I will also be hunting down a replacement trials car, seemingly one of life's greater challenges!

Neil Mackay



# ***BTRDA® Car Trials Championship***

## ***2023 Trophy Winners***

<b>Gold Star® Winner</b>	<b>Barrie Parker</b>
<b>Silver Star® Winner</b>	<b>Tim Dovey</b>
<b>Silver Star® Runner up</b>	<b>Charlie Dovey</b>
<b>Bronze Star® Winner</b>	<b>Nigal Jones</b>
<b>Bronze Star® Runner up</b>	<b>Ian Nute</b>
<b>Class 1 Winner</b>	<b>Nick Pollitt</b>
<b>Class 2 Winner</b>	<b>Simon Harris</b>
<b>Class 3 Winner</b>	<b>Kevin Roberts</b>
<b>Jack Williams Trophy</b>	<b>Barrie Parker</b>
<b>Nancy Mitchell Trophy</b>	<b>No qualifiers this year</b>
<b>Mac Hazlewood Trophy</b>	<b>Tim Dovey &amp; Barrie Parker</b>
<b>Mike Stephens Trophy</b>	<b>To be decided</b>



**Barrie Parker**



**Charlie Dovey**



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**COOPERTIRES**

# **Autosport International BTRDA® Clubman's Rallycross Championship**

**Presented by Cooper Tires**

## **Round 7 - Pembrey**

The second leg of a Welsh doubleheader for the Autosport International BTRDA Clubmans Rallycross Championship saw around 45 drivers take to the anti-clockwise Pembrey layout for Round 7 on day two of their traditional late summer weekender, with several Championship and class battles still red hot.

Having taken a dominant win on Saturday in the other direction, **SG Haulage Super Modified** pacesetter Fred Ling picked up where he had left off on Sunday, albeit sharing the heat wins with fellow Fiesta pilot Gary Cook and Todd Crooks' BMW Mini. Saturday runner-up Dale Singleton suffered problems preventing him from starting the A Final, and at the green Ling shot off into the lead with Cameron Whitley's Polo his initial pursuer until Crooks and Cook came through followed by Phil Chicken's C2. Ling made it six A Finals from seven this year to strengthen his claim for the overall title.

The first attempt at the **Melius Ltd Pre-'95 Classic** A Final was halted when contact between James McBain's 205 and local star Marc Jones saw the latter's MR2 spun and stranded. With Jones out of the re-run and Ryan Stutchbury exiting his 205 on the start line with gremlins, it left treble-heat winner Lee Wood to beat McBain in a match race and the Mk2 Escort man remained level with Ling at the top of the overall Championship table.

Will Ovenden evened the score on **AVM Motors Junior** title rival Tyler McAlpin after the latter's victory on Saturday, taking two heat wins to McAlpin's one and leading all the way in the A Final with impressive 2023 newcomer Ben Bartlett completing the podium, while Corey Padgett was stuck in the midfield and could only manage sixth behind Ben Crossley and Teddie MacPherson.

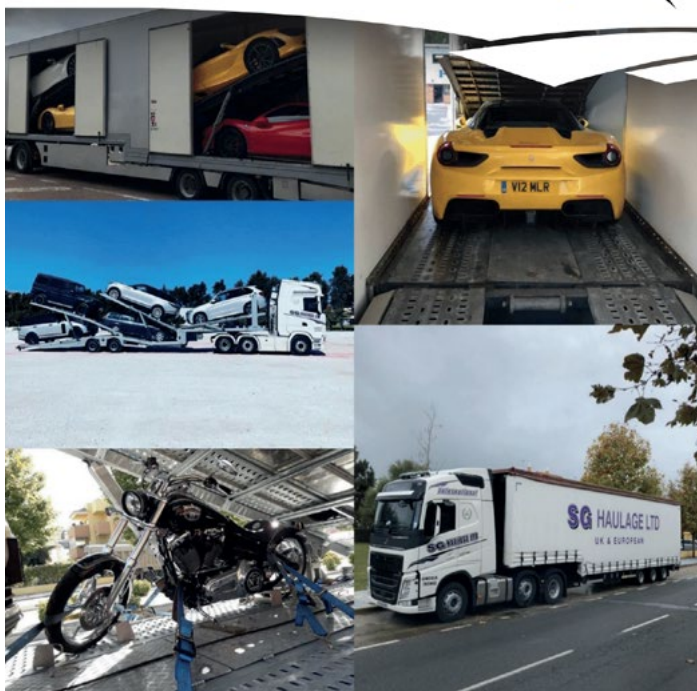
Three into one didn't go at the start of the **Bone Street Autos BMW Mini** A Final and it was Allan Laidler who was squeezed into the rough. Lyn Llewelyn had shared the heat wins with Ben Sayer and Wesley Wickens and it was the former who took victory in his first Rallycross event since way back in 1986! Abbie McGuinness completed the podium to keep her title hopes alive, while points leader Sayer was fifth after a good defensive drive by Leigh-Ann Sedgwick saw her hang on to fourth all the way.





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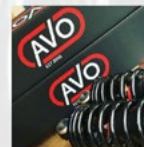
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# **Autosport International BTRDA® Clubman's Rallycross Championship**


## **Presented by Cooper Tires**

With lone **Rotec Engineering Clubman 4x4** entrant Graeme Reid absent from Sunday it was left to the trio of **MacG Racing Modified 4x4** runners to entertain, and Mitsubishi man Tomas Ramanauskas looked on for a clean sweep as he took out all three heats and led the A Final until its final lap, but just a few corners from the flag the Lancer Evo 4 gave up the ghost and All4 Mini duo Max Langmaid and David Bell went either side of him with the former snatching victory, Ramanauskas rolling across the line in third to all but confirm himself as the category Champion.


There was a welcome first win for Will Noon in the heats for **The MOT Group Production** class in his Clio, with title contenders Martin Peters (Saxo) and Alex Fletcher also taking a win apiece, but it was a familiar story in the A Final as Fletcher took the Loughborough College Civic to a weekend double ahead of Peters to boost his Championship chances, Noon completing the podium.

After a slip-up while leading the **SGS Gases FIA Cross Car** A Final on Saturday Max Weatherly was determined to get it right in the other direction, and despite not winning a heat (David Attiwell outpointing Will Butler two wins to one in the preliminaries) "Mad Max" got it right for his first A Final success. Attiwell chased all the way with Luke Holly passing Alex Waterman to complete the podium, Butler having to settle for fourth ahead of Waterman and Ethan Rouse.

The Championship prepares to head north of the Border to Knockhill for its grand finale in October, with Wood and Ling finely poised level on points at the top. Which way will the Championship go in 2023?



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Dear Driver

The BTRDA Rallycross Championship would like to keep you fully updated regarding the supply of tyres to the championship from 2024 onwards.

As you should already know, Cooper/AVON tyres will cease to be made and exist within world motorsport beyond 31/12/2023, along with the closing of the UK Melksham factory.

The Championship has been aware of this since late 2022 and have since been working hard on identifying a new tyre provider and commercial partner from 2024 onwards.

Having done extensive research and conducted various meetings with manufacturers, it soon became clear there is only one manufacturer able to make and supply an equal tyre in all sizes and construction - that company is MRF Tyres. They are also the only supplier able to fill the void of around 200,000 tyres currently supplied by Cooper/Avon.

We therefore would like to advise ALL competitors that from the start of the 2024 season onwards, MRF tyres will be the mandated tyre supplier to ALL BTRDA categories (2024 to 2026 seasons inclusive, with an option to extend for the 2027 season).

MRF have concluded a deal for Waltham Services to be the sole tyre supplier, distributor, and fitter of the MRF tyres at all events. Tyres supplied by Waltham will also be stamped to ensure they come from one source - this will be regulated. We believe that this arrangement will secure a cost-effective supply of tyres for all competitors.

Further information will follow in due course however the following should be noted by all drivers:

**Competitors in the following categories:**

- Modified 4x4, Modified, Production, Juniors and BMW Mini will continue to race on a mandatory road legal tyre. This will be a 'Rallycross' branded MRF 'ZTR' track tyre with a similar compound as currently used.
- FIA Cross car will use a 10" tyre front and rear, available as a slick and knobbly
- Clubman 4x4, Super Modified and Classic will be able to use selected MRF tyres from a defined list, which is TBC, but is likely to include: the MRF Rallycross branded track tyre 'ZTR', the new MRF Crossply Rallycross tyre (available in 13" & 17"), plus MRF radial tyres (from a defined list) which are available in 13" to 18" as slicks (SS, S, M compound), tarmac and wet tyres.

Tyres are expected to become available from early August. Categories which are currently free with tyres will be able to purchase/test on tyres for the remaining 2023 rounds (subject to availability). We are exploring options for the other categories currently mandated.

Further information will follow as we have it however, we felt it important to issue the above announcement so you can plan the remainder of your 2023 season and plan future purchases.

**BTRDA Rallycross committee**

**TV Broadcast Information**

**Every round of the BTRDA Championship can be seen in 2023  
on the following broadcast channel's;**

**Motorsport TV—Online platform—Free subscription in 2023**

**Viaplay—Freeview/TalkTalkTV/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 SamsungTV**

**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>**



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

I promised myself that I would not mention tyres once in this report, but I've broken that already. So, while I'm on the subject we have new tyres that we can use, they are round and black, and they seem to go uphill and downhill with varying levels of success for everybody. In the fullness of time, we will find out how they work in every condition that we face (extreme wet, snow, ice bracken, juicy grass) but initial signs seem to indicate they are fine... which is fine.

Moving on to the competition, we've had a nice mix of winners starting with Mike Salton trickling his way to success at the Robin Jager and Andy Wilks doing likewise in Cornwall at the Robin Alexander. On day two in Cornwall Thomas Bricknell opened his account for the 2nd half of the season as he humped and bumped his way to a win at the David Ayres.

Our first swing into the midlands(ish) at the Pinford Trial saw Richard Sharp sneak a win with various people during the day appearing to be in the hot seat only to fall away for various reasons... mechanical and brain fade were a couple of notable excuses.

As we move into the thick of autumn (although it still feels very summery right now) we look forward to entry numbers starting to rise again as people have seemed to be slow to get back out again after the summer break. The Mercian trial is always a very popular event and hopefully, that will be the catalyst for a few more drivers to get themselves in gear and join the fun until the end of the year.

We also start to slowly cast our minds towards the Gold and Silver Star in January which once again returns to Northern trialing lands, and we look forward to once again having the final at Gale Hall (weather permitting) for the first time in a while.

For anyone reading this and wondering whether or not to venture away from home comforts in the South or Midlands we would highly recommend making the effort to attend a trial at Gale Hall which is a fabulous venue high up in the Cumbrian landscape. We also have a backup venue booked with firm parking, so we have got all bases covered, hopefully for this year's finale.

North Lakes Hotel will also host us again in the evening, and again if you haven't stayed there before it's a lovely venue so even if the trialing spoils things for you in the middle at the very least you should enjoy our stay and the evening.

My advice right now is to get out onto the hills, get yourself qualified and get yourself up to Cumbria.

More details to follow very soon from your Sporting Trials committee.

Sandy Veale

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

## **Testing Times**

So, another competition season comes to an end with the final round of the BTRDA Autotest Championship having taken place on the 1st of October. As I write the results are still provisional, so more about those next time. We have completed a full season of 10 Championship rounds, all of which were first-class events as you would expect.

We kicked off with the Hagley & District event at Curborough, followed by Hereford MC at the Foxley Estate, Wolverhampton at Seighford, Alwoodley's first visit to Acaster, Loughborough underneath the arches of the Coventry Ring Road, Knutsford's first visit to Demon Tweeks, South of Scotland at a new venue of the Kames Motorsport Complex, then back to Acaster with a second Alwoodley event, on to the Trac Môn/Anglesey Circuit with Caernarvonshire & Anglesey, and finally a return to Demon Tweeks with Knutsford.

So, a good coverage of the Country from the Midlands and the North, but we are still short of coverage in the Southeast and West due to a lack of suitable events – unless you know different!

We had 30 Championship registrations, most of whom competed during the year, but it meant that average entries struggled around the 20 mark. This was disappointing as it affects the viability of our events, and we are very grateful to our organising Clubs for persevering under sometimes difficult circumstances. Ironically, we have gained several “New Young” faces over the last couple of years, but not enough to keep up with the “Old Mature” ones who are hanging up their car keys. Also, the world has changed in the last 3 years and other commitments have taken priority to competing in every round of the Championship, hopefully, we will see some return to a full year in 2024.



Dave Mosey



Willie Keanning

Photos with thanks to Fast & Mucky Photography



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

There is an ongoing issue with a lack of feeder events at which Autotesters can learn their trade before stepping up into the Championship. These used to be Regional Championship events, but now these are either rounds of our Championship or no longer exist. In Northern Ireland they run a very healthy “Clubmans” Championship designed for road-going and lightly modified cars such as MX5s and Sprite/Midgets, etc., with slightly simplified tests for non-expert drivers, however over here those vehicles are catered for by AutoSOLO.

So we have a conundrum to solve in how to attract more competitors – answers on a postcard to... (Oh, and just simplifying the tests will lose existing competitors, as it did in the Republic of Ireland).

On a more positive note, it was good to see Ben Haigh take to the Retrotester like a duck to water, following in his grandfather’s footsteps and Luke Powell campaigning his father’s full-weight road-going Westfield to good effect. Another interesting addition is Paul Davidson in his Seat Mii, it looks right, and he is very quickly proving it to be competitive in Class B.

Sadly we only saw the venerable Mini make a couple of outings during the year, but it appears that they are becoming very expensive to maintain due to the high levels of modifications required for them to remain competitive.

Finally, Hagley & District have regrettably been unable to find a suitable venue for this year’s Ken Wharton Memorial Autotests, last year’s site having been commandeered for asylum seekers, so the event will not run. However, our friends in Northern Ireland have organised an International Event in November and many of our Championship entrants will be attending to enjoy the Craic, we wish them all well.

Steve Layton



Ben Haigh



Paul Davidson

Photos with thanks to Fast & Mucky Photography & Fern Motorsport

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



**Martin Mackenzie**



**Sean Kells**



**Luke Powell**



**Duncan Wild**



**Alastair Moffatt**

**Photos with thanks to Fern Motorsport**



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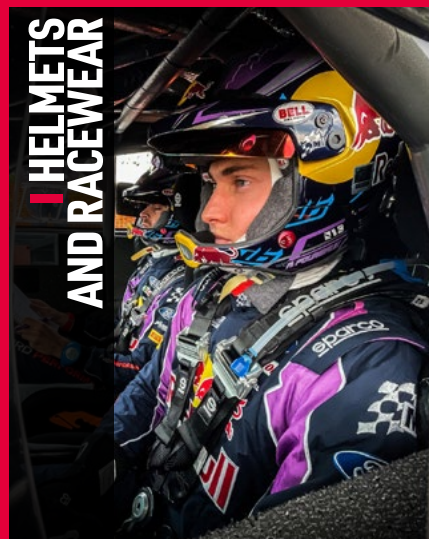


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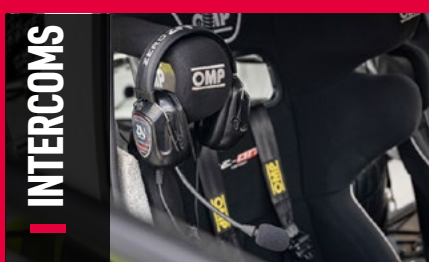
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# **Demon Tweeks Direct BTRDA® AutoSOLO Championship**

It could well be that it is not until 5 pm on the 10th of December that we know who is going to be the 2023 Gold Star demon tweeks AutoSOLO champion. That is the day when the final 18th round takes place at Three Sisters Kart track. At the time of writing Alec Tunbridge in his Caterham 7 is the only competitor to have a maximum total of 210 for the best 7 scores. Neil Jones is just one point behind for his best 7 on 209.

Before the 10th of December event, there is just one chance to change the score for Neil and that will be on the 22nd of October. Due to unplanned circumstances, there are two championship rounds on that date. Will Alec and Neil split their entries, or will it be, almost, a head-to-head and a winner takes all? You will have to wait and see in the next edition of the News – or even better, read it on the [btrda.com](http://btrda.com) website.

Whilst the above was all about the potential Gold Star winner let's not forget that there has been some good and intense competition in the classes. This is certainly true for class A for up to 1400cc salons (or should I call them touring cars to be correct MSUK speak?).

There has been an eclectic mixture of young and old drivers and young and old cars.

Perhaps the most intriguing has been the performances of Patrick Horrocks who entered the championship mid-season in his Fiat Cinquecento. He has already won class awards on events in a car which seems to scuttle round the tests indecently quickly with barely a hint of suspension roll – yes, it is quite stiff! There is also another non-championship entrant using the same model who is also very quick. Could this be a car for the future?

Meanwhile, heading the points scorers in the class is probably the oldest car, the mini of John Fox. John is getting to be in the, very, experienced group of drivers having won the BTRDA Find a Young Driver series several years ago (I'll have to get my old magazines out to find the exact date!). In between the Mini and the Fiat come a trio of Nissan Micras, or should it be a quad as one driver has driven 2 different versions!

Chris Kent has been the one to head this group with some brilliant driving using the improved performance features added over the winter. He now regularly beats the experienced Alan Wakeman who has swapped between his more standard green version Micra, and his Targa set-up white one. Here, the extra power of the white one hasn't translated into quicker times, and it has often been missing out by vital tenths of a second for being the best Micra.



John Fox



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

The third driver of this group is Chris's son Ian who for a 16-year-old has started to be really quick and on the odd occasion has beaten dad. It does happen to all of us older dads! The problem is these days it just happens to occur at an earlier age.

Meanwhile, the under-25 award is likely to go to Kieran Belcher who is in the last season of being eligible. His skill has improved over the last few years, and he regularly beats all in the largest capacity saloon class in his Megane R26. No doubt Ian will be the recipient of that award soon if he continues at the current rate of progress.

Being October, it's the time of the year when thoughts and plans are being made for 2024. We would welcome ANY suggestions as to how the championship can be improved as regards rules and events. I'll now wait for the email box of [peter@the-coxes.com](mailto:peter@the-coxes.com) to fill up!

Peter Cox



Alec Tunbridge



Richard Yapp



Kieran Belcher

# **Shepherd Compello Motorsport Insurance BTRDA Targa Rally Championship**

Well, the year isn't going as planned.

We've lost a LOT of Targas in the North plus Caerwent due to MoD activity. The Exmoor and Bustard Targas have been brought in to cover some of the events.

We'd LOVE more events in the North to increase geographic coverage, but many don't run Interclub events (Motorsport UK requirement for Targa Championships). Spread the word, competitors located in the North should have the opportunity to take part in the Shepherd Compello BTRDA Targa Road Rally Championship. Suitable Northern events will be welcomed to the Championship.

But on a brighter note, we've had some great Targas recently.

In Silver Star, we've had the Kemble and South West Targas. The Kemble Targa was very close, with reigning BTRDA Autosolo Champion, Neil Jones, taking the overall win by one second. Third overall was a further one second back.

Gold Star had its second event since February with the Kent Forestry Targa. Dan Morris and Zak Linham took the overall win after having to stop in a Test to change a puncture. Their fightback was impressive. Zak then continued to another event; he's packing them in this year!

With all this change, inevitably there have been knock-on effects with the number of rounds to count. The Gold Star is now 4 rounds to count with a maximum of 3 Silver Star rounds to count. Silver Star is now 4 rounds to count after the loss of the 061 Targa.

Chris and Jamie Woolley lead the Gold Star Championship with Colin Evans and James Appleby not far behind in the Drivers. Zak Linham is only one point behind Jamie Woolley after three maximum scores in the Navigators. It's going to be tight.

The Silver Star Championship is led by past BTRDA Allrounders Champion, John Fox. Simon Phillips is just one point behind, with Simon Bailey and Alan Wakeman a little further back in the Drivers.

In the Navigators, Thomas Horst leads from Oliver Beart by three points. Daryl Bailey is in pursuit.

The Consultation covering the future of Targas closed on 21st September. There was a great deal of discussion in many areas. While some numbering of new sections contained minor errors, there were many positive changes in the proposed Regulations to split Targas away from Road Rallies. This will provide more freedom and enable the use of more cars eg turbo diesel up to 2 litres.

Hopefully, the results of the Consultation will be positive, and the changes will be applied at the start of 2024.

It's now time to look to the future. There's been a great deal going on behind the scenes. More will be announced over the coming months. As normal, your input is appreciated, please let us know your thoughts.

Alan Wakeman



# ***Shepherd Compello Motorsport Insurance BTRDA Targa Rally Championship***



**Dan Morris & Zak Linham**



**Simon Phillips & Thomas Horst**



**Chris & Jamie Woolley**



**Hywel & Daryl Bailey**



**Colin & Harri Evans**



# ***Shepherd Compello Motorsport Insurance BTRDA Targa Rally Championship***



**John Fox & Oliver Beart**



**Steve & Tilly Burles**



**Alan Wakeman & Charlotte Prince**



**James Appleby & Tom Jefferis**



**Martin Freeman & Cathy Woodward**

**Photos with thanks to Andy Manston at M&H Photography**



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

There is an intriguing scenario as to how many qualifiers there will be in 2023 for the Crystal Images BTRDA Allrounders Championship. There will be either 6 or 14 – or any number between those two! The 6 are definite but the remaining 8 have just one more score to add to their existing 5. In most cases, it is actually a score in another discipline having accumulated their scores from just 2 of the 9 groups so far. In theory, that should give everybody a good chance but then some championships have finished (Car Trial) whilst others have just one or two chances to get the final score.

One type of event with the greatest possibility is Sprints where there are many to be held. And they do run right up until the 31st of December deadline which will be fine – if you live in Jersey! Don't forget that if you are driving a standard car then you don't need expensive overalls, just a good helmet which you may even be able to borrow from another competitor.

After all that, who is leading at the moment? The top qualifier is Jamie Yapp who appears to have a respectable 13.65 points lead over past champion John Fox. However, on points, Richard Crozier is only 14.50 behind Jamie and he has one more score to add. All of Richard's scores have been from sitting alongside a driver in the forest or asphalt series and often finishing in the top 10 of the events. It will be interesting to see if Richard uses a Targa Rally for his final score or ventures into an AutoSOLO or Sprint event.



Liam Rollings



Will Hill & Richard Crozier

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

Both of the top two qualifiers have been driving a variety of cars at the events this year so are not in the running for the Davijon one-car trophy. Of interest, neither have any of the other qualifiers! Hopefully, I'm right on that subject as Alan Wakeman has scored all his points in a Micra – but he does have 2 of them! The Targa version hasn't been quite so reliable this year and I do believe he did a Targa in the more standard green one. I'm sure Alan will tell me if I have got this all wrong!

There are 2 drivers who could well be in the running for the Davijon and both using MX5s. Liam Rollings has his 6 scores, but one was navigating on a Targa and Neil Jones has one more score to add. Both of them are entered in the Bob Budd Memorial Targa Rally at Mallory Park on the 15th of October so the trophy destination could well be resolved there.

Keiran Belcher and Richard Yapp could also collect their sixth score in this event.

Let's hope this fine weather stays until then and all the navigators keep their drivers on the straight and narrow Targa routes – that includes me as I'm sitting alongside Richard!

Peter Cox

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# ***Honorary Members for Life***

**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.

**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 2022***

<b>Allrounders</b>	<b>- Jamie Yapp</b>
<b>Asphalt Rally</b>	<b>- Steve Wood</b>
<b>AutoSOLO</b>	<b>- Neil Jones</b>
<b>Autotest</b>	<b>- Alastair Moffatt</b>
<b>Car Trials</b>	<b>- Kevin Roberts</b>
<b>Forest Rally</b>	<b>- Elliot Payne</b>
<b>Rallycross</b>	<b>- Darren Bleasdale</b>
<b>Sporting Trials</b>	<b>- Thomas Bricknell</b>

**Targa Road Rally Champion - John Davies**

**Targa Road Rally Champion Navigator - Sam Weller**

## ***2022 Special Award Winners***

<b>The Stross Rally Trophy</b>	<b>- Elliot Payne</b>
<b>The Jack Twyford Trophy</b>	<b>- not awarded in 2022</b>
<b>The John Gott Memorial Trophy</b>	<b>- Alan Brown</b>
<b>The Patricia Baldwin Trophy</b>	<b>- Kath Skermer</b>
<b>The Automobile Club de Monaco Trophy</b>	<b>- Grant Inglis</b>

***Edited by Jenny Wardle***