

**MINTEX
NATIONAL**
RALLY SERIES

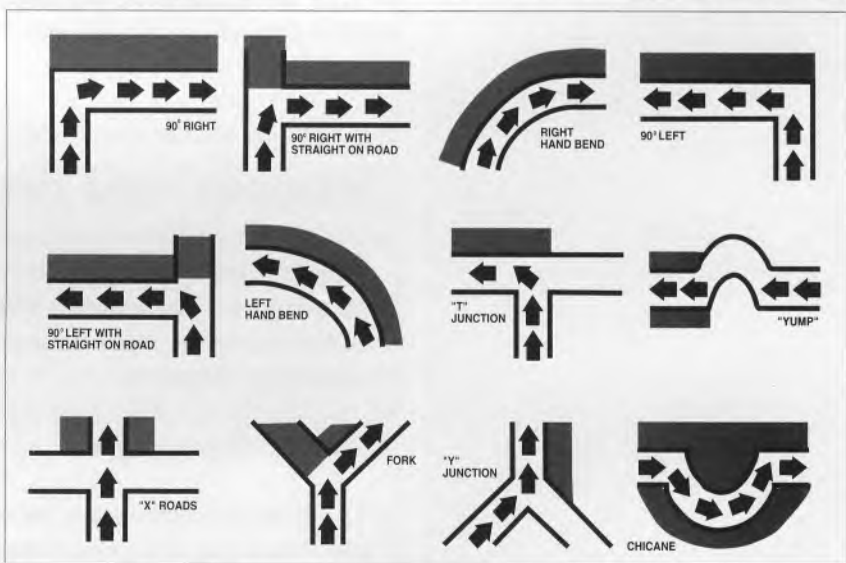


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**MINTEX
NATIONAL**
RALLY SERIES
1 9 9 5
THE ROUNDS

1	SUNSEEKER WINTER RALLY	24th FEBRUARY
2	ANDERSON CARS GRANITE CITY RALLY	30th MARCH
3	STEYR-DAIMLER-PUCH MANX NATIONAL RALLY	11th MAY
4	KERRIDGE NATIONAL RALLY	15th JUNE
5	MORGANNWG FOREST RALLY	20th JULY
6	TRACKROD FOREST STAGES	28th SEPTEMBER
7	MIDLAND RALLY	21st OCTOBER

S P E C T A T O R S A F E T Y



SHADED AREAS ARE PROHIBITED



It is a condition of admission that all persons having any connection with the production and/or organisation and/or conduct of the meeting, including the owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators, pass or ticket holders.

STAY WHERE IT'S SAFE



MESSAGE FROM THE ORGANISERS

Nineteen ninety five is turning out to be a significant year for Wolverhampton and South Staffs Car Club's Midland Rally.

Firstly the Club is delighted to welcome Bulldog Security Products Ltd. as the sponsor of the rally for the first time. The Shropshire based company is a major international manufacturer of all types of security products. Not only do their vehicle security devices have a place in modern rallying but the whole company are rally enthusiasts.

This year also sees the rally return to the Mintex National Rally Series for the first time since 1988.

We are proud that the Event has been restored to its former position as the last round of the premier British Rally series.

The second significant return of the year is that of the Event to its former base of the Welsh coastal resort of Aberystwyth.

The last time the Rally started and finished here was in 1984.

The organisers are pulling out all the stops to ensure that the hospitality lives up to the legendary years of the early 1980's.

We look forward to welcoming you to Aberystwyth.

THE ORGANISING TEAM.

MESSAGE FROM THE SPONSORS

Bulldog Security is part of an expanding group of companies which has its headquarters in Much Wenlock, Shropshire.

Bulldog International limited has a developing global network of agents and representatives.

The Bulldog pedigree.

The first products were launched in the mid 1980's, the result of the painstaking development of an innovative locking bolt mechanism by the company founder Ray Jordan.

The unique, hardened, anti-pick bolt was a breakthrough in low-cost, high specification security that the company has been able to apply across a wide range of products and application sectors, identify and responding to actual user needs.



**MIDLAND
RALLY**

A consistent policy of upgrading has enabled the locking bolt based products to maintain market leadership in so many areas, while the company's R&D team has engaged in the parallel development of other complimentary products and systems aimed at securing a safer world.

The Bulldog breed

Leisure - Bulldog became a major player in the caravan sector in particular, and the leisure market in general. It's a 'moving' story of stabiliser safety through to stationery security and safety provided by products from wheel clamps to hitch locks, lock posts to levellers.

Automotive - Bulldog has dedicated itself to providing the most comprehensive range of wheel clamps available from a single manufacturer, offering degrees of security from snap-on deterrents to highly secure heavy duty options. Devices are available for classic cars through to motorcycles, at prices to suit all budgets.

Household Security - Bulldog is nothing if not house 'trained', providing lock bolts to secure garage and personal access doors - however poor the integral door locking system - car posts and clamps... and even sporting gun security.

Shop Protection - Bulldog is taking on the ram raiders with barriers offering high impact resistance at low cost and the flexibility of placement to satisfy local planning regulations. The retailer is also able to call upon Bulldog for extra access door security and access control devices.

Fleet Protection - Bulldog protects cars, vans, trucks and trailers. The range extends from clamps to a unique king Pin lock which enables drivers and owners of heavy goods trailers to throw a security 'ring' around them in seconds - whenever they are detached or parked.

Animal Safety - Bulldog helps ensure the safe transportation and containment of animals, particularly horses, with the development of such products as stabilisers designed specifically for horse and animal trailers and a professional quality door lock bolt which can be used to ensure that thieves are kept out... and the animals stays in.

Site Management - Bulldog products have been developed for access control on permanent and temporary sites from company and public car parks to construction complexes, as well as individual vehicle and plant protection. Ram barriers and lock posts are among the access control equipment available.



**MIDLAND
RALLY**

**MINTEX
NATIONAL**

RALLY SERIES

OFFICIALS

Stewards of the Meeting

- Appointed by the RACMSA Rick Smith
- Appointed by the Promoters Dilys Rogers
- Appointed by the Promoters Bill Troughear

Clerk of Course John Trevethick
 Secretary of the Meeting Andrea Johnson
 Deputy Clerks of Course Ray Lloyd, Gareth Thomas
 Press Officer John Clewer
 Event Safety Officers Mervyn Johnson, Kevin Page
 Event Chief Medical Officer Dr Ian Pickton Robinson
 Chief Marshal Richard Felgate
 Entries Secretary Tracy Seymour
 Results Service Tynemouth Computer Services
 Chief Timekeeper Vaughan Allcock
 Chief Scrutineer Fred Southall
 Eligibility Scrutineer Mike Harris
 Driving Standards Observer Jack Romain
 Noise Test Official John Arnold
 Headquarter & Help Desk Co-ordinator Jayne Houghton
 Communications Officer Harold Hicken
 Area Controllers Jim Corns, John Cornes, Nigel Dawes,
 Andy Pickering, Phil Jones, James Scott
 MINTEX Series Co-ordinator Roger Evans
 MINTEX Series Press Officer Andrew Hail
 MINTEX Series Registrar Reg Collins
 Welsh National Championship Co-ordinator Steve Gregg
 West Midlands Championship Co-ordinator John Arnold

ACKNOWLEDGEMENTS

The Organisers acknowledge the assistance and help of the following during the organisation of The Bulldog Security Products Midland Rally :

BULLDOG AUTOMOTIVE SECURITY PRODUCTS

MINTEX

Autosport, Ceredigion District Council, City Speed of Gloucester, Evans Windows, Eventsign, Forestry Enterprise in Wales, Gwynedd County Council, Harlech & District, Motor Club Ltd, International Rally Drivers Club, Lloyds Motors Aberystwyth, Marine Hotel Aberystwyth, Midland Association of Motor Clubs, Motoring News, Police Forces of North Wales and Dyfed Powys, Residents of Mid-Wales, Teleflorist, Total Office Products, Tynmouth Computers, Vaughan Allcock, Welsh Association of Motor Clubs, West Midland Association of Motor Clubs.



MIDLAND RALLY

PREVIOUS WINNERS

1958	.....	Tony Fisher/Jim Thomas	Austin A35
1959	.....	Bill Bengry/Peter Roberts	Simca Montlhay
1960	.....	Tom Gold/Stuart Turner	Austin Healey Sprite
1961	.....	Brian Harper/Ron Crelin	Morgan
1962	.....	Pat Moss/David Stone	Saab
1963	.....	Tony Fisher/Brian Melia	Austin Cooper
1964	.....	Reg McBride/Don Barrow	Ford Anglia
1965	.....	David Frizwell/Richard Binns	Mini Cooper S
1966	.....	Malcolm Gibbs/Randell Morgan	Cortina GT
1967	.....	Tony Chappell/Hywel Thomas	Lotus Cortina
1968	.....	Colin Malkin/John Brown	Hillman Imp
1969	.....	John Bloxham/Richard Harper	Escort Twin Cam
1970/71	.....		Not Held
1972	.....	Pat Ryan/Mike Nicholson	Mini Cooper S
1973	.....		Not Held
1974	.....	Tony Drummond/Dave Richards	Escort RS
1975	.....	Tony Fowkes/Brian Harris	Escort RS
1976	.....	Russell Brookes/John Brown	Escort Mexico
1977	.....	Penti Airikkala/Jon Gittins	Vauxhall Chevette
1978	.....	Penti Aitikkala/Mike Nicholson	Vauxhall Chevette
1979	.....	Ari Vatanen/Dave Richards	Escort RS
1980	.....	Jimmy McRae/Mike Nicholson	Vauxhall Chevette
1981	.....	Henri Toivonen/Fred Gallagher	Talbot Sunbeam
1982	.....	Markku Alen/Iilla Kivimaki	Lancia 037
1983	.....	Michele Mouton/Sue Baker	Audi Quattro
1984	.....	Malcolm Wilson/Nigel Harris	Audi Quattro
1985	.....	Tony Pond/Ron Arthur	Metro 6R4
1986	.....	Stig Blomqvist/Bruno Berglund	Audi Quattro
1987	.....	David Gillanders/Ken Rees	Metro 6R4
1988	.....	Russell Brookes/Neil Wilson	Cosworth Sierra
1989	.....	David Llewellyn/Phil Short	Toyota GT4
1990	.....	Russell Brookes/Neil Wilson	Cosworth Sapphire
1991	.....	David Llewellyn/Mike Corner	Nissan Sunny GTI-R
1992	.....	Colin McRae/Derek Ringer	Subaru Legacy
1993	.....	Malcolm Wilson/Brian Thomas	Escort Cosworth
1994	.....	Malcolm Wilson/Brian Thomas	Escort Cosworth



RALLY SERIES

ROUTE MAP & TIMETABLE

TIMETABLE		
	LOCATION	TIME
Start	Marine Terrace Aberystwyth	09.00hrs
SS1	Pantperthog	09.30hrs
SS2&3	Gartheiniog	10.21hrs
SERVICE HALT	Farmers Mart Dolgellau	11.20hrs
SS4	Dyfi Main	12.32hrs
SS5	Pantperthog 2	12.45hrs
SERVICE HALT	Machynlleth car park	13.23hrs
SS6	Taliesin	14.16hrs
SS7	Tarenig	15.00hrs
SS8	Myherin	15.16hrs
SS9	Llanafan	15.50hrs
Finish	Marine Terrace, Aberystwyth	16.22hrs



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RALLY**

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STAY WHERE IT'S SAFE

THINK SAFETY!

see page 1



IMPORTANT

IT IS VERY DANGEROUS TO STAND
ON THE ROAD WHILST
THE RALLY IS IN PROGRESS

THE MIDLAND RALLY.

The event is a qualifying round for: 1995 Mintex National Rally Series, The City Speed of Gloucester Welsh National Rally Championship, The Association of West Midland Motor Clubs Stage Rally Championship in Association with Midland Performance Centre and Furrows Ford RS Dealers of Wellington Telford. **The event is run under:** The 1995 General Regulations of the RAC Motor Sports Association Ltd. (Incorporating the provisions of the International Sporting Code of the FIA) and the Championship Regulations of the Mintex National Rally Series.

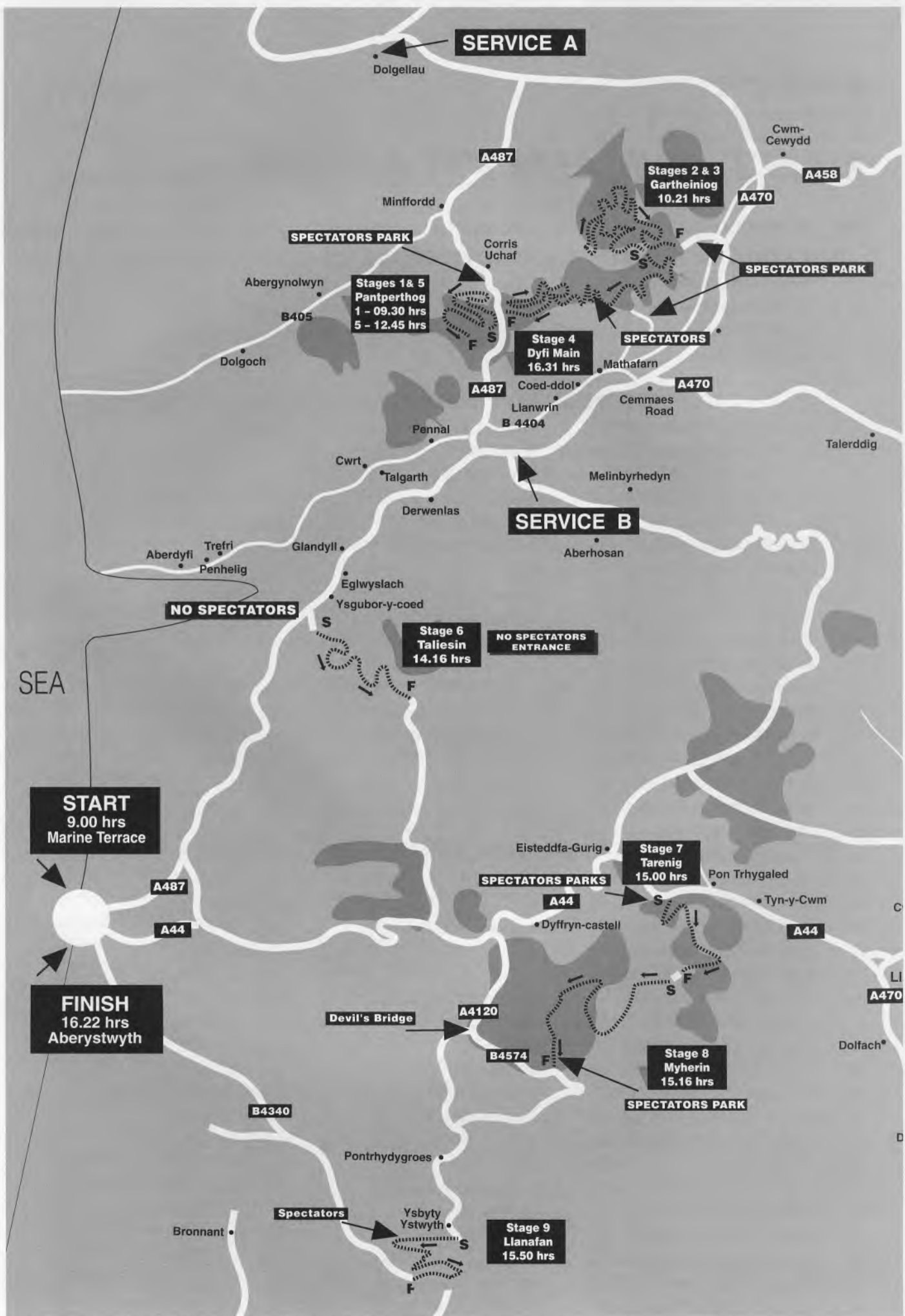
SCRUTINEERING FRIDAY 20th OCTOBER 1995, Scrutineering from Lloyds Motors, Park Avenue from 16.00 hours. SATURDAY 21st OCTOBER: START - MARINE TERRACE, ABERYSTWYTH RALLY, 09.00 hours. FINISH - ABERYSTWYTH, 16.00 hours.

Text photography by COLIN TAYLOR PRODUCTIONS.

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MOTORSPORT IS DANGEROUS AND PERSONS ATTENDING THE MEETING DO SO ENTIRELY AT HIS OWN RISK.

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LIST OF ENTRANTS

NO	DRIVER/CO-DRIVER	SPONSOR	CAR	CLASS
BULLDOG SECURITY PRODUCTS MIDLAND INTERNATIONAL RALLY				
1	TOMAS ABRAHAMSSON/Bruno Berglund		Escort Cosworth	
2	DAVID THOMPSON/John Davenport		Escort Cosworth	
3	KEVIN CURRAN/Simon Warner		Escort Cosworth	
4	DAVID NUTT/Shelley Nutt		Vauxhall Astra GTE 16V	

BULLDOG SECURITY PRODUCTS MIDLAND RALLY

10	CHRIS MELLORS/Brian Goff	Chester Exhaust Supplies	Escort Cosworth	8
11	MURRAY GRIERSON/Stewart Merry	ICI Melanex	Subaru Legacy	8
12	DAVID GILLANDERS/Howard Davies	Shell Gillanders Motors	Escort Cosworth	12
14	BRIAN LYALL/John Bennie	Anderson Cars Aberdeen	Escort Cosworth	8
15	STEVE HILL/Stella Boyles	Steve Hill Ltd	Mitsubishi Galant	8
16	ROGER DUCKWORTH/Mark Broomfield	Deja Vu Promotions Ltd	Sierra 4x4	12
17	IWAN ROBERTS/Dylan Jones	Iwan Roberts	Sierra 4x4	12
18	STEVE SMITH/Brian Hughes	Walkers Radiators	Lancia Delta HF	8
19	ANDREW BURTON/Rob Morgan	Prestigne Tyres	Alfa Ferrari	12
21	JOHN BENNETT EVANS/Chris Jones	Sweet Lamb Rallying	Escort Cosworth	12
22	MARK PERROTT/Garry Mansell	Leominster Car Auctions	Escort Cosworth	12
23	WARREN PHILLISKIRK/Christine Darling		Metro 6R4	12
24	STEVE PETCH/Peter Croft	Twil Handling & Display	Subaru Impreza WRX	4
26	GEOFF SMITH/Ryland James	Priority Airfreight Ltd	Escort Cosworth	4
27	THEO BENGRIY/Les Forsbrook		Ford Escort	11
28	PHILIP SQUIRES/Michael Squires	Rally & Competition Equipment	Escort RS	11
29	VINCE WETTON/Julia Rabbett	PCE & Procter Partners	Mitsubishi Galant VR4	8
30	DREW GALLAGHER/Phil Sandham		Escort Cosworth	
32	PAUL GRIFFITHS/Mark Lewis	Shawspeed	Sierra Cosworth	8
33	PETER STEPHENSON/		Escort Cosworth	8
35	ROBIN BRADBURY/Charlie Husband		Escort Mk4	11
36	ALISTAIR TOUGH/Alan Bland	Bridgestone/RRS Racewear	Escort Mk1	11
37	BRIAN BELL/Paul Spooner		Porsche 911	12
38	DAVID ELDER/David Robson		Toyota Starlet RWD	10
40	GRAHAM EVANS/Shاون O'Gorman	Evans Windows/Crystals	Escort Cosworth	12
41	JOHN LAY/Shاون Clorley	Wem Motors Ltd	Escort Cosworth	4
42	PAUL SNELL/Martin Saunders	Sikaplan	Escort Cosworth	4
43	ROGER DAVIES/Tim Hobbs	Yokohama Tyres	Vauxhall Astra GSi	3
44	GRAHAME STANDEN/Bill Cook	Walker Mower P/Shop/4UZ	Mazda 323 GTX	4
45	MARK POLLARD/Graham Mockridge	Pollard Boxes Ltd	Escort Cosworth	4
46	DEREK McGLNIGLE/Rupert Astbury		Sierra 4x4	12
47	ANDREW CAMERON/Rowand Prentice		Escort	11
48	GUY ROBINSON/Pete Forrester	Robinson Motor Bodies	Escort Mk3	12
50	GARY SMITH/Don Robbie	DMS Plastics of Ludlow	Escort	12
51	MARTIN WYLES/Lisa Addy	Cars & Competition Cars	Escort Mk2	12
52	MICHAEL RUSSELL/David McKinlay	Sierra Trust Co Ltd Jersey	Escort Cosworth	4
53	DAVID WARNER/Martin Pettitt	WGT Auto Developments	Rover Vitesse	12
54	NIGEL WAKEFIELD/Roger Allan	TRL Technology	Peugeot 205 GTI	7



MIDLAND RALLY

NO	DRIVER/CO-DRIVER	TOWN	CAR	CLASS
55	STEVEN QUINE/Richard Skinner	Douglas Steam Sawmills	Vauxhall Astra GTE 16v	3
56	PETER THORNTON/Sean Kelly	Proban Flame Retardants	Vauxhall Astra GSI	3
57	PAUL THOMAS/Steve Chetwynd	EEP Electrical	Vauxhall Astra GTE	3
58	STEPHEN WEDGBURY/Ian Regan		Peugeot 309 GTI 16V	7
60	CHARLES GORDON/Piers Cave		Peugeot 205 GTI	7
61	RUSSEL SPRY/Alan Frame		Escort Mk1	12
62	MARK FISHER/	Shell/Splitfire	Nissan Micra	9
63	G COLEMAN/		Nova	6
64	RICHARD ROBERTS/Paul Price	Total Office Products	Peugeot 205 GTI	7
65	CHARLES ARMSTRONG/Richard Bevan	Tecroc Products	Vauxhall Astra GTE 16V	3
66	PHLL LONG/Cyril Morris	The Cresser Car Comp Wimpey Tran X	Vauxhall Astra GSI	7
67	MICHELLE TAUNT/Kevin Ikin	Shropshire Rally School	Toyota Corolla	10
68	ROBERT COATES/Graham Andrews		Escort Mk2	11
69	MICHELLE DLLWORTH/Phil Clarke	AWP Engineering	Escort Mk2	10
70	DENNIS TATE/Andrew Wilson	Agrochem Ltd/Cyanamid Chemicals	Vauxhall Astra GSi	3
71	MALCOLM CONIBEAR/Mike Jones	MDC Land Services	Audi Coupe S2	8
72	NIGEL GRIFFITHS/Neil Jones	Presteigne Tyre Services	Peugeot 205 T Diesel	11
73	PHIL MORGAN/John Surrudge	Robbins Transport	Escort Mk2	11
74	PAMELA LUDGATE/David Hull	Chapman Stevens Insurance Brokers	Peugeot 309 GTI	7
75	RUSSELL EDEN/		Vauxhall Nova GTE	2
76	NEIL BEARDSLEY/Adrian Carnhill	Scorpion Exh/Carnill M's	Peugeot 205 GTI	3
77	PETER WOOD/Graham Hopewell		Peugeot 205 GTI	2
78	TREVOR GODWIIN/David Wyer	Horiba Instruments Ltd	Rover Mini Cooper 1.2i	5
79	DAVE BODEN/Andy Parkhurst	Frome Garages/H&B Tyres	Vauxhall Nova SR	1
80	MICHAEL PLANT/Marina Francks		Rover Mini	9
81	CLIVE TAYLOR/			

BULLDOG SECURITY PRODUCTS MIDLAND CLUBMAN RALLY

100	NEIL ANDREW/Mark Spavin		Escort Mk2	4
101	GRAHAM BAYLISS/Dave Phipps	Salt Sadler Titanium	Escort	3
102	MIKE ROBERTS/Phil Morgan	Pro-Max Sport	Ford Sierra Cosworth	4
103	MICHAEL DAVIS/Suzanne Emiliani		Escort	4
104	DAVID THOMAS/Louise Evans	Crynant Plant Ltd	Sapphire Cosworth	5
105	GERALNE MILLS/Mark Hill	Evans Windows, Wales	Escort RS 2000	4
106	NICK ELSMORE/Stuart Paterson	Paterson Dental Division	Vauxhall Nova SR	2
107	DARREN LEESON/Julie Kelly		Escort	2
108	TIM EGERTON/Bert Egerton		Vauxhall Nova SR	1
109	MARTIN MANSELL/Andy Inskip	Team Custard Rallying	Escort	3
110	BERNARD McLEAN/Garth Howell		Rover Metro R2	1
111	CHRIS HARDEN/Heather Harden		Vauxhall Astra	1
112	SEAN EDWARDS/Gwyn Morgan		Escort	2
113	DEREK MORGAN/Philip Morgan		Peugeot 309GTI	3
114	JAYNE HILL/Paul Stringer		Vauxhall Nova Sport	1
115	PAUL CRUDGE/Philip Atkins		Escort Mk2	3
116	NICK WILLS/Richard Wills		Ford Escort	2
117	COLIN BOUND/		Ford Escort	3
118	EMYR THOMAS/Richard Michell		Ford Sierra Cosworth	4

**MINTEX
NATIONAL**

TOP TEN POSITIONS TO DATE

1 Chris Mellors	Ford Escort Cosworth	109*
2 David Gillanders	Ford Escort Cosworth	109*
3 Steve Hill	Mitsubishi Galant	100*
4 Brian Lyall	Ford Escort Cosworth	96
5 Murray Grierson	Subaru Legacy	88
6 Steve Smith	Lancia Delta Integrale	82*
7 Jeremy Easson	Ford Escort Cosworth	67*
8 Steve Petch	Subaru Impreza	66
9 Roger Duckworth	Ford Sierra XR4x4	65
10 Richard Moore	Subaru Imprezza	56



**MIDLAND
RALLY**

"...the last round has become well-known for it's grandstand finishes..."



WINNER TAKES ALL

As the Mintex Nation Rally Series arrives in Aberystwyth for the seventh and final round of this year's championship, the Bulldog Security Products Midland Rally, the scene is set for a dramatic battle in the forests of Mid Wales. Three drivers - defending Mintex champion Chris Mellors, David Gillanders and Murray Grierson - are still in with a chance of taking the coveted title and the points situation is such that the mathematics are now quite simple : the highest-placed finisher on the Midland Rally will be the 1995 champion!

Returning to the Mintex Series this year, the Midland Rally has been won on the past two occasions by Malcolm Wilson who will be present, once again, not only to compete but also to keep an eye on the efforts of Mellors and Gillanders, in particular, as both

(Above): Chris Mellors leading after round 6 but will Malcom Wilson win again and make it a hatrick..

are vying to become the first man since Wilson to win the National Series twice. The Cumbrian's titles came in 1978 and 1979, Gillanders was champion in 1987 and Mellors is the current holder.

The one person who can keep Wilson's record intact - at least for the next twelve months - is Murray Grierson. Having already won the Anderson Cars Renault Granite City and the Morgannwg Forest National Rallies this season, Murray retired from the last round, the Trackrod Forest Stages, after rolling his ex Alister McRae Subaru Legacy down an embankment. A win in Yorkshire would have tied the championship up in his favour but, following the accident, the battle will resume in Wales. After initial doubts as to whether he would be able to contest the final round, much



COLIN TAYLOR PRODUCTIONS

(Below): The battle is on between David Gillanders and Chris Mellors.

midnight oil has been burnt in the interim in order to repair the car in time for its trip to Aberystwyth and Murray will now take his place at the start.

Like Mellors and Gillanders, the former Mintex Group N champion Steve Hill has also finished every round so far in his Mitsubishi Galant and is currently four points ahead of Brian Lyall. The Boss of Anderson Cars, sponsor for the Granite City Rally, is contesting his first full season of Mintex events in Malcolm Wilson's 1994 British Championship winning Escort but, like Hill, now finds the overall championship just out of reach. Nevertheless, good results could still see each of them finish higher up the championship table.

The Group N battle has already been resolved in favour of Jeremy Easson who has won the category for the second consecutive

year in his Escort Cosworth. However, since the Steyr-Daimler-Puch Manx National Rally in May, the driver of the first Group N Escort Cosworth on each round of the Mintex Series has gone home with a £1000 cheque from Ford for his trouble. On the Trackrod Forest Stages, it was the turn of Ashford's Geoff Smith to benefit from the award as he finished just two seconds behind outright Group N winner on the day, Steve Petch whose Subaru Impreza is a mere one point behind Easson in the overall championship!

The main protagonists in the Formula 2 battle have all had ups and downs this season but, in spite of rolling on the same bend as Murray Grierson on the Trackrod, Julian Reynolds has emerged as victor. The winner of the inaugural title in 1993 has used three different cars during this campaign, latterly putting his faith in the reliability of the Honda Civic in which he has also contested the British Championship. Reynolds' main opposition has come from the Simmonite sisters, who are the Teleflorists Ladies' Champions for the second year running, and Steve Quine who has made the journey from his home on the Isle of Man on each occasion.

So, once again, the Mintex National Rally Series is waiting until the last possible moment to reveal the identity of this year's winner - not since 1990 has the title been decided prior to the last event, and the series has, consequently, become well-known for its grandstand finishes. Both Dougie Watson-Clark in 1993 and Chris Mellors last year had to withstand a tremendous amount of pressure before finally clinching it and this year is set to follow that tradition.



COLIN TAYLOR PRODUCTIONS

THE DRIVERS TO WATCH

DAVID GILLANDERS

Age: 44 Lives: Aberdeen Occupation: Garage Proprietor
Having won the National Rally Championship back in 1987 at the wheel of a Metro 6R4, David Gillanders returned to the series in 1994 with the express intention of becoming the first man, since Malcolm Wilson in 1979, to take the title twice. Winning the Winter Rally, the opening round of the 1994 Mintex Series, in his Malcolm Wilson Motorsport-prepared Escort Cosworth put David into the lead of the championship which he then followed up with another maximum points score on the Anderson Cars Renault Rally, Consolidating his position at the top of the points table, David maintained his lead throughout the season until the final round, the Artemis Equipment Forest Stages, when eventual champion Chris Mellors pipped him at the post.



COLIN TAYLOR PRODUCTIONS

The nail-biting finish to last year's Mintex Series was nothing new to David. His win in 1987 was one of the closest ever witnessed in the history of the championship which dates back to 1974. He had already won the Granite City and Kayel Graphics Rallies but still needed to win the final round, the Audi Sport (now known as the Midland Rally!), to lift the title. With one stage to go, David was lying in second place but an incorrect tyre choice by the leader allowed David to overhaul him and win the rally - and the championship - by just four seconds!

David won the Winter Rally again in the start of this year, as he did the Snowman, the opening encounter in the Burmah Scottish Championship, putting himself into the lead of both series. Since then, he has been involved in a nip-and-tuck situation with the old adversary, Chris Mellors, as the lead of the Mintex Series has changed hands on several occasions. As they arrive in Aberystwyth, neither has posted a retirement so far and, taking their five best scores into account, the two are absolutely level on points. So, with perhaps a sense of *deja-vu* upmost in his mind, David has been there, seen it and won it - but now has it all to do again!

CHRIS MELLORS

Age: 37 Lives: Chesterfield Occupation: Motorsport Preparation Specialist
Chris Mellors came very close to winning the 1993 Mintex National Rally Series but, like David Gillanders last year, was pipped at the final post. His self-prepared Sierra Cosworth had led the championship for much of the season but, such was the competitiveness of the series, he still needed a good result on the final round, the Artemis Equipment Forest Stages. However, on the opening stage of the rally, the Sierra deposited all its coolant on the North York Moors and a rare retirement ensued. All Chris could do was stand and watch his chance of the title disappear.



COLIN TAYLOR PRODUCTIONS

Returning again in 1994, he trailed David Gillanders in the points for most of the season but, this time, it all came good on the last round. With new co-driver Brian Goff, Chris won the Kerridge National outright - his forest win at this level since the York National in 1985 - and would then have won the Kayel Graphics, had not a servicing infringement resulted in exclusion from the final results. Fortunately for Chris, Gillanders also failed to finish the rally and so the two drivers arrived in Leeds for the start of the Artemis Equipment Forest Stages just two points apart. A fascinating battle emerged during the day and, after they had spent much of the rally taking time out of each other, Mellors emerged as the victor by just a handful of seconds.

Prior to the start of this season the Sierra made way for an ex-Francois Delecour Escort Cosworth which Chris bought direct from Ford's competition department. He spent much of the first round of this year's series, the Sunseeker Powerboats Winter Rally, acclimatising himself to his new state-of-the-art car but still managed second place behind Gillanders. The first outright win of the year came on the recent Trackrod Forest Stages and Chris knows that he must put up a similar performance this weekend if he is to retain his title!



DAVE ELDER

DAVE ELDER comes from the famous town of Duns in Berwickshire, birthplace of the late Jim Clark and, more recently, Louise Aitken-Walker. Dave started rallying in 1980 and this year has been contesting the Motoring News Two Wheel Drive category in the Mintex Series in his Toyota Starlet which he has converted to rear-wheel drive. With co-driver Dave Robson, he has put himself in a commanding position in the championship with three maximum scores from four events. Merely starting the Midland Rally will make sure that the two Daves come away from Aberystwyth with the title.

ALISTAIR TOUGH

ALISTAIR TOUGH built his Mark I Ford Escort from a brand new bodyshell at the beginning of 1994. The car, which is fitted with a 2-litre 16-valve Vauxhall engine, finished 6th overall on last year's Kayel Graphics Rally and is currently locked in the battle for supremacy in Class B11 with Robin Bradbury's Escort Mark IV. On the Midland Rally, the first driver home will take the class in the Mintex Series. Alistair, who runs a plastics factory, lives in Evanton, near Inverness and must clock up one of the highest mileages of any competitor travelling to and from events!



PETER THORNTON

PETER THORNTON comes from Whitehaven in Cumbria and his Vauxhall Astra is sponsored by Proban Flame Retardants. The car was new for the start of the season and Peter has contested each round of the Mintex Series so far. On the recent Trackrod Forest Stages, a class win would have helped his Championship aspirations a great deal but a couple of spins and a minor off into a bank on the long Dalby stage saw him finish the rally twelve seconds behind the eventual class winner, Steve Quine. Even so, a good run on the Midland Rally will ensure him of the runner-up spot.

GEOFF SMITH

GEOFF SMITH has proven to be one of the 'finds' of this year's Mintex Series. The twenty-two year old from Ashford, in Middlesex, is contesting his first full season of national events and is improving from event to event. Co-driven by the experienced Ryland James, Geoff was joint leader of Group N at the halfway stage of the Morgannwg Forest National Rally - only to retire on the final stage - and finished the recent Trackrod Forest Stages Rally a mere two seconds behind Group N winner, Steve Petch. Geoff's Escort Cosworth is sponsored by the family firm, Priority Airfreight, and the young driver has already confirmed his intention to contest the 1996 Mintex Series.



“...a full day of the best of special stage rallying over some of the most famous forest roads in the world.”



HISTORY OF THE MIDLAND R

The Wolverhampton and South Staffs organised Midland Rally started life in 1958 as a night navigation road rally sponsored by the local newspaper The Express & Star. The event was renowned for its demanding route over the infamous roads of mid-Wales. Evocative names of sections like The Bwlch-y-Groes, Dinas, Lake Vyrnwy and The Mynd revive memories of the Austin A35s Sprites, Mini Coopers, Morgans and Anglias that were driven by the winners.

It was in the mid-Wales hills that held forest roads which in 1967 were the impetus in making the event one of the first special stage rallies on the mainland of Britain. Still called The Express and Star, this was the era when first Cortinas then Escorts and Chevettes were the winning cars.

When the oil company became the event sponsor in 1968 the rally was renamed 'The Castrol'. With the relocation of the start and finish to Aberystwyth in 1975 the scene was set for the Sequence of quintessential single day forest stage rallies. The many of the winners of those days were visitors from World Championship Rallies included Russell Brookes, Pentti Airikkala, Jimmy McRae and Ari Vatanen.

(Above & Right): Malcolm Wilson the winner back in 1993, attempting a hatrick this year.

With Castrol's withdrawal from motorsport in 1980 the event was sponsored by Pace Petroleum for two years. remarkable for a national event the winners for these years were Henri Toivonen and then Markku Alen. It was on this event that the latter gave the unforgettable Lancia 037 its first win anywhere in the world.



**MINTEX
NATIONAL**



**MIDLAND
RALLY**



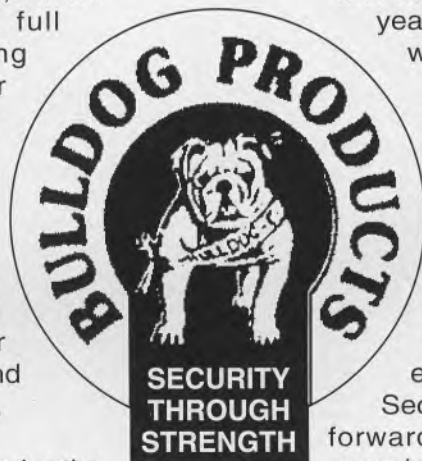
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Audi Sport took over the sponsorship of the event in 1983 and it was known as 'The Audi' for the next nine years, for the last four of thee it gained full international status. The long association with the German car manufacturer attracted more illustrious names to the finishing ramp. These were the years of the four wheeled drive rally cars pioneered by Audi themselves. Although Michele Mouton and Stig Blomqvist won in Audi Quattros there were also wins for Tony Pond in a metro 6R4 and David Llewelin in a Toyota GT4.

Since 1993 the event has run under the name Midland Rally still attracting the 'work' drivers preparing for next month's Network Q RAC rally. Gegoire De Mevius

the then Group N World Championship competed against Malcolm Wilson in 1993, with Malcolm emerging the winner. Last year Malcolm returned but this time he was up against Francois Delecour in an identical Escort Cosworth. Once again Malcolm won. He is back again this year to attempt the hattrick a feat that has never been achieved on the event in it 38 year history.

For 1995 the event has been fortunate to find yet another enthusiastic sponsor in Bulldog Security Products an The Club looks forward to another long and fruitful association. The event's aim will continue be to provide a full day of the best of special stage rallying over some of the most famous forest roads in the world.



WHAT IS RALLYING

By Andrew Hall

How does the thrilling sport of rallying work?

Rallying is one of the most exciting and accessible forms of motorsport for competitors and spectators alike. Relative novices can find themselves competing against professional drivers on more or less equal terms. For the spectators as long as they obey the directions of the safety marshals there is the prospect of watching the action at close quarters.

Going Rallying

To go rallying a driver needs only a car with some basic modifications on the grounds of safety (rollcage, fire extinguisher, competition seat belts, helmet etc), a co-driver to navigate and if the event is particularly lengthy, or arduous, a service vehicle and mechanics to carry out repairs and safety checks throughout the rally.

Special Stage Rallying

The Mintex National Rally Series is a Special Stage championship. The object of this form of rallying is to test a rally crew and their back-up team to the limit. A special stage rally usually consists of a number of gravel or sealed surface (sometimes a mixture of both) special stages linked together by public roads. Competitors must navigate their way from one special stage to the next within a certain time using a specifically defined route provided in advance by the organisers. Early arrival at a special stage is just as likely to incur penalties as a late one and, whilst on public roads, competitors must abide by the laws of the land.

Timed to the second, each special stage is obviously all about speed but a driver must also retain a sense of mechanical awareness. After all, it is no use being fastest through any particular stage if your car is damaged in the process. On events of one day's duration, such as those in the Mintex Series time is set aside for servicing and service areas can often be the scene of frenetic activity. These too are timed and consequently time taken over and above that permitted to effect repairs, also incurs penalties for the crew. Over the years, the skills of rally mechanics in changing gearboxes and axles in unbelievably quick times have become legendary, but please don't expect your local garage to match them! The eventual winners of the rally are the driver and co-driver who have negotiated the special stages in the shortest time, whilst incurring the least number of penalties travelling between stages.

The Mintex Series

The Mintex National Rally Series was established in its six-round format in 1991 and organised and was promoted by Rick Smith and Associates from Wallington in Surrey on behalf of the Association of National Championship Rally Organisers (ANCRO) for the last two years. This year, the organisation has been taken on by Roger Evans. It now consists of seven one-day events — three in England, two in Wales and one each in Scotland and the Isle of Man. The Mintex Series is an affordable and thoroughly professional championship, with a good geographical spread of events that attracts some of the best rally crews in the country and on occasions from overseas as well. The Series status in the motorsport calendar is confirmed by the increased television and press coverage that it is now afforded and this, in turn, makes it an attractive sponsorship proposition for companies both large and small.

Categories and Classes

As it is unfair to expect Skoda Favorit to beat a Ford Escort Cosworth various categories and classes exist within rallying to ensure that like competes with like. Whilst the Mintex Series has three groups, each split into four classes, it is not as complicated as it at first seems. In basic terms, Group A cars are modern day saloons that have been heavily modified. Group B caters for some of the old super-cars from the 1970's and 80's and Group N — also for modern cars — is known as the 'showroom' category where limited modifications are permitted. Each group is then subdivided into four classes based on engine capacity — up to 1300cc, 1301 — 1600cc, 1601 — 2000cc and over 2000cc.

Points Scoring

Points will be allocated to drivers and co-drivers who are registered for the Mintex Series based on their finishing position overall, in category and class on each round. There are also separate championship for Juniors, Ladies and Manufacturers and the winners will be those who have gained the most points by the end of the season. Contenders may count their best five scores, out of a possible six, and both drivers and co-drivers are eligible for points.

Overall Mintex Series points are allocated as follows:

Position Points

1st	25
2nd	22
3rd	20
4th	19
5th	18
6th	17

and so on down to 22nd place which scores 1 point. In the classes the system works thus:

Position Points

1st	15
2nd	12
3rd	10

and so on down to 12th place which scores 1 point.