



CHAMPIONSHIP NEWSLETTER No. 8/11

things go
better
with
Coke

Ask Andy Burton!...

When the producers of Coca Cola introduced their 'Things Go Better With Coke' advertising campaign back in the 1960s, it is unlikely that they would have envisaged their product's usefulness in the temporary cure of slipping clutches in motor vehicles! Cue, Andy Burton...

Having already secured the Silverstone Tyres BTRDA Gold Star Rally Championship title after the Nicky Grist Quinton

Stages in July, 'Burty' set his sights on a record-breaking tenth victory on the Woodpecker Stages. Since 1989, the Kington driver has won his 'home' event – the route passed the end of his drive! – on nine occasions and now, without any Championship pressures to distract him and in the final season that his Peugeot Cosworth will be eligible to compete, he was out to move the tally into double figures.

Well, the plan was in danger of going awry almost from the off as the Peugeot's clutch began to slip on the first stage – and service wasn't until after the second. Some drastic action was required and it was then that Coke came to the rescue. A pipe was attached to the housing (no – I don't know either!) and some of the precious commodity poured on to the clutch plates to give the unit some more bite – at least until service back at Ludlow Racecourse.

According to the Coca-Cola website, 34,062,645 people like the drink – after the experiences of the weekend, that number will have risen by at least one!

So, Roger Chilman/Andrew Sankey had the best of the opening exchanges – fastest on the first stage and equal quickest on the second saw them leading the rally at first service. From there, the convoy headed off to Radnor and it was here that the damage was done. Burton was 14 seconds quicker than Chilman, which moved him into a lead he maintained for the rest of the day to give him that coveted tenth Woodpecker victory.

For his part, Chilman kept the pressure on the eventual winner all day to take the runner-up spot and the all-important Gold Star Championship points that went with it. With Burton confirmed as Champion, Chilman's main rival for runner-up spot Charlie Payne put his Ford Focus WRC off the road in Radnor. Although he and Craig Thorley were eventually able to regain the road, too much time had been lost to warrant continuing and the battle now moves on to the Cambrian. In North Wales Payne must finish first or second points scorer while, at the same time, hoping that Chilman is not able to improve on his total.

OK – the Gold Star runner-up will be either Chilman or Payne but, when it comes to contenders for third places, Jamie Anderson, Tom Cave, Tom Naughton and, if he chooses to contest the Cambrian, David Wright's names are added into the equation. Fascinating stuff and we'll have to wait until the procession along the Prom in Llandudno at the conclusion of the Cambrian to see exactly who's done what!



BTRDA PRODUCTION CUP GOES TO CAVE



Its fair to say that the Production Cup title has been one of the most contested titles for many years, with a whole host of contenders sparring away on every round, often with just seconds between them. The Woodpecker was the perfect example of this with Messrs Cave, Anderson and Davies coming home with just 13 seconds between them and Anderson and Davies having to go to a tiebreak to resolve their positions.

However for Tom it was the perfect finale to an extremely challenging year, which for a whole variety of reasons, has seen him having to use by our reckoning, five different cars during the year, but a fourth set of maximum points on the Woodpecker was enough to give him the Production Cup title. Things started very well when he took maximum points on each of the first three rounds and everyone else was playing catch-up. But then on the Plains his Impreza gearbox failed and suddenly others were on his tail. Jamie Anderson had started the year slowly but a couple of fourth places put him on equal points to Tom with James Grint just 1 point further back. The Dukeries became a 'must finish' for Tom but the 'buggeration' factor came into play and an engine problem saw him and co-driver Craig Parry way down in 94th position. However not prepared to give up they kept the car running and gradually pulled themselves back to 51st place and took a welcome 14 points to at least stay in touch.

Jamie Anderson was by now flying and on this pace was a title winner, but James Grint's title hopes were dashed with a hard off on the Dukeries.

The Nicky Grist Quinton was an amazing flat out race between Dylan Davies, who was finally getting to grips with his Impreza and Anderson and Cave, with the gap between the three never exceeding 12 seconds. Davies took the spoils with Anderson second and Cave third, which allowed Anderson to extend his lead over Cave.

And so to the Woodpecker. Tom's up and down season had continued on a non-championship round when his Impreza was totally wrecked and a hasty hire deal got him a Mitsubishi Evo to use. But he gave absolutely no sign of uncertainty as he took the fight to the rest from the outset and lead the Gp N field throughout the day, albeit a very close one at the finish. And when the celebrations are concluded and the final points are reflected upon, it will show how important it is to try and keep going as Tom did on the Dukeries, as that fightback to salvage 14 valuable points, together with coming back from a number of other setbacks, proved crucial in securing the title at the earliest opportunity.

Jamie Anderson's efforts this year should also not be overlooked and second place is just reward for all his and co-driver Ella Flynn's efforts this year. He also lies an excellent 3rd in the Gold Star Championship with Tom Cave 4th. Jamie has just got quicker and quicker and in the end the difficulties on the Wydean have just prevented him taking the race down to the last round. They have fully deserved their result and if we are fortunate to see them again next year then they will certainly be one of the crews to beat.

SILVER STAR - McDOWALL & HESELTINE GET THE PRIZE



Allan McDowall and Gavin Heseltine celebrate the success of their targeted attack to win the BTRDA Silver Star Championship

Allan McDowall travelled down from Scotland knowing that fourth in Silver Star would be sufficient to land the coveted Silver Star title but, with some quick local crews taking part, it was no foregone conclusion. And so it seemed, as Jon Ballinger, despite having the services of Reg Davies, a driver of some repute, but not exactly renowned for his co-driving skills, took the honours through the opening 8.76 miles of High Vinnalls, just 1 second ahead of Dave Young who was 3 ahead of McDowall. Geraint Mills in his Manta 400 was 2 seconds further adrift, just one ahead of the Yorkshire duo of Matthew Robinson, who'd swapped his B13 Impreza for a Mk 2 Escort and Warren Philliskirk who had one eye on the Historic Cup Trophy. Boyd Kershaw, normally a Silver Star front runner had suffered a disastrous start and had stopped the clock in next to last position, 133rd. At least it gave him the chance to live up to his nick name!

A short blast through the 2.29 miles of Hazel Coppice saw JB extend his lead by a further second over Young whose time was also equalled by McDowall, Philliskirk and Kershaw who, despite the time giving him =38th fastest, had now dropped to last! The Flying Kiwi was going to need to go supersonic to make any impression...

Stage 3 took crews up into Radnor where 8.49 miles of Cwm y Gerwyn saw McDowall make his move on the lead by taking fastest by one second from Terry Brown who, by his standards, had not been on the pace through the first stage, being some 24 seconds off JB's time. Dave Young however had taken over top spot from JB whose day was starting to go downhill, recording a time 18 seconds down on Young. Matthew Robinson was getting used to 2nd again and recorded 4th quickest, 2 seconds ahead of Matt Beebe who'd popped

in a quickie in his MG ZR, which was good enough to move him up to a very respectable =3rd in Silver Star alongside Geraint Mills who'd been going along quite nicely and was now top Manta man, demoting JB down to 5th overall. Unfortunately SS3 saw the first sign of Manta malady with the demise of Adrian Allen whose example blew a head gasket and Barry Jordan who dropped of the time sheets for reasons which have yet to be established....

Through stage 4 McDowall again set the pace with Young dropping 3 seconds to the Scot. It was enough to move McDowall to the front. A good time by Ballinger moved him back up to 3rd but the 2 ahead of him had opened up a healthy advantage. Behind these three the following pack jostled for position, a lack of consistent pace afflicting them all, with just 7 seconds separating Robinson, Philliskirk, Beebe and Brown. At last Kershaw



Allan felt his Kadett engine deserved much of the praise for their Silver Star success and it certainly is a lovely piece of work

was making progress having moved up to 99th overall but unfortunately he was still propping up the Silver Star boys. The Manta misfortune struck again, this time claiming Mills 400 version when it failed to exit the stage.

The battle continued to rage at the front as Young took a second out of

McDowall in SS5. Robinson was now getting to grips with the Escort, claiming it was more fun than his usual Scoobie, a view shared with many others... His time of 2 seconds adrift of McDowall was good enough to move him up to third and it was equalled by Alex Parpottas who'd suddenly come to life in his Fiesta ST150, moving up to seventh overall. In the middle of all this Philliskirk was toddling along, minding his own business and happy with his pace in 5th, but at the same time keeping a watchful eye on his Historic adversaries. By now the Manta malaise was turning into an epidemic as JB crashed out, tearing off a front wheel and whipping the steering wheel round which resulted in a broken hand. JB, we wish you a speedy recovery.

Through SS6 it was Robinson who set the pace, a second up on McDowall and Young who tied, while Terry Brown suddenly found his form and recorded a time just a further second back. Parpottas continued his good pace and Kershaw was a second behind the ST driver and up to 85 overall but chasing Silver Star points seemed a forlorn hope.

Entering the final stage McDowall led Young a by just one second and barring mishaps the title was in the



bag. The question was would McDowall go for it or would he settle for a podium to protect his title aspirations? Fastest by 18 seconds over Robinson was more than enough, with Kershaw a further 2 seconds adrift. So what of Young? He came home in 2nd overall having dropped 26 seconds for whatever reason to

McDowall through that final stage. Robinson's improving speed throughout the day secured third and Matt Beebe pipped Philliskirk to fourth by 2 seconds. Warren was happy though as he'd clinched the BTRDA Historic Cup. Spare a thought for Terry Brown who looked comfortable in fourth going into that last stage but deep in its depths he took a very fast off up a firebreak and got stuck on tree stumps, finally emerging almost 7 minutes adrift of McDowall. Last Silver Star finisher was poor reward for his efforts. As for Boyd Kershaw he plugged away, came home 74th overall, 12th Silver Star but nevertheless picked up 18 Silver Star points proving determination does bring its rewards.

Back at the finish Allan McDowall and Gavin Heseltine sprayed the champagne as worthy champions whilst Philliskirk grinned from ear to ear having secured the inaugural BTRDA Historic Cup. The battle for second in Silver Star will resume on the Cambrian between Philliskirk and Brown, while third place could go to either of these two plus Kershaw, with Matt Beebe having an outside chance if two of these three fail to finish the Cambrian.....

BTRDA Official Bulletin to All BTRDA Historic Cup Competitors - Cambrian Rally

We have been advised that the Cambrian Rally, to be held on the 8th October 2011, will use the tarmac surfaced Great Orme stage.

In accordance with the BTRDA Rally Series Regulations contenders in the BTRDA Historic Cup must use cars that comply with the eligibility requirements of the 2011 MSA Yearbook. Regulation R49.9.3 in the MSA Yearbook prohibits 'historic cars' from using tyres with an aspect ratio of less than 70%.

Therefore in order to qualify for BTRDA Historic Cup points, championship contenders must ensure that they do not use tyres with an aspect ratio of less than 70% on the Cambrian Rally, including the Great Orme stage.

BTRDA Historic Cup competitors will be asked to confirm they are aware of this requirement at signing on and eligibility checks will be carried out during the event.

This bulletin was sent to all BTRDA Historic Cup contenders either by email or by post on the 26th August 2011.

MILLERS OILS 1400s - LAWSON LORDS IT OVER THE REST



Justin Lawson

Sadly we haven't been able to see enough of Justin Lawson during this years Millers Oils 1400 Championship, because almost certainly had we done so Darren Pinchin may not have been spraying the champagne quite so soon, if at all. When he has turned out Justin has taken the fight well and truly to the rest and the Woodpecker was no different. Darren, having secured the 1400 title on the Nicky Grist Quinton, chose to not score points and was out doing some tyre testing instead.

Lawson was the fastest of the Silverstone runners and after two stages had a 13 second lead over Clive Anstey with Kieran Darrington taking his usual steady approach to the challenge despite no doubt the encouragement of his ebullient co-driver Pamela Hilton.

The two Radnor stages were next and Lawson clearly enjoyed these as he was the fastest of everyone through them to increase his lead over Anstey to 57 seconds with Darrington being a further 30 seconds adrift. Euros Evans was valiantly hanging on in fourth in his much less powerful 1400C Nova.

Clearly lunch went down well with Lawson as he was 7 seconds quicker through Wigmore than Anstey and 16 faster than Darrington. He repeated the effort again in the short and tricky 3 mile Bringewood stage but unfortunately the stage saw the retirement of Anstey when his clutch decided it had had enough. This brought the steady Kieran Darrington into the second points position albeit nearly 2 mins adrift, with Evans appearing to hold a comfortable third.

It was very much Lawson out front in the final Hays Park stage as he stopped the clock in 10.18 on the 8.7 mile stage to secure his second set of maximum points. Darrington

was 14 seconds slower but has now pushed himself into a second place in his fight with Anstey for the runners up honours. Evans's hopes of a remarkable third points place were dashed when he hit problems on the last stage, which instead went to Kris Farrell after his difficulties on the last two rounds.

And whilst we are reflecting on the points table just have a look at the 1400 co-drivers positions. I have been told not to use the phrase 'Girls On Top' but what else can you say to this situation. Karen Robinson is now confirmed as runner up to champion Karen Watts, despite her retirement on the Woodpecker, and Pam Hilton sits in third, but is not yet secure and by my reckoning anyone down to 10th place could still take the third spot, albeit with a strange twist on the points required. So which of you brave guys is willing to try and deny not only a clean sweep for the ladies, but also an historic table that I doubt has been seen on any other championship anywhere. If you do then I suggest you wear suitable protection if you are ever out alone!



Darren Pinchin and Karen Watts finally got chance on the Woodpecker to celebrate their Millers Oils 1400 title - and then Darren promptly filled Karen's ear full of champagne. Ever the gentleman!

BTRDA RALLY FIRST - TOWN TAKES SECOND

David Town's late surge through the Rally First tables had the desired result when he and brother Mick were not only the Rally First winners on the Woodpecker but also secured second place in the Rally First Championship as a result.

Once again Town joined battle with Joe Evett and Chris Hellings as they had done on the Nicky Grist Quinton and it was Evett who took the lead by 4 seconds from Town after the first two stages. Hellings was already in trouble though as he was down in eighth place as he struggled through the stage with brake problems and which finally knocked him out on the road section to the next stage. So it was Lewis Roper in his 1.0 Micra who moved into third place but 35 seconds down on the leader.



David Town

Town reduced the lead by 1 second in SS3 Cwm Y Gerwen and then turned it into a 4 second advantage through Stanlo Tump. Inevitably on such stages Roper's Micra could not compete with the fast overall pace of the 1.4 cars ahead through the Radnor complex and headed off to lunch 1.44 down on Town. Nevertheless Roper still held an advantage over the owner of his car Ian Arden who was a further 33 seconds down.

After the battling pair headed out of Stage 5 Wigmore Town had gained a further 1 second over Evett, which when you break it down is about 0.3 seconds per mile and probably equivalent to three slower gear changes. And then to contradict all the theories on the next three mile stage Town gained 3 seconds in one go to then lead by 8. Roper and Arden maintained station in third and fourth respectively.

Clearly Town knew he could not ease off going into the final Hays Park stage and at the end of the 8.7 miler he had gained a further 2 seconds over Evett to win by just 10 seconds, or 0.23 seconds per mile. A perfect demonstration of how close the Rally First cars can be, as well as testament to two drivers who gave away nothing and drove flat out throughout. Roper held off Arden to take third by 49 seconds.

In the points tables this now still leaves third place up for grabs with current incumbent Roy Gravestock now coming under pressure from Messrs Roper, Arden and Hellings, who could all take it if the points figures come out the right way. The Cambrian looks like it will be a tasty conclusion to the Championship.



Photo Steve Gregg



Joe Evett had a day long battle with Dave Town but lost out by just 10 seconds

TOM CAVE GOES ON A “RUN TO THE SUN” TO THE RALLY OF SPAIN WINNER OF THE 2011 VITAL EQUIPMENT JUNIOR DRIVERS AWARD

As well as tying up the BTRDA Production Cup Award Tom Cave had a double celebration after the Woodpecker Stages when he became the first winner of the Vital Equipment Run To The Sun Award.

The unusual prize, donated by BTRDA Fuel Supplier Vital Equipment, is a trip for two to the WRC RACC Rally of Spain taking place on the 20 - 23 October 2011 as guests of Vital Equipment, who also supplies fuel to the World Rally Championship.

In addition to this excellent prize the winning pair will also have an exclusive lunch date with the Petter Solberg Rally Team and hopefully meet the 2003 World Champion.

Arguably the most charismatic personality currently in the WRC, Solberg is currently in the third year of running his own challenge within the series. As such, the winners will be treated to a unique experience, having lunch in one of the most relaxed yet professional environments in the sport.



Photo Steve Gregg

Tom, as reported in the Production Cup article above, has not exactly had the easiest of years and has had to fight off the advances of James Grint, Ashley Slights and Dylan Davies to take the prize and perhaps the chance now to relax attending this very popular event will make the prize even more sweeter.



Marcel Freling's blown engine on the Woodpecker has proved very expensive and not just in the financial way. It has allowed **David Town** to move into the lead of the MG ZR Challenge title by 2 points with six maximum scores. However while it is best six scores that count and Marcel has five the calculations can get very complicated with the different scoring system that the Challenge uses. Both David and Marcel could get 20 points on the Cambrian which would send the title David's way as his seventh score is better than Marcel's, but if David fails to score and Marcel gets 20 then tie deciders come into play. I hope you are keeping up because the permutations are simply too many, or actually too complicated for my brain to compute and explain, so perhaps we will leave it that the Cambrian MG ZR Challenge is going to be very interesting.

SWISHER MSA ENGLISH RALLY CHAMPIONSHIP



Alan McDowall and Gavin Heseltine scored maximum points on the Woodpecker Rally and as a result Alan takes a slender 1 point lead ahead of Darren Pinchin in the SWISHER MSA English Rally Championship. However in the co-drivers table the position is reversed with Karen Watts just 2 points ahead of Gavin Heseltine.

With a competitors best 5 scores to count from any of the 7 championship events in this class based championship, there is still all to play for in the overall championship and in the 5 classes. A full list of the latest championship points / positions can be viewed in the Championship Points section.

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Round 6 of the SWISHER MSA English Rally Championship is the **Trackrod Clubman Trophy Rally**, on Saturday 24th September. This is a very compact one day event offering 45 forest stage miles with one run of all the classic North Yorkshire forest stages including Dalby, Langdale, Staindale, Gale Rigg and Cropton.

The organisers have tried to keep costs to a minimum by having Scrutineering on Saturday morning followed by a midday start at the Adderstone Arena in Dalby Forest which is also the location for the central service during the event. This is near enough for the service crews to go and watch some of the action on the adjacent stages.

Please note that competitors entering the Trackrod Historic Cup, which uses the same stages as the Trackrod Clubman Trophy Rally, will also be eligible to score points in the SWISHER MSA English Rally Championship.

More information about the SWISHER MSA English Rally Championship can be found on the championship website www.englishrally.co.uk

BTRDA / VITAL EQUIPMENT £30 FUEL VOUCHERS



The seventh group of recipients of the £30 Fuel Vouchers were selected at random following the Woodpecker Stages. Two competitors are chosen from the Gold Star, Silver Star, 1400's and Rally First categories. This will mean that so far this year £1,680 has been handed out in product vouchers to competitors and those that have received them will have been able to benefit from the safety and ease that comes from refuelling at the Vital Equipment facility.

The eight lucky winners are:

David Howells, Luke Francis, Warren Philliskirk, Pete Smith, Kris Farrell, Matt Griffin, Joe Eventt, Harry Morgan.

The vouchers have gone out in the post and can be exchanged for fuel on a future event at the Vital Equipment refuelling unit.

Cambrian Rally Vouchers

As there will not be an opportunity to use the final set of vouchers after the Cambrian Rally we will be selecting the winners prior to the rally, once we have a firm entry list to work with. The vouchers will then be sent out prior to the event so you can use them during the rally.

MINTEX / QUESTMEAD BONUS SCHEME



The winners of the Mintex Awards on the Woodpecker Stages, each of whom receive a set of FREE competition brake pads from Questmead Ltd were:-

Best Improvement on Start Number in GS / SS Championships: Geoff Cottrill (MG Metro 6R4)

Best Improvement on Start Number in Millers 1400 / MG / RF: James Watkins (Nissan Micra)

Alan Brown from Questmead can be found in the service area at most events to claim your rewards and to contact him in advance to arrange the required product please call Alan on 01706 860088.

ANNUAL DINNER AND AWARDS PRESENTATION

With the various Championships coming to a conclusion over the next few weeks and award winning positions being decided, we need to start thinking about celebrating all your efforts at the Annual Dinner and Awards evening. This is to be held on **Saturday 3rd December 2011** in the splendid surroundings of **Moor Hall Hotel, Sutton Coldfield, Birmingham**, where we have previously enjoyed wonderful food and hospitality.

IMPORTANT INFORMATION

Silverstone Tyres and BTRDA will be providing many of the award winners with FREE tickets to the dinner. These will be:

Gold Star, Silver Star, and 1400's:

1st, 2nd and 3rd Overall Drivers and Co-drivers and 1st Driver & Co-driver in each class.

Swisher MSA English Championship:

1st, 2nd and 3rd Overall Driver and Co-driver and 1st Driver & Co-driver in each class.

Rally First

1st Overall Driver and Co-driver, F1000/RF1000 winning Driver and Co-driver and 1st Driver and Co-driver in classes RF1400 and RF1000.

Ladies, Juniors, Seniors and MG ZR Challenge Awards:

1st Driver and Co-driver.

A list of award winners will be sent out after the Cambrian Rally indicating the BTRDA Championship award winners and those who are eligible for the free tickets. A similar list will be sent out as soon as possible after the last round of the Swisher MSA English Championship showing those winners.

If you are one of the lucky recipients of a free ticket, you will then have until the 30th October (13th November if it is an MSA English Championship award) to confirm your acceptance. After these dates, any tickets left unclaimed will be offered for general sale.

We are limited to 200 tickets which will undoubtedly be in great demand. **The relevant forms for tickets and hotel accommodation are attached with this newsletter** and will also be available for download from www.btrdarally.com, so don't delay in sending in your form. You can complete it now and indicate if you believe you will be eligible for the free tickets after the final event. **To be fair to everyone initially we will have to restrict everyone to a maximum of 10 tickets and then dependent on take-up we may be able to release further tickets later, but please indicate the total number you require to start with.**

Please note we also now have a new Dinner organiser, Beryl Gregg. She can be contacted through the following methods. Beryl Gregg, 43 Ludlow Road, Bridgnorth, Shropshire. WV16 5AH.

Email: bmgregg@tiscali.co.uk. Tel: 01746 769159 (h) 07779 436330 (m).

AGX TEAM CHALLENGE

The AGX Team Challenge has the grand sum of £1,050 to be given away to the top three teams at the end of the year.



AGX Team Challenge points after the Woodpecker Stages Rally are attached and published on the website.

The Young Ones scored maximum points on the Woodpecker but it was the Friends of the M6 who took over the lead despite 'losing' their team leader! The end of year awards are based on the best 6 scores so teams are now dropping their lowest score.

The leading teams after six events are:-

1.	Friends of the M6	Tom Naughton / Allan McDowall / Justin Lawson	151
2.	Yorkshire Mafia	Charlie Payne / Warren Philliskirk / Ashley Slights	158
3.	High Flyers	Paul Bird / Boyd Kershaw / Kieran Darrington	153
4.	The Favourites	Roger Chilman / Pete Elkins / Darren Pinchin	143
5.	Easterly Wind	Jamie Anderson / Jon Ross / Chris Hellings	140
6.	Easy as ABC	Tom Cave / Dave Brick / Clive Anstey	135

At the end of the year the winning team will receive £600, second place £300 and third £150 so this is well worth chasing hard for. The full points list of 20 teams in the 2011 AGX Team Challenge has now been published on the Championship web site.

FORTHCOMING EVENTS

CAMBRIAN RALLY - 8TH OCTOBER

The Cambrian Rally will again bring the BTRDA Championship season to a fitting end when we will no doubt be provided with a tough and challenging finale to the year. And it isn't just the rallying that's tough, the Llandudno night clubs on Saturday night take some effort to survive as well!

Competitors are being urged to get their entries in as soon as possible as seeding will take place very shortly. Regs are available on the event website with online registration available. The event website is www.cambrianrally.co.uk and the Entries Secretary is Helen Jackson who can be contacted on Tel: 01926 410321, Email: helen.jackson@fsmail.net

The event will use the challenging stages of Penmachno and Clocaenog and inevitably in October the weather will inevitably play a part in the event usually making the stages very slippery and tricky.

And just to add spice to the occasion the organisers have thrown in a double run around the the amazing but fearsome 4 mile tarmac Great Orme stage. Last used on the Cambrian in 2006 the Orme is a spectacular twisting tarmac stage which clings to the limestone cliffs of this prominent headland and is a must for any competitor who wants to test their rallying nerves.

This is definitely a must do event.



However, this is not the end of the season for the MSA English Rally Championship contenders who have two other events to go this year.

TRACKROD CLUBMAN RALLY - 24TH SEPT

See article above in the Swisher MSA English Rally Championship.

JLT TEMPEST RALLY - 5TH NOVEMBER

The event will be based in Aldershot and gives a unique opportunity to compete on a rally which is only 25 miles south of London and will include the classic Yateley Wood stage as well as Rushmoor Arena, the perfect venue for spectators and sponsors to watch the event unfold.

The organisers will be offering two rallies in one with the Tempest 2 for two wheel drive cars, (and the qualifying round for the Swisher MSA English Championship) and the Tempest 4 for four wheel drive cars. On the event website www.tempestrally.com, you will find everything you need to compete, marshal or spectate on the rally and the event will be using Twitter and Facebook for what promises to be a fun-filled day of rally action.

The Entries Secretary is Pam Guess, 8 Bethel Lane, Farnham, Surrey GU9 0QA - Email: pamgcharlie@aol.com. Tel: 01252 727390 (before 21.00 hours) Fax: 01252 657959



Championship Standings [For full list visit www.btrdarally.com]

Points after the Woodpecker Rally can be viewed on the Championship website above. Any queries should be addressed to the Championship Coordinators within seven days of this bulletin date.

GOLD STAR			SILVER STAR			1400s			RALLY FIRST		
1	Andy Burton	177	1	Allan McDowall	172	1	Darren Pinchin	173	1	Ashley Slights	150
2	Roger Chilman	164	2	Warren Philliskirk	158	2	Kieran Darrington	162	2	David Town	143
3	Jamie Anderson	142	3	Boyd Kershaw	148	3	Clive Anstey	139	3	Roy Gravestock	129
4	Tom Cave	139	4	Terry Brown	148	4	Euros Evans	119	4	Ian Arden	128
5	Charlie Payne	137	5	Matt Beebe	141	5	Kris Farrell	116	5	Lewis Roper	126

Remaining Silverstone Tyres BTRDA Championship Events

Event	Date	Rally HQ	Classic stages include
Cambrian	8 th October	Llandudno	Clocaenog, Penmachno

Remaining Swisher MSA English Rally Championship Events

Event	Date	Rally HQ	Location
Trackrod Clubman Rally	24th September	Scarborough	North Yorkshire
Tempest 2 Rally	5th November	Aldershot	Hampshire

Awards Evening ~ 3rd December 2011 ~ Venue ~ Moor Hall, Sutton Coldfield, Birmingham

CHAMPIONSHIP CONTACT DETAILS

BTRDA values any communications from competitors and therefore if you have any news, comments, questions or simply require advice we would like to hear from you.

Championship Contacts

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Jon Ballinger: Tel: 01568 797293, Mob 07734 003993, Email: jon@rpm-motors.co.uk

Championship Eligibility Scrutineers

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CHAMPIONSHIP SPONSORS AND SUPPORTERS



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Main photographs courtesy of:

