

# BULLDOG PEDIGREE!...

The Wolverhampton & South Staffs Car Club-organised rally that is currently known as the 'Bulldog' dates back originally to 1958 when it started life as a navigation road rally. Sponsored then by the local newspaper, the rally took its name to become the 'Express & Star'.

Included as a qualifying round of the prestigious Motoring News Road Rally Championship, it took competitors into the heart of mid Wales and became renowned for its demanding route over some of the infamous roads in the area. Such sections as Bwlch-y-Groes, Dinas, Lake Vyrnwy and the Mynd revive evocative memories of Austin A35s and Healey Sprites, Mini Coopers, Morgans and Ford Anglias that were the successful rally cars of the day.

By 1967 the rally had forsaken the lanes and taken to the forest roads in the same area to become one of the first 'special stage' rallies on mainland Britain. Still called the 'Express & Star', this was the era of the Cortina - the forerunner of one of the most successful rally cars of all time, the Ford Escort.

The following year the rally began a long-standing relationship with Castrol and, obviously, took its name from the oil company. Moving its base to the coastal town of Aberystwyth in 1975, the 'Castrol' had by now established itself as one of the quintessential single-day forest rallies in the British Calendar. The event's timing - it always ran in mid October - endeared it to a number of manufacturer's who were keen to get a run in the Welsh Forests in advance of the RAC Rally of Great Britain the following month. Consequently, whilst the event was a qualifying round of the domestic Castrol/Autosport National Rally Championship, the list of winners during this time has a definite foreign flavour to it!

Pentti Arikkala (twice) and Ari Vatanen took turns on the winners' rostrum but the Brits were not forgotten - Russell Brookes and Jimmy Mcrae both had their share of the lime-light over the years.

With Castrol electing to move on to pastures new at the end of 1980, the role of main sponsor passed into the hands of Pace Petroleum. For the next two years, the 'Pace' still maintained that continental air with the names on the winners' trophy being those of

Henri Toivonen and Marku Alen - the latter giving the unforgettable Lancia 037 its first win anywhere in the world.

In what was a major sponsorship initiative by the company, in 1983 Audi Sport UK began a nine-year association with the rally. For the latter stages of this period, the event took on full International status to become a round of the British Rally Championship. The Audi Quattro first came to these shores in 1981 and, for the rest of the decade, the four wheel drive revolution continued to sweep through the sport. Both Michelle Mouton and Stig Blomqvist won the 'Audi' in the company's own Quattros but other names to appear included those of Tony Pond in a Metro 6R4 and a 'home win' for the Toyota Celica GT4 of Wales' favourite son, David Llewelin.

Various changes in the structure of rallying in the UK in the early 90s saw the W&SSCC team masterminding what was to be known as the Midland Rally. Based initially in Welshpool, the Rally still offered the chance to experience, at first-hand, some of the Network Q RAC Rally Stages which competitors on the World Championship qualifier would be visiting again only a matter of a few weeks later. In 1993 the then Group N World Champion, Belgian Gregoire de Mevius, entered the event but was upstaged by Malcolm Wilson who took victory in an Escort Cosworth, built by his own company. In spite of being up against Francois Delecour in a similar car the following year, Malcolm took back-to-back wins in the season when he, too, won the British Championship.

The enthusiastic Bulldog Security Products, based in Much Wenlock, came on board in 1995 - they year in which the rally joined forces with the Mintex National Rally Championship. Renewing its acquaintance with Aberystwyth, it provided a fitting climax to the National Series - both of which were won by Chris Mellors who was suitably congratulated at a garlanding ceremony on the sea front.

In each year, refinements have been made to the already popular event which now takes Shrewsbury as its base and was instrumental in the introduction of route-notes for all competitors for the first time in 1997. The Sweet Lamb rallying complex also provided spectators with a grandstand view of the competitors in action.

The 1999 rally hosts, not only the cream of national rallying talent from the Mintex Series, but also competitors in the highly popular 'one-make' Peugeot Super 106 Cup and Ford Motorsport Ka Series, as well as both Welsh National & Clubmens Forestry Championships. A bumper entry is guaranteed as the season draws to a close and the various rally series reveal the identity of their respective champions.

# PAST WINNERS

1958	Tony Fisher / Jim Thomas	Austin A35	<i>Express &amp; Star</i>
1959	Bill Bengry / Pete Roberts	Simca Montlhay	<i>Express &amp; Star</i>
1960	Tom Gold / Stuart Turner	Austin Healey Sprite	<i>Express &amp; Star</i>
1961	Brian Harper! Ron Crellin	Morgan	<i>Express &amp; Star</i>
1962	Pat Moss / David Stone	Saab	<i>Express &amp; Star</i>
1963	Tony Fisher! Brian Melia	Austin Cooper	<i>Express &amp; Star</i>
1964	Reg McBride / Don Barrow	Ford Anglia	<i>Express &amp; Star</i>
1965	David Frizwell / Richard Binns	Mini Cooper 5	<i>Express &amp; Star</i>
1966	Malcolm Gibbs / Randell Morgan	Ford Cortina GT	<i>Express &amp; Star</i>
1967	Tony Chappell / Hywell Thomas	Lotus Cortina	<i>GoodyearExpress &amp;</i>
1968	Cohn Malkin / John Brown	Hillman Imp	<i>Star</i>
1969	John Bloxham / Richard Harper	Escort Twin Cam	<i>Castrol Express &amp; Star</i>
1970	Not held		<i>Castrol Express &amp; Star</i>
1971	Not held		
1972	Pat Ryan / Mike Nicholson	Mini Cooper 5'	
1973	Not held		<i>Castrol Timpson</i>
1974	Tony Drummond / Dave Richard	Ford Escort RS	
1975	Tony Fowkes / Brian Harris	Ford Escort RS	<i>Castrol 75 Rally</i>
1976	Russell Brookes / John Brown	Escort Mexico	<i>Castrol 75 Rally</i>
1977	Pentti Airikkala / Jon Gittins	Vauxhall Chevette	<i>Castrol Rally</i>
1978	Pentti Airikkala / Mike Nicholson	Vauxhall Chevette	<i>Castrol Rally</i>
1979	An Vatanen / Dave Richards	Ford Escort RS	<i>Castrol Rally</i>
1980	Jimmy McRae / Mike Nicholson	Vauxhall Chevette	<i>Castrol Rally</i>
1981	Henri Toivonen / Fred Gallagher	Talbot Sunbeam	<i>Castrol Rally</i>
1982	Marku Allen / Ilkka Kivimaki	Lancia 037	<i>Pace Rally</i>
1983	Michelle Mouton / Sue Baker	Audi Quattro	<i>Pace Rally</i>
1984	Malcolm Wilson / Nigel Harris	Audi Quattro	<i>Audi Sport Rally</i>
1985	Tony Pond / Rob Arthur	MG Metro 6R4	<i>Audi Sport Rally</i>
1986	Stig Blomqvist / Bruno Berglund	Audi Quattro	<i>Audi Sport Rally</i>
1987	David Gillanders / Ken Rees	MG Metro 6R4	<i>Audi Sport Rally</i>
1988	Russell Brookes / Neil Wilson	Sierra Cosworth	<i>Audi Sport Rally</i>
1989	David Llewelin / Phil Short	Toyota GT4	<i>Audi Sport International</i>
1990	Russell Brookes / Neil Wilson	Sapphire Cosworth	<i>Audi Sport International</i>
1991	David Llewelin / Mike Corner	Nissan Sunny GTi-R	<i>Audi Sport International</i>
1992	Cohn McRae / Derek Ringer	Subaru Legacy	<i>Audi Sport International</i>
1993	Malcolm Wilson / Bryan Thomas	Ford Escort Cosworth	<i>Elonex Midland</i>
1994	Malcolm Wilson / Bryan Thomas	Ford Escort Cosworth	<i>Midland Rally</i>
1995	Chris Mellors / Brian Goff	Ford Escort Cosworth	<i>Midland Rally</i>
1996	Steve Hill / Stella Boyles	Mitsubishi Lancer E3	<i>Bulldog Midland Rally</i>
1997	Marcus Dodd! Stephen McAuley	Ford Escort Cosworth	<i>Bulldog Rally</i>
1998	Alister McRae / David Senior	Subaru Impreza WRC	<i>Bulldog Rally</i>

# MINTEX NATIONAL CHAMPIONSHIP

ROUND 6 - BULLDOG RALLY  
Shrewsbury, Saturday 23rd October 1999

## SHOWROOM SHOWDOWN IN SHREWSBURY!!

Best of British gather for Bulldog finale as National Group N title goes down to the wire...

With Kenny McKinstry and Andrea Hall already having clinched the Overall and Formula 2 titles, all eyes focus on the titanic struggle for the showroom category Group N honours in the final round of the Mintex National Rally Championship based in Shrewsbury on Saturday, October 23rd.

Local favourite Roger Davies (SHREWSBURY) and KIDDERMINSTER'S Kevin Stevens are locked together on 111 points, with DUBLINER Richie Holfeld poised to take advantage of any slip from his rivals, in third place on 103.

Holfeld and co-driver Ian Grindrod, driving the gleaming Ralliart Germany/Co-ordsport Mitsubishi Lancer E5, must add to their sole victory on the Isle of Man in May and take maximum points to stand any chance of overhauling the other two.

Stevens and Stewart Foley, in another Lancer E5 backed by Stevlin Surveyors, won the first round in Bournemouth and the last round - August's Centurion Rally in Newcastle - to set up a classic finale.

Ford Escort Cosworth campaigner Davies, navigated by Manxman Richard Skinner, also boasts two victories and has shown remarkable consistency, not finishing lower than fifth in Group N on any of the six events to date. Davies bids to add to the Formula 2 National title he won, driving a Vauxhall Astra, in 1996 before contests his 12th RAC Rally as part of the CSMA team next month. He has so far reigned supreme in Wales, where the bulk of the Bulldog Rally's action takes place, winning the championship's two previous visits there, for the Kerridge and Enterprise Rallies, during the summer.

The Bulldog field is littered with 'wild-cards' capable of challenging the Mintex series regulars on the day but the likes of Mark Perrott (LEOMINSTER, Mitsubishi Lancer), Eamonn Boland (IRELAND, Mitsubishi Lancer) and Dave Wood (HEANOR, Subaru Impreza) aren't registered so won't affect the championship

points allocation.

Former British Champion Gwyndaf Evans (DOLGELLAU) heads the 100-car field away from the start in Welshpool at 7.30am, in a factory-backed SEAT Cordoba WRC, and is set for an intriguing battle for overall honours with the Ford Escort WRC of Marcus Dodd (POOLE). Dodd, winner of the Bulldog Rally in 1997, will be determined to further his claims to being the fastest driver in the championship this year, having won three of the opening four rounds before a series of mishaps allowed the ultra-consistent McKinstry to snatch the title from his grasp. Despite failing to finish the other three events, another maximum score will still earn Dodd and his Scottish co-driver John Bennie third place overall, with runner-up spot likely to go to 1998 Mintex National Champions Roger Duckworth/Mark Broomfield (TOWCESTER, Subaru Impreza). BANBURY'S Ian Gwynne/Shawn O'Gorman (Subaru Legacy), who are currently third, and Steve Petch/ Peter Croft (RICHMOND, N YORKS, Ford Escort WRC ) are the only drivers who can deny Duckworth.

Formula 2 Champion-elect Andrea Hall (FORDINGBRIDGE, Ford Escort RS2000) can add the Coupe de Dames crown by out-pointing rival Clare Morran (BISHOPS STORT-FORD, Ford Ka) for a fourth consecutive round in the performance in class-based ladies championship race. KILMARNOCK's Craig Maconochie and Jim Howie (Nissan Micra) hope to continue their late charge and deprive the pacemakers since round three Tim Ferris (TRURO) and Carl Sorenson (Peugeot 106) the Class A5 (under 1400cc) title, while current leaders Dave Perrelet (FARNBOROUGH) and Stefan Arndt, in a Peugeot 205, still have unfinished business with the Ford Escort Mk 11 of Robin Bradbury (NAR-BERTH) and Peter Thomas in Class B11.

#### Mintex National Championship positions (after 6 rounds)

**Overall:** 1. **Kenny McKinstry** (Subaru Impreza) 114 points; 2. **Roger Duckworth** (Subaru Impreza) 101; 3. **Ian Gwynne** (Subaru Legacy) 80; 4. **Steve Petch** (Ford Escort WRC) 79; 5. **Kevin Stevens** (Mitsubishi Lancer) 76.

**Group N:** 1. **Roger Davies** (Ford Escort Cosworth) 111; 2. **Kevin Stevens** (Mitsubishi Lancer) 111; 3. **Richie Holfeld** (Mitsubishi Lancer) 103; 4. **Arron Cruickshank** (Ford Escort Cosworth) 87; 5. **Peter Thornton** (Vauxhall Astra) 75.

**Formula 2:** 1. **Andrea Hall** (Ford Escort SRC) 66; 2. **Peter Thornton** (Vauxhall Astra) 56; 3. **Graham Middleton** (Nissan Sunny) 47; 4. **Tim Ferris** (Peugeot 106) 36; 5. **Craig Maconochie** (Nissan Micra) 31.

# SUPER 106 CUP TOP DOG BATTLE

As the Super 106 Cup goes to the last round of the 1999 season, the battle for the title is down to two competitors Mark Fisher the current leader and Martin Sansom who has led for most of the year. The Bulldog Rally will bear witness to the showdown on Saturday October 23rd.

The Kent based pairing of Martin Sansom and Phil Wells took the lead at the first round of the Championship, the Esso Ultron Rally sprint in March, retaining the lead with a further win and two second places during the year. The first sign of any faltering was in Ulster, when an excursion into a ditch terminally halted their progress. Another ditch excursion in Flanders saw their battered car take the podium in second place, as they courageously charged back up through the field from the first stage accident.

The Ulster crew of Mark Fisher and Gordon Noble capitalised on both Sansom's accidents, and adding the storming run on the Coracle Rally have won the last three consecutive events to now head the Super 106 Cup leaderboard. A finish, ahead of Sansom at the Bulldog Rally, guarantees them the 106 Cup title and the WRC drives. It's a little more complicated for Martin; if he wins, he takes the title on tiebreak. If he is 2nd, Mark has to be 4th or lower in order for him to win on the points table.

However, the battle is not all about the leading crews. With a place on the Network Q Rally of Great Britain up for grabs for the 2nd, 3rd and 4th crews, the fight for this is just as intense, as no less than seven crews are in striking distance of the last two places. Furber has decided to take a chance on his current 3rd overall being secure, and hire out his car instead of competing. Clark, Hookway, Burnell, Pattison and Russell are all in the fray, with Galligan also capable of taking fourth place if his luck improves, as a service infringement in Ulster and a broken selector fork in his gearbox in Flanders, have added minimal points to his recent tally.

The Rookie battle will be decided on this event, as current leader Steve Trotter attempts to keep the Luxton brothers at bay. The Luxtons have won four out of five of the last rounds contested, but may well yet rue the decision not to compete in Ulster, leaving the way open for Trotter to claim the maximum points there. The Ladies and Veterans titles are already decided with Sabrina Shaw and David Walke taking the honours respectively.

# ALLWAYS EXECUTIVE TRAVEL WELSH NATIONAL RALLY CHAMPIONSHIP

## Championship Update

It will be a nail-biting finale to the 1999 Allways Executive Travel Welsh National Rally Championship this weekend as a variety of competitors battle it out for a unique set of awards provided by the Championship sponsor. First prize for the Overall and Group N winners is a seven day holiday to Gran Canaria in December to watch the Race of Champions fought out by all the top World Rally drivers. In addition to these the Welsh National champion will also receive a free entry on the 2000 Vauxhall Rally of Wales International worth £750, and all class winners have free weekends travel to Europe.

It is now ten years since the Welsh National Rally Championship was introduced and every year the Overall title, and on some occasions the Group N title, has been decided on the final round, the Bulldog Rally. 1999 will be no exception, as once again the Bulldog Rally becomes the focus of attention for the Welsh competitors.

Two drivers now remain in contention for the Overall title, Gary Smith from Ludlow who has never won the series and Leominster's Mark Perrott who was the 1996 Welsh Champion. Gary currently leads Mark by 10 points and is in stunning form in his DMS Plastics sponsored Escort Cosworth having won the last round, the Cambrian Rally, and earlier in the year, the Quinton Stages. Mark meanwhile has missed the last couple of rounds whilst he builds his new Group N Mitsubishi Evo 6 in readiness for his assault on the Network Q Rally of Great Britain. However dropped scores are now coming into play and Gary can only reach a maximum of 131 points, having scored on six rounds, whereas Mark can count a full 25 points and achieve a maximum of 138, therefore Gary must rely on Mark either failing to finish or finishing sixth or lower in order to take the title. So will the running of his brand new car dull Mark's potential edge or will Gary see him off as he continues his wining ways? We are under starters orders!

The co-drivers battle is proving just as tight with Jayson Brown and Phil Clarke squaring up for the points on the Bulldog. Jayson has 121 points and leads Phil

by 12 but is dropping a lowest score on the Bulldog giving him a possible maximum of 131 points. Phil meanwhile has a further score to count with a maximum of 25 points available which would give him a total of 134 points, so neither has any room for error.

The Group N chase is also still in the melting pot after Dundee's Malloch Nicoll failed to put the lid on it when he retired on the Cambrian Rally with suspension failure. This has given the opportunity to both Paul Thomas and Mark Perrott to remain in contention but the final result is very much dependent on Perrott and the outcome of the overall title chase.

The third major title to be decided on the rally is Formula 2. Leader for most of the season is Blaenavon's Nigel Hathaway who had a real scare on the Cambrian Rally when he and co-driver Graham Hopewell lost a rear wheel on their Vauxhall Nova, two miles from the end of the last stage. They survived the final run home and the 19 year old rookie now needs just 1 point to secure a unique hat-trick of group, class and under 25 wins, never previously achieved in the Championships history.

One title already decided is the Rear Wheel Drive Challenge, which has gone to Robin Bradbury and Peter Thomas who have achieved amazing reliability this year in their 2.4 litre Ford Escort, having finished all eight events so far. Nevertheless Robin will be out to complete a 100% record to confirm his status as the quickest rear wheel driver competitor in the country but will be challenged by the Phil & Michael Squires back to their best after a recent win on the Sweet Lamb Stages.

Finally one person on the Bulldog Rally could have a significant impact on the destination of the Overall, Group N and Formula 2 titles. That person is Phil Morgan, usually seen peddling his F2 Peugeot 306 Kit Car around very quickly. If he competes in the Peugeot he may yet win the F2 title at the death from Nigel Hathaway. However he has recently acquired a Group N Mitsubishi Evo 5 and could use it on the Bulldog in his preparations for the Network Q. This would guarantee Hathaway the F2 title but knowing Phil's abilities he could then take vital points off both Perrott and Smith for the Overall title and equally affect Perrott chances in the Group N chase. What a time to play a ringer.

So that's the plot. By the end of the weekend the outcome will be known and who will be jetting off to the sun and rallying of Gran Canaria.

Steve Gregg



# SPECTATOR SAFETY

## Don't

- Stand on the track
- Stand below the level of the track
- Stand in front of arrows or signs
- Stand in prohibited areas
- Stand or sit on or near log piles, walls or fences
- Sit close to the edge of the track
- Block escape routes
- Be distracted
- Play games with your safety or that of the drivers
- Remove stage signs or arrows
- Be the one to stop the stage

## Always

- Expect the unexpected
- Listen for the approaching cars
- Remain alert
- Leave yourself room to move quickly
- Try to keep behind something solid
- Keep children under supervision
- Keep dogs on a lead
- Do as the Marshals ask
- Help the Marshals to run a safe Stage

## Be Sure That-

- The unexpected can Happen
- If you ignore Marshals instructions the stage will be stopped

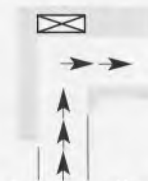
Study the diagrams - the shaded areas are 'NO - GO' Being there could cause delays or the cancellation of the stage



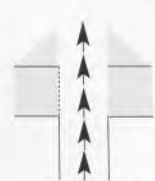
90° Right



90° Left



Box Junction



X Roads



T Junction



Brow



Hairpin



Right Hand Bend



Left Hand Bend



Chicane



Fork



### Please Protect

- Yourself
- Others Around You
- This Stage
- Rallying

# STAY WHERE IT'S SAFE

## Becky Taylor

Driver, Becky Taylor only 19 and in her first year of rallying is hoping to win the ladies award in the Ka championship on this event. Co-driven by her mum, Gill, which is proving to be a great partnership. Their speed has been constantly improving all year to the point that it is now only a matter of time before they are regular award winners.

Becky's Ka is prepared to a very high standard by Mike Taylor Developments, a well known and respected firm, best known for their work with Ford. Becky would like to thank all the people who have helped her throughout the year, whether it be technical assistance, management, or just encouragement. A special thanks to Farington Machine Maintenance Ltd. for providing the financial support through sponsorship for this event.



## Andy Burnell

The Devon based Driver Andy Burnell has teamed up with ex-works co-driver Lisa Addy for this event. Competing on this year's Super 106 Cup, with the best drivers and greatest competition in the UK, Andy has been one of the pace setters all year in the Truscotts of Launceston Peugeot. However, he has been plagued with problems, so he is out to beat his run of bad luck and win on this round, as valuable points are required to move from 7th to 4th overall, securing an RAC drive from Peugeot.

Thanks goes to Lancashire based Diamond Products, who manufactures and supplies the high quality Diamond Disc brakes, for their continuing support.

## Clare Morran

Clare Morran drives the Holfeld Motorsport Ford Ka, which is run by Mike Taylor Developments. This is Clare's second year in the Ka Championship and she is the leading lady going into this final round.

She describes her year so far as 'reasonable' although she has improved all year, and is currently on target to finish 1st lady and in the top third of the championship contenders.

The car has run well all year except for a problem in Scotland when the clutch went and the alternator belt broke too! Clare is keen to thank Mike Taylor Developments, and especially her mechanics Richie and Stuart for the fantastic job they do.



## Peter Young

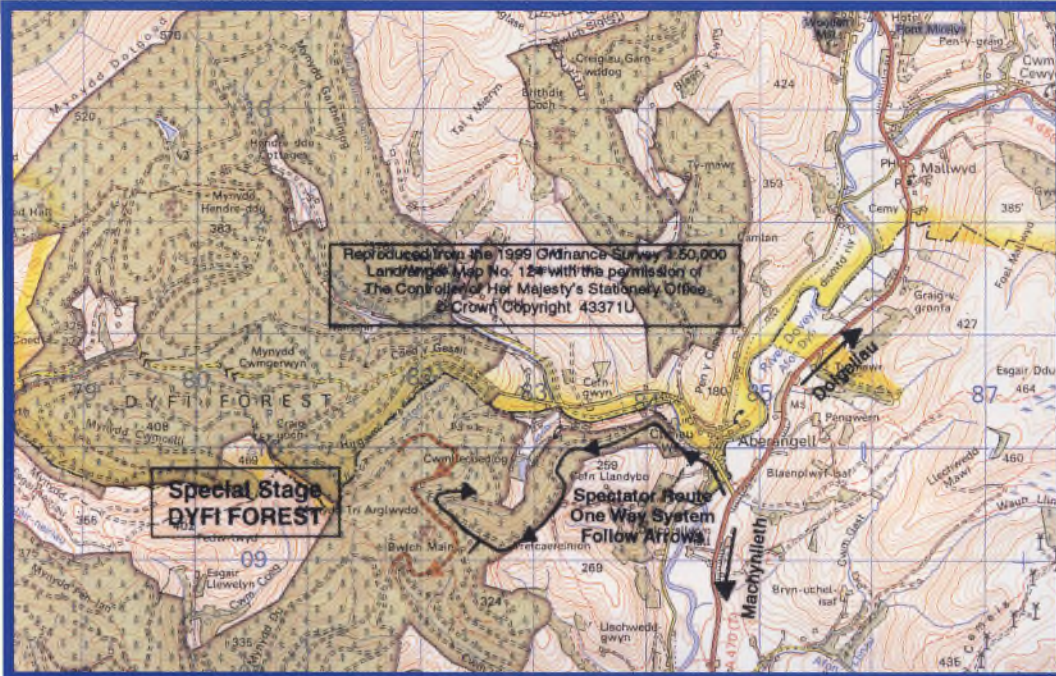
The Ford Ka, driven by Peter Young with co-driver John Devenport, are promoting the Millennium Stage Rally during the Bulldog.

As a direct result of the Evening News rally activities during the past two years, Nuneaton & Bedworth Borough Council have given the team their full co-operation and financial support, to organise a multi-venue tarmac event during the 2000 August Bank Holiday Weekend.

Almost 100 stage miles have already been agreed, with town centre servicing and unique public stages within the National Exhibition Centre and the Royal Show Ground.

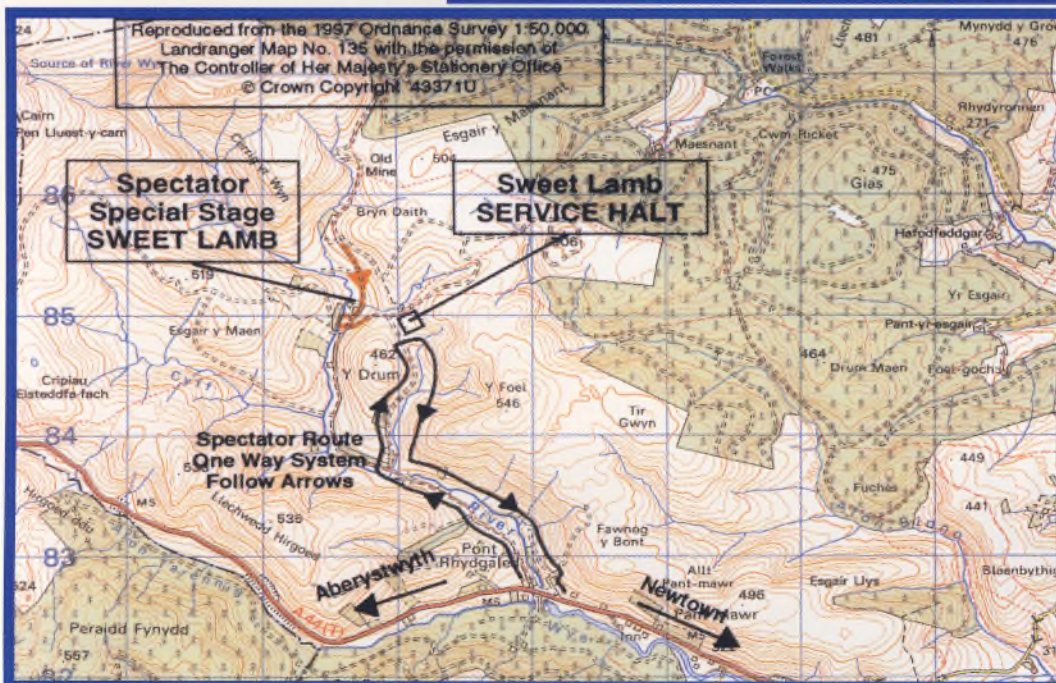
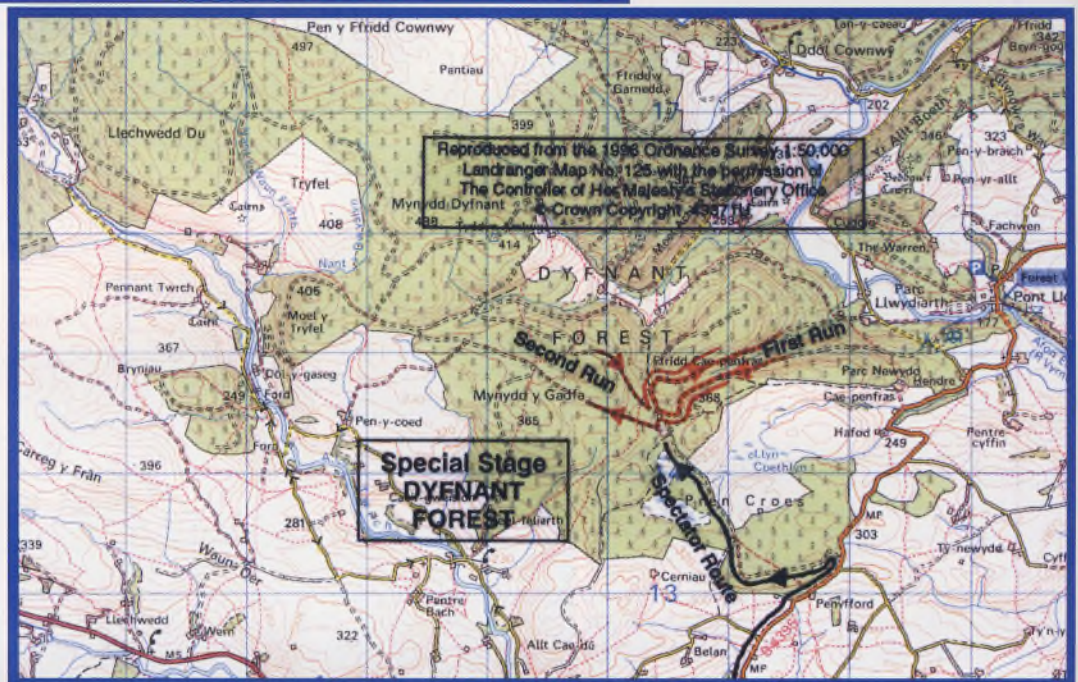
Further details are available from Peter Young on 024 7635 3534.

The Ford Ka is sponsored by The Heartland Evening News, Birmingham-based corporate law firm, Dibb Lupton Alsop, East Mercia Co-op Travel and Chicago Rock Café with support from Brooklyn Ford and DOME Motorsport.

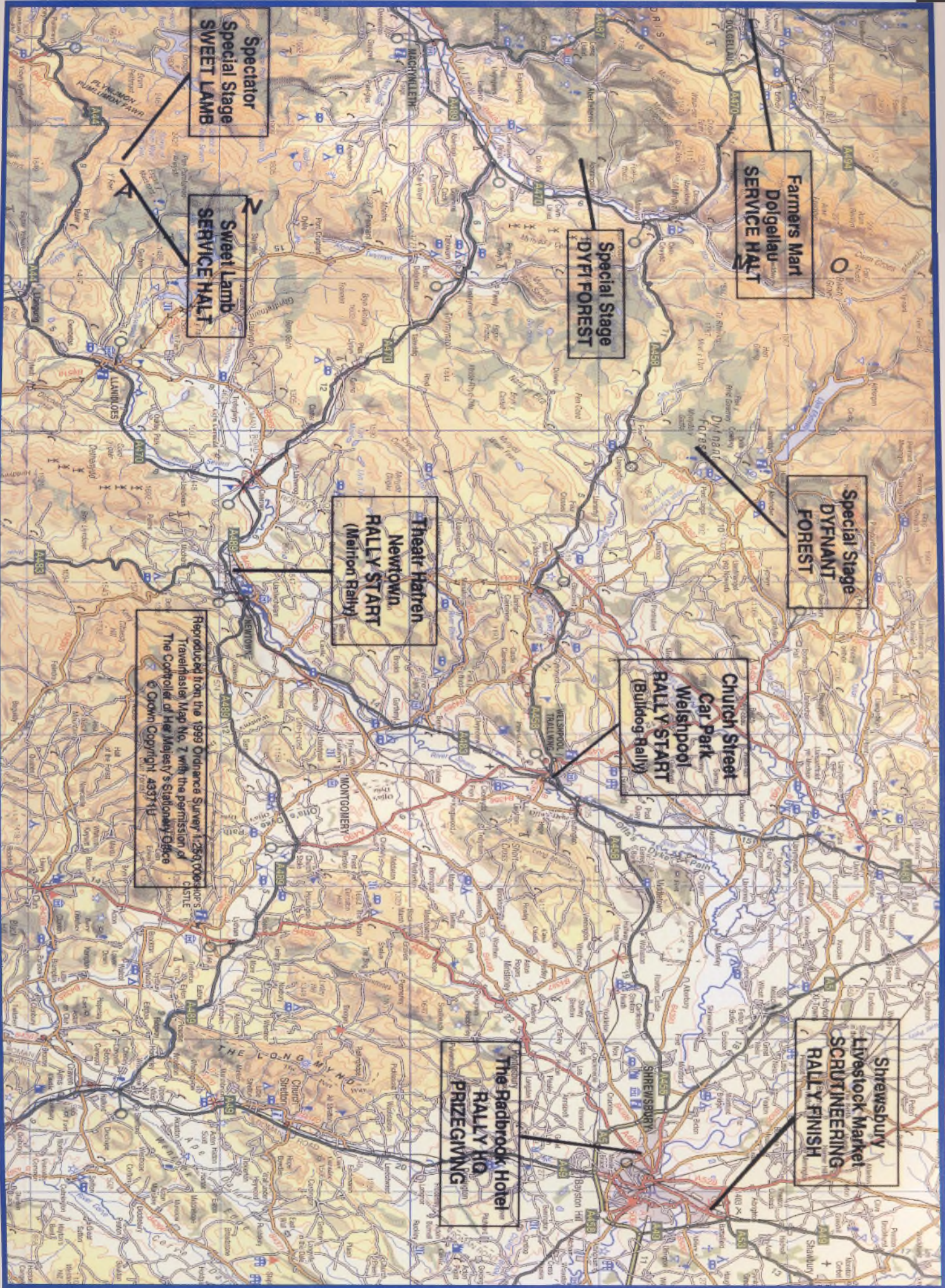


# DYFI STAGE

# DYFNANT STAGE



# SWEET LAMB STAGE & SERVICE AREA



## Richie Holfeld

Richie Holfeld will be hoping to repeat his category win from the Manx National Rally in the Welsh forests of the Bulldog, as he is one of three drivers fighting for the prestigious title of British Group N National Champion. In order to run the Mitsubishi Lancer RS Evo V at this level, it takes more than just Richie, co-driver Ian Grindrod and the mechanics. The Mitsubishi Ralliart Germany Team Co-ordsport squad also consists of a general manager, a team manager, technical liaison, press liaison, marketing and a team doctor.



## Charlie Jukes

The Acryliccon Rally Team 1999 – The storey so far

1998 saw Charlie Jukes' rise to fame after winning four rounds of the highly competitive Daihatsu Challenge, results which netted him second place in the series. Wanting to develop his status in the sport and affirm his undeniable pace, Jukes chose to purchase a then works spec proton Compact to contest the 1999 Mobil 1 British Rally Championship.

With the support of his primary sponsors, Acryliccon; manufacturers of high spec industrial flooring, along with additional assistance from: Millers Oils, Dunlop Tyres & Silical Products, Jukes embarked on what promised to be a high profile BRC campaign.

Buoyed by the result on the Pirelli, the team headed to Scotland with high hopes. After a blistering first day, Jukes just behind the top three of the Super 1600s, day 2 was to be a disappointment. Right from the re-start, the oil temperature was reading high, the engine subsequently loosing power and finally crying enough with only 2 stages to go, Jukes, at that time, still lying 4th in the category.

The Jim Clark Rally saw the BRC's first stage of tarmac for the year. Immediately Charlie adapted to the asphalt and continually began to set times, not only faster than their more powerful 1.6 class rivals, but many of the 2.0 cars as well! After two nights of gruelling driving, the team were delighted when Jukes crossed the line as 2nd 1600cc car and ahead of the similar machines to that of the works team.

The 5th round of the series took teams to Northern Ireland for the Ulster Rally, another all tarmac affair. Unfortunately, the good fortune of the Jim Clark rally did not repeat itself, instead it was the Scottish gremlins that returned, Jukes having to retire the car on the morning of the second day, after a display of committed and sometimes spectacular driving.

With the engine having to be rebuilt, the team reluctantly decided to miss the final round of the championship, the Manx International Rally. However, they return to the forests this weekend for the Bulldog. After gaining a great deal of experience in what was a challenging first year, Jukes will be out to prove a point and round off the year on a high – so look out for the bright yellow Proton



## Andrea Hall

Andrea Hall put her prize for winning last year's Ford Ka Rally Championship to good use. She lived upto expectations in the F2 Escort Kit Car to take the title with one round remaining. She has also won her class, but is not yet home and dry with the Coupe De Dammes. Her old adversary in the Ka championship, Clare Morran can still take the title if Andrea hits problems on the Bulldog.

## Dave Charlton

Dave Charlton and co-driver Dennis Field have been rallying on & off for almost 20 years. In that time championship successes have been 2nd place in 1991 Vauxhall one make series, the Nova GSI Super Challenge and 1st Class A6 in the 1994 British Rally Championship. Other highlights have included winning class A6 on the Vauxhall Rally Of Wales 4 times, a class win on the 24 Hours Of Ypres and 2nd class, 38th overall on the 1992 RAC Rally. All these have been at the wheel of Group A 1600cc cars such as the Nova & Corsa GSi.

In 1996 Dave Charlton along with fellow competitor Martyn Andrews (BTRDA Clubmans Champion 1990) purchased Drive It All Ltd, one of the country's leading rally schools. Since then he has concentrated on growing the business which has meant less outings on rallies.

The end of last year saw the purchase of a Group N Ford Escort Cosworth with a view to the occasional outing on selected events when business commitments would allow. The most success so far in this very different kind of vehicle from the Group A front wheel drive cars has been 6th overall on the Tempest Stages and a final place in the Group N Rallysprint at Silverstone in August.

This weekend he hopes to take advantage of the Ford Racing TST Bonus Scheme. Support comes from Drive It All, Dunlop Tyres and Mintex Brake Pads.



# WHERE TO WATCH

## RALLY HEADQUARTERS

Will be The Radbrook Hotel, Radbrook Road, Shrewsbury.

## SCRUTINEERING -

at Shrewsbury Livestock Market, Harlescott, Shrewsbury  
(follow signs on the Shrewsbury by pass)  
**16.00hrs to 21.00hrs Friday 22nd October - Admission Free**

## RALLY START -

Main Car Park - Welshpool  
**07.30hrs Saturday 23rd October**

## DYFNANT STAGE -

Used twice. From the A458 west of Welshpool turn North on B4395 then follow arrows to the Forestry Enterprise Car Park  
**First Car 08.00 hrs and 14.20 hrs**

## DYFI STAGE -

On the A470 South of its junction with the A458 AT Mallwyd turn west to Aberangell and follow the arrows to the Forestry Enterprise Car Park.  
**First Car 09.00hrs**

## SERVICE HALT -

Farmers Mart Dogellau. The Service Area is adjacent to the A470 and the cars will bve here for 20 minutes.  
**First Car 10.00hrs**

## SERVICE HALT -

Sweet Lamb. The service area is in the Sweet Lamb Complex off the A44 and the cars will be here for 20 minutes.  
**First Car 12.45hrs**

## SPECTATOR STAGE -

Specially built for maximum spectator viewing, in The Sweet Lamb Complex of A44.  
**First Car 12.45hrs**

## FINISH -

At Shrewsbury Livestock Market, Harlescott, Shrewsbury  
(follow signs on the Shrewsbury by-pass)  
Large free car park, driving demonstrations and finish ramp with champagne ceremony.  
**15.00 hrs to 19.00 hrs.**

## PRIZEGIVING -

The Radbrook Hotel, Radbrook Road, Shrewsbury - 19.00hrs

# ENTRY LIST

No	Entrant / Sponsor	Driver	Co-driver	Car	Capacity	Class	Key
1	Seat Sport	Gwyndaf Evans	Howard Davies	Seat Cordoba WRC E2	1995	A8	
2		Marcus Dodd	John Bennie	Ford Escort WRC	1998	A8	A,J
3	Integral Powertrain	Roger Duckworth	Mark Broomfield	Subaru Impreza	1994	B12	A,J
4	Bill Gwynne Motorsport	Ian Gwynne	Shaun O'Gorman	Subaru Impreza	1998	B12	A,J
5	GKN Motorsport / Dunlop / Miller Oils	Andrew Burton	Rob Morgan	Ford Escort MkII			A,J
6	Guitel Castors Motorsport, Twil Handling	Steve Petch	Peter Croft	Ford Escort WRC	1998T	A8	A,J
7	Philliskirk Sports Field Drainage	Warren Philliskirk	Eurig Evans	MG Metro 6R4	2500	B12	A,J
8	Ajax Machinery / Quick Motorsport	Glyn Jones	Huw Lewis	Subaru Impreza	1993T	A8	B
9	DMS Plastics Ltd	Gary Smith	Phil Clarke	Ford Escort Cosworth	1997T	B12	B,K
10	Business Express / Tecroc	Vince Wetton	Joff Haigh	Mitsubishi Lancer Evo 4	2000T	A8	A,J
11		Eamonn Boland	Allan Cook	Mitsubishi Lancer Evo 5	1998T	N4	F
12	Concept Developments	Bob Ceen	Alistair Douglas	Ford Escort Cosworth	1993T	B12	A,B,J,K
14		Martin Healer	Mark Thake	Ford Escort Cosworth	1997T	B12	B
15		Guy Robinson	Andy Marchbank	Ford Escort Cosworth	1998T	B12	A,J
16	Leominster Car Auctions	Mark Perrott	Jayson Brown	Mitsubishi Lancer Evo 6	2000T	N4	B,K
17	Stevlin Surveyors	Kevin Stevens	Stewart Foley	Mitsubishi Evo 5	1998T	N4	A,F,J
18	Mitsubishi Ralliart Germany Co-ordsport / Holpack Pachagro Pumps	Richie Holfield	Ian Grindrod	Mitsubishi Lancer Evo 5	1997T	N4	A,F,J
19	Compomotive Wheels / IOM Sports Aid Foundation	Roger Davies	Richard Skinner	Ford Escort Cosworth	1998T	N4	A,F,J
20	Beechdale Subaru - Fina First	Dave Wood	Les Waterfall	Subaru Impreza	1998T	N4	
21	Arnside Ford	Wayne Sisson	Neill Sisson	Mitsubishi Lancer	2000T	N4	F
22	AJP Computers / Michelin / Media Works	Phil Morgan	Martin Douglas	Mitsubishi Lancer Evo 4	2000T	N4	B,K
23		Gary Midwinter	Andy Wynn	Ford Escort WRC	1998T	A8	
24		Mark Worley	David Gamblin	Mitsubishi Lancer Evo 6	1998T	N4	A,F,J
25		Derek McGinnigle	Rupert Astbury	Mitsubishi Lancer Evo 6	1997	N4	
26		Malloch Nicoll	Roy Campbell	Mitsubishi Lancer Evo 4	1995T	N4	A,B,F
27	Havenkey Ltd Redrow Homes	Robin Bradbury	Peter Thomas	Ford Escort MkII	2400	B12	A,B,J,K
28	ATM Engineering	Jon Ausobsky	Anne Watson	Ford Escort	1997T	A8	A,J
29	Drive It All Ltd. / Dunlop Tyres	David Charlton	Denis Field	Ford Escort Cosworth	1993T	N4	A,F,J
30	Ford Racing	Andrea Hall	Clive Jenkins	Ford Escort RS2000	1998	A7	A,G,J
31		Graham Middleton	John Morgan	Nissan Sunny GTi	1995	A7	A,G,J
32		Niall McShea	Mark Cassidy	Citroen Saxo	1598	A6	G
33		Gethin Jones	Kevin Devine	Ford Escort	1998	A7	J
34	Acrylicon Industrial Flooring, Silkal, Miller Oils, Dunlop	Charlie Jukes	Ieuan Thomas	Proton Compact 1600 SRi	1600	A6	G
35	Autopaint International	Don Whitehurst	Terry Atherton	Honda Civic VTi	1600	A6	G

36	Norweb Connections	Natalie Barratt	Sue Foster	Mitsubishi Lancer Evo 6	1998T	N4	F,I
37	Rally & Competition Equipment	Philip Squires	Michael Squires	Ford Escort RS 1800	1998	B11	B,K
38	Carsport	Mark Fisher	Gordon Noble	Peugeot 106	1600	A6	D,G
39	Cliffords of Sidcup / Sanspeed	Martin Sansom	Phil Wells	Peugeot 106 S16	1600	A6	D,G
40	Diamond Products	Andy Burnell	Graeme Walker	Peugeot 106 S16	1598	A6	D,G
41		Tim Hookway	Julia Rabbett	Peugeot 106 GTi	1598	A6	D,G
42	Respa Beds	Rory Galligan	Jonty Bolsover	Peugeot 106 GTi	1600	A6	D,G
43	ULR Norwich	Mike Faulkner	Malcolm Roberts	Peugeot 106 S16	1600	A6	D,G
44	Linden Peugeot Dealers	Miles Johnston	Paul Nolan	Peugeot 106 Super Cup	1600	A6	D,G
45	J & W Body Repairs / Charles Hurst Peugeot	Paul Crossen		Peugeot 106 S16	1600	A6	D,G
46	W A Developments	Steven Clark	Stan Quirk	Peugeot 106 S16	1587	A6	D,G
47	Team Modum & Sigdal / K T Varetaxi / Zeta Eindom	Martin Stenshorne	Allan Harryman	Subaru Impreza	1998T	A8	
48		John Ashton	Mark Lewis	Ford Escort MkII	1997	B11	B,K
49	Historic Motorsport Ltd	Mike Corns	Stuart Wood	Mitsubishi Evo 4	3395T	A8	
50		Edward Roberts	Gary Hunter	Ford Escort Cosworth	2000T	B12	B,K
51	Andrew Kirk Motorsport	John Lay	Tim Hobbs	MG Metro 6R4	2800	B12	B,J,K
52	Snap-on Tools	Mark Winkles	Stephen Winkles	Mitsubishi Lancer Evo 4	2000T	N4	G
53	Northallerton Tyre & Battery Co.	Christopher Blake	Bill Bates	Ford Escort Cosworth	3394T	N4	A,J
54	Team Russell Rally	Rob Russell	Tracy Gager	Peugeot 106 Super	1598	A6	D,G
55		Marcus Luxton	Phillip Luxton	Peugeot 106 S16	1587	A6	D,G
56	Langage Farm Dairy Products	James Harvey	Paul Arberry	Peugeot 106	1587	A6	D,G
57		Dave Nutt	Stephen Greenhill	Peugeot 106 S16	1587	A6	D,G,J
58	Silkolene / Welch of Newport	Nigel Hathaway	Graham Hopewell	Vauxhall Nova	1600	A6	B,G,K
59	Powerhouse Retail	John Van Camp	Alan Brown	Mitsubishi Lancer Evo 5	1998T	N4	F
60	Proton Motorsport / Axa Insurance	Tony Jardine	Kevin Piper	Proton Compact	1600	A6	G
61	EEP Electrical	Paul Thomas	John Connor	Vauxhall Astra	2000	N3	BFGK
62	CGU Rallyteam	Hefin Harries	Wayne Rodgers	Vauxhall Astra	1998	N3	A,F,G,J
63		Tim Ferris	Carl Sorenson	Peugeot 106 Rallye	1275	A5	A,G,J
64		Craig Maconochie	Jim Howie	Nissan Micra	1275	A5	A,G
65		Avon Cayzer	Ray Holland	Mitsubishi Evo 4	1997T	N4	F
66		Robert Williams	Kelvin Savage	Vauxhall Corsa GSi	1598	N1	B,C,K,L
67	Bates & Hunt Petroleum	Richard Perry	Clive Townend	Peugeot 205 GTi	1905	A7	C,G,L
68		Graham Wilson	Steve Dear	Subaru Impreza	2000T	N4	B,F
69	Peter Posh Formal Hire	Duncan Williams	Mark Freeman	Peugeot 106 Rallye	1294	N1	BCFGHKL
70		Nicholas Tate	Barry Young	Vauxhall Astra GSi	1998	N3	
71	Icurus Training / Legends Hair & Beauty / Wokingham Motors	Steve Trotter	Brian Heather	Peugeot 106 GTi	1600	A6	D,F,G
72	Project Network	John Blaber	Alan Jamieson	Peugeot 205 GTi	1900	A7	A,G,J
73		Neil Edwards		Peugeot 106 S16	1587	A6	D,G
74	Cybex	Chris Rimmer	Neil Irvine	Peugeot 106 S16	1600	A6	D,G
75		Sabrina Shaw	Andy Moss	Peugeot 106	1600	A6	A,D,G,I
76	P B Motorsport	Dave Hull	Pamela Hull	Vauxhall Astra GSi	1998	N3	B,F,K
77	Rufforth Park Ltd	Alistair Ginley	Tony Bilham	Subaru Impreza WRX	2000T	A4	F
78	Kerris Motorsport / Selangor State, Malaysian Airways	David Perrelet	Stefan Arndt	Peugeot 205	1900	B11	A,J



79	Major Motorsport / Rollalong	Simon Mauger	Richard Wyndham-Smith	Ford Ka	1300	A5	A,E
80	C D S / Plumb Design / Nordic Supplies	Paul Alexander	Mike Panes	Ford Ka	1300	A5	ABEJK
81	Fred Henderson Breakdown Doctor Service	David Henderson	David Battensby	Ford Ka	1300	A5	A,E,J
82	Marc Jones	Dafydd Larcombe	Marc Jones	Ford Ka	1300	A5	AEGJ
83	M T Signs	Shaun Woffinden	Martin Carter	Ford Ka	1300	A5	AEGJ
84	Robbins Transport, Drake Industrial Mono Equipment	Phil Morgan	Martyn Allen	Ford Escort MkII	2000	B11	
85	Competition Car Insurance	Richard Egger	Pat Egger	Vauxhall Nova	1598	A6	A,G,J
86	Promax Motorsport	Leon Pesticcio		Ford Ka	1300	A5	E,G
87		Craig Middleton	Mark Ammonds	Ford Ka	1300	A5	AEGJ
88	Cosworth Racing / Spartan Electrical Engineers	Ian Forgan	Richard Swatton	Ford Ka	1300	A5	AEGJ
89		Louise Goodman	Maurice Hamilton	Ford Ka	1300	A5	AEGJ
90	Holfield Motorsport	Clare Morran	Gill Cotton	Ford Ka	1300	A5	AEGJJ
91		Matthew Humphris	Andrew Cadle	Nissan Micra	1275	A5	ABGJ
92		Neil Collins	James Phillips	Ford Ka	1300	A5	AEGJ
93	Redland Roofing Systems	Andrew Pawley	Tim Sturla	Ford Ka	1300	A5	E,G
94		Rebecca Taylor	Gillian Taylor	Ford Ka	1300	A5	AEGJJ
95	Dibb Lupton Alsop / Chicago Rock Cafe	Peter Young	John Davenport	Ford Ka	1300	A5	A,E,G
96	Ford Racing	Shane Lynch	Andy Bull	Ford Ka	1300	A5	AEGJ
97		Ian Titterton	Simon Parkinson	Peugeot 106 Rallye	1294	N1	AFGJ
98	World Class International	Steve Weir	Dave West	Skoda Felicia	1300	N1	F
99	Ford Racing	Tony Bell		Ford Ka	1300	A5	
100	Technocover Ltd Welshpool	David Humphries	Ian Pryce	Mitsubishi Lancer Evo 6	2000T	N3	F
101	Bill Gwynne Motorport	Martin Shields	Nigel Gardner	Subaru Impreza	1998T	N4	AFJ
102	Martin Laverty Electrical	Martin Laverty		Ford Escort Cosworth	1998T	N4	AF
103	Crash Care Accident Management	Anthony Watts	Sean Jeffery	Suzuki Swift GTi	1298	N1	F
104	Meirion Motors Motorsport	Clive Williams		Ford Ka	1300	A5	EG
105	B.I.T.S Mobil Spraytone	Stephen Lee	Michael Barge	Vauxhall Nova GSi	1600	A6	G
106		Jane Edgington	Phil Spilstead	Ford Puma	1679	A7	GL
107		Ian Evans	Nathan Parry	Vauxhall Astra Sport	2000	A7	
108		Arwyn Williams	Terry Moore	Ford Escort Cosworth	2000T	B12	J
109	Ford Racing	Anna Tait	Alyson Marlow	Ford Ka	1300	A5	G,I
110	Llanfyllin Builders Merchants / Lake Vyrnwy Hotel	Gregg Mills	Dylan Jones	Ford Sierra 4x4	2000T	B12	A,J
111	Bob Francis Crane Hire	Bob Francis	Baz Green	Ford Escort Cosworth	1997T	B12	A,J

### Key

A Mintex Registered Driver  
 C Welsh Clubmans Championship Driver  
 E Rally Ka Championship  
 G Formula 2 Award  
 I Lady Driver  
 K Welsh National Championship Co-driver

B Welsh National Championship Driver  
 D Peugeot 106 Super Cup  
 F Group N Award  
 H WSSC Club Award  
 J Mintex Registered Co-driver  
 L Welsh Clubmans Championship Co-driver

# Meirion Rally

No.	Entrant / Sponsor	Driver	Co-driver	Car	Capacity	Class	Key
201		John Keatley	Maurice Beckett	Porsche 911	2000	H15	
202		Francis Tuthill	Pauline Gullick	Porsche 911	1991	H15	
203		Charles Golding	Preston Ayres	Ford Escort RS1600 Mkl	1700	H16	
204		Desmond Nutt	Geraldine McBride	Porsche 911	1991	H15	
205		Drexel Gillespie		Ford Lotus Cortina	1594	H15	
206		Dave Preece	Rowand Prentice	Porsche 911	1991	H15	
207	Droitwich SAAB / Harmon Kardon	Andrew Street	Simon Gaden	SAAB Sonett	1815	H15	
208		Gordon Cameron	Sheila Grimshaw	Austin Cooper	1293	H15	
209	Brightday Rallying	Steve Baker	Bill Stevenson	Porsche 911	1991	H15	
210	Historic Motorsport Ltd	Rod MacLean	Michelle Farrelly	Ford Escort Mexico	1598	H16	
211		Peter Stimson	Christopher Underwood	Ford Anglia	1009	H15	
212	Historic Motorsport Ltd	Anthony Ward	David Harris	Ford Cortina GT	1498	H15	
213		Michael Hinde	Roger Howard Neale	Volkswagen Beetle Oeittinger	1326	H15	
214		Nick Clitheroe	Sarah Clitheroe	Ford Escort Mkl	1300	H16	
215		John Spiers	Paul Rothwell	Ford Mustang	4700	H15	
220		Andy Miers	Tony Beddows	Ford Escort	2900	O3	
221	Border Cleaning Machines	Dennis Parry	Huw Lewis	Ford Sierra 4x4	2900	O4	C,L
222		Jeff Wincott	Dave Jones	Ford Sapphire GS	1993T	O4	C,L
223	Telford Glass & Glazing	Martin Kenny	Steve Quine	Ford Escort	2000	O3	L
224		Keith Wilde	Andrew Sankey	Ford Escort MkII	1998	O3	
225	Evans Windows	Graham Evans	Ian Mills	Ford Escort MkII	1998	O3	
226		Richard Lewis	Keith Davies	Vauxhall Astra	1977	J3	C,L
227		Jon Adams	James Wardle	Ford Escort MkII	1594	O2	C,L
228	Advanced Glass & Window Systems Ltd	Andrew Kenny	Gary Kenny	Mitsubishi Lancer	1998T	O4	
229	Condor Ferries	Kevin Mecham	Collette Le Page	Ford Escort MkII	1998	O3	C,L
230		James Young	David Young	Vauxhall Astra	1800	O3	
231	Co-Ordsport Sport		David Bromley	Subaru Impreza WRX	1998T	N1	
232		Sean Edwards	Helene Mars	Ford Escort	1600	O2	C,L
234	Ashmores Pressbrake Tooling Ltd	Martin Payton	Guy Weaver	Peugeot 106 Rallye	1294	O1	
235	Pace Autos	Craig Salter	Mike Wilding	Ford Escort MkII	1998	O3	
236		Robert Dalziel	Anthony Lewis	Ford Sierra Cosworth 4x4	1998T	O4	
237		Roy Lewis		Ford Escort RS	1998	O3	
238	D Pritchard Building	Paul Pritchard	David Evison	Ford Escort MkII	2100	O4	
239		April Lay	Sally Phillips	Peugeot 205 GTi	1598	O2	
240		Adrian Mayall	Robert Hayden	Alfa Romeo 33	1598	O2	
241		Richard Davis	David Williams	Mitsubishi Lancer Evo5	1998T	N1	
242	Konstitution Hill Garage	Grant Sturkey	Leo Todd	Ford Escort	1997	O3	
243		Russell Spry	Robert White	Ford Escort	4000	O4	
244		Spencer Wilkinson		Peugeot 106 Rallye	1294	N1	C
245		Robert Gough		Vauxhall Nova	1598	O2	
246		Gareth Lloyd Davies	Shaun Turner	Skoda Felicia	1298	N1	
247	Wobbley Dobber Motorsport	Simon Woodley	Michelle Calvert	Ford Escort	1998	O3	C,L
248	Blueprint	Andy Kibble	Martyn Duncan	Vauxhall Astra	1298	O1	C,L
249		David Brian	Norman Robertson	Peugeot 206Gti	1900	O3	
250	Millers Oils	Simon Morton	Bob Ashley	Subaru Impreza WRX	1994T	N1	C,L
251		Phil Collins	Cliff Simmons	Ford Escort MkII	1998	O3	C

## Key

C Welsh Clubmans Championship Driver

L Welsh Clubmans Championship Co-driver

# FORD KA CHAMPIONSHIP

## "FIVE ALIVE"

With seven rounds completed, and only the Bulldog remaining, five drivers can still take the honours in the Ford Racing Rally Ka Championship.

The competition has been so close this year that the series has seen six different winners in the seven rounds contested so far.

The favourite has to be Simon Mauger who must finish in the top two. Simon used to be regarded as a tarmac ace, but has shown as good a pace as any other driver between the trees this year. Simon is on a roll as he comfortably won the last round in France in very wet and tricky conditions – the type of weather experienced on last year's Bulldog Rally.

Paul Alexander excelled on the Bulldog last year, stunning his rivals with his pace on the flowing stages. He must do the same if he is to beat Mauger to the title, and hope that one of the others finishes ahead of Mauger too. Paul has won twice this year, in Bournemouth and Flanders, and on both occasions Mauger finished third. Will history repeat itself today?

Top junior driver, David Henderson, has made the transition from circuit racing to rallying this year. He has been one of the pace setters from the first round, and has led the championship for much of the year. David needs to win with Mauger no higher than fourth. When Henderson won on the Granite City Rally in April, Mauger recorded his worst score of the year struggling in to sixth place.

Dafydd Larcome can really turn the pace on when he is under pressure, and he'll have to do it again today. He'll need to test Marc Jones' nerves as he too must win with Mauger no higher than fourth. Unfortunately for Dafydd, when he won on the Manx Rally in May, Mauger came in second.

With an outside chance of taking the title, Shaun Woffinden will be relying on the others to hit problems if he is to become champion. Shaun missed the first round in Bournemouth which has left him chasing the leaders ever since. He has already won in the Welsh forests this year, taking his maximum points on the Enterprise Rally in July. He has also claimed the runner's up spot on both the Granite City and Le Touquet.

Although no longer able to take the title, Clive Williams can have an effect on the outcome of the championship. He won on the Kerridge Rally which uses some of the same forests as the Bulldog. Should Clive win, that opens up a large number of new permutations on where the others must finish.

The ladies title will also be decided on the Bulldog between Clare Morran and Becky Taylor.

What ever happens, they are all going to be pushing themselves and their Kas right to the limit – don't leave until you have seen them. A works drive in 2000 is at stake!



'Snap-On Tools', 'Xtractor Nut' and 'Portable Power' will support **Mark & Steve Winkles** in their ex Gavin Cox Evo 4. This is only their third event in the car having already achieved 17th o/a and 8th o/a on the Enterprise and Centurion Rallies. Next year they will contest the full National Championship together with the Rally of Great Britain with the same backing. Mark and Steve would like to thank their sponsors for their continued support. Also BTR Preparations (Gavin, Tim, Twitch, Andy, Ben and Random Task) for maintaining an ultra-reliable car, Julie, John, Tony, Mark, Jim and Bully for an event help and the Bank.

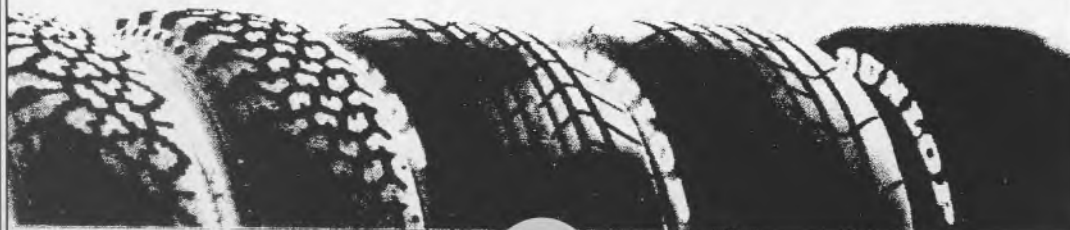
This has been **Steve Trotter's** first year of rallying, and he has been using it to gain experience of how the Peugeot handles, and how to set it up. Steve, co-driven by **Brian Heather**, suffered a few mechanical hic-ups at the start of the season but things are looking better now. Indeed, he narrowly leads the rookie section of the Peugeot 106 Cup. With only the Bulldog Rally left to bring the season to a close, it will all be down to the wire. Hopefully, Steve and Brian can reward Wokingham Motors & Unicis Training for their support.



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