

Welcome to the rally

Message from the clerk of the course

We, the organising team and myself, the clerk of the course and leader of the team, would like to extend a warm welcome to this year's Bulldog Rally.

The event is now in its 50th year and over this period of time has had many names and formats. From the late fifties when it was a road rally run in March, to its establishment as an internationally-known national rally, it has always been known to the competitors as a friendly event.

As soon as one year's event has finished, we start to organise the next one. We get to July and the amount of work increases weekly as we get close to the event date. We have to co-ordinate with the Forestry Commission, local council and all the local emergency services.

We have a team of about 15 people who do a number of different tasks, from booking hotels, employing marshals, looking after spectator safety, competitor safety and so on. My job is to ensure that we have everything in place to run a successful event. On an event of this magnitude the number of people helping is around the 400 mark. Of all these, no one is more important than the other - they just have different responsibilities. Every member of the team volunteers their services and no-one, including me, takes a penny of payment out of the event.

As you can see, there are a number of very kind people who help make this event happen. As a spectator, I would ask that you respect all the marshals - they are there to keep you and the competitors safe. Please follow their instructions and take any litter home. This will help the sport to continue.

If you are new to rallying, enjoy your day and if you want to help on future events just become a member of your local club. These can be found on the Motor Sports Association website www.msauk.org. Not all members of clubs are competitors, there are a number who just like to help organise or marshal.

If you are an old hand at spectating, I hope you will marvel at the variety of cars, which will be running through the best forests in Wales - indeed in the world.

Have fun and keep safe.

Kevin Witton

Message from Ian Jordan, managing director of Bulldog Security products

Welcome to the Bulldog Security Products Rally 2008 and the 50th Anniversary of the running of the event. It was an extremely sad year for Wolverhampton and South Staffordshire Car Club in 2007; firstly there was the sad loss of David 'Whitedials' Williamson.

As a memorial to Dave, his family kindly donated two new trophies to the Clubman competition. The 2007 Bulldog was followed closely by the sad loss of Big Ray Lloyd who was a cornerstone of both the club and the event.

Ray had served on the event committee way before the event was even known as the Bulldog. He loved the Welsh forests and his ashes were scattered there earlier this year.

In respect of this, two stages will be renamed after him. The Dyfi main stage will be renamed 'Big Ray' and the Gartheiniog stage will be named Wolf-One, after Ray's radio call sign.

As in previous years, the event will be running a popular Mini-Rally to give novices an introduction into the delights of forest rallying. This event has also given some crews the impetus to go to the next tier in their rallying careers.

The National B Event welcomes for the first time the 205 and RWD challenges in honour of Big Ray, who was an active competitor in this series.

The National A and National B events see the culmination of a number of hotly-contested championships and challenges.

And finally, this is the last year that the Bulldog will be held in October. After much consideration, the organising team have decided to move the event to Saturday, March 28 in 2009.

To all of you as spectators, enjoy your day of motor sport and stay safe

Ian Jordan

Express & Star Rally 1958 to the Bulldog Rally 2008



It's hard to believe that it is 50 years since the Express & Star first lent its backing to a rally which was being set up by members of the local Wolverhampton and South Staffs Car Club.

Since then both the rally and the sport itself have undergone many changes, but the event has continued to attract some of the finest drivers, not only from Britain but across Europe too.

Rallying is a sport which demands the utmost levels of skill and concentration from everyone involved - from the driver to the co-driver and those looking after the cars. I have tried it myself and know just how challenging it can be. So good luck to all the competitors in today's rally.

I wish the event all the best for many years to come.

Douglas Graham

Chairman

Midland News Association

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Colin Malkin lifts a front wheel of his Hillman Imp while accelerating hard on the 1968 Castrol Express & Star Rally

Join the club

The easiest and best way to get into motorsport

Wolverhampton & South Staffs Car Club

The club is recognised by the RAC Motor Sports Association and has been at the forefront of motorsport in the UK for more than 55 years. The club promotes all forms of motorsport but the members' main interest is rallying. There is a flourishing social side to the club, involving both sporting and non-sporting activities.

The vast experience of the senior competitors, in all disciplines of the sport, is being passed to the novices. Whatever your ambitions in motorsport there will be someone to help and guide you within the club. It is not just in competing that there is a wealth of knowledge but also in marshalling and organising. Club members have been involved in everything from the humblest of tests of club members driving skills to world championship events.

Currently, the club promotes a multi-use special stage rally, a trial in the British Production Car Trials Championship, a championship autotest, a national special stage rally and a night navigation road rally.

Joining your local car club is the best and easiest way to get into competing or organising in motorsport.

For information on membership see the club website www.wsscc.co.uk or contact Mark Higgott on 07779 962082 or mark@asaptransport.co.uk.

You do not have to join straight away. You can always just drop in on us at the Pigot Arms in Pattingham; to the west of Wolverhampton, where the club meets every Wednesday at 9.30pm.

Here you will find a warm welcome from some of the 100 plus members and their friends enjoying a chat between like-minded motorsport enthusiasts.

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WSSCC officials

MSA Steward: Dave Lucas

Stewards: Bill Troughear, Nicky Moffitt

Rally Director: John Trevethick

Clerk of the Course: Kevin Witton

Deputy Clerks of the Course:

Gareth Thomas, John Trevethick

Secretary of the Meeting: Andrea Johnson

Chief Marshal/Spectator Safety Officer: Marcos James

Safety Officers: Kevin Page, Mervyn Johnson

Chief Medical Officer: Dr Martin Norton

Stage Commanders: Neil Cross, John Cordery, Ian Jarrett, Neil Porter, Keith Wain

Area Co-ordinators: Jim Cornes,

Chris Knights, Rob Richens, Norman Sheldon, John Griffiths, Dave Talbot

Entries Secretary: Jim Male

Officials Co-Ordination: Jayne Houghton

Promotions Manager: Dilys Trevethick

Chief Scrutineer: Peter Farrington

Eligibility Scrutineers:

The Pirelli MSA National Gravel

Rally Championship: Geoff Doe

Historic Classes: Paul Loveridge

Timekeeper: Vaughan Allcock

Environmental Scrutineer: Sue Bateman

Results Service: Tynemouth Computer Services

HQ Results Co-ordinator: Andrew Kellitt

Results Liaison Officer: Sarah Jones

Field Results Co-ordinator: Claire MacManomy

Rally Base Co-ordinator: Tim Harding

Service Area Co-ordinator: Richard Hinton

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Bulldog Clubmans Rally: Caroline Reid

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Beating the clock

Paul Bunch, of Wolverhampton and South Staffs Car Club, introduces the sport of rallying

IN simple terms, it's man and machine against time and distance which in today's case means a driver and co-driver in a rally car seeing how quickly they can complete a series of timed courses.

These days rally cars do not compete on public roads but on private roads or tracks split into sections called 'special stages'. Rally cars have to travel on public roads to reach these stages, however, which means they are bound by the Road Traffic Act like any other vehicle.

This means competition cars have to be MOT'd, taxed, insured, and abide by all the normal rules of the road. Any competitor caught contravening

the Road Traffic Act on the public road sections faces automatic exclusion. Crews must travel from the ceremonial start at rally HQ via public roads to the first special stage.

Once there, they book in at an arrival control where the marshals make note of the time. At this point it's not a race and penalties are applied if crews arrive early. It is now that the rally car finds itself in its true environment - the closed road or gravel track. From this point, crews are allowed a few minutes for any last minute checks before they drive to the start of the special stage.

Now the race against the clock begins. A marshal counts the crew down, and the challenge begins. Rally cars charge off at event speed. The

crew's single objective is to cover the marked route through the forest in the shortest possible time.

The miles fly past and signs appear indicating the stage finish.

At the stop line, which is safely beyond the special stage flying finish, the marshals again note the time, and a quick subtraction of start time from finish time gives the time for that stage. For the crews it's now back to normal driving mode as they follow public highways from the end of the first special stage to the start of the next. This process continues until all of the stages have been completed and the survivors return to the rally finish. The crew with the lowest combined time at the end of the day is then declared the winner.



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1380cc Mini Clubman driven by Rob to Class and Championship wins at a national level and are currently building a Suzuki Swift GTi rally car to compete at the same national level of competition.

Vintage parts that are no longer available such as nuts, bolts, castings and drive ancillaries have been produced to drawing or sample. Brass instrument panels and cockpit parts have been produced as well as offering a polishing and chrome plating service to add that final touch. For cars that have wire wheels we own the entire original dies for all the 'Knock on' hub caps. These are the only hub caps that are made to the original drawing, metal specification and cast in the original dies. Most caps are a brass stamped copy.



Motorsport

Over the years Helston Engineering Ltd have produced performance and bespoke parts for many cars which include fully prepared rally cars, hillclimb, trials cars, fast road, kit cars and vintage cars including a 4 litre Bentley and an Alvis from the 20s and 30s.

We have worked on rally cars that have contested BRC, BTRDA, ANCRO and The Heart of England Rally Championships. We have built and ran a

Helston Engineering Ltd have developed steering arms, wheel spacers and steering rack modifications for the kit car market industry, also design and manufacture bespoke custom chromed and polished parts for cars, boats and motorbikes.

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Special stages

The rally no longer takes place on public roads. It is held on closed gravel roads in the forests of mid-Wales. There are six of these timed trials or 'special stages' . . .

THE 'special stages' on this event are held on some of the many gravel roads that criss-cross the Welsh forest complex.

The club uses them courtesy of Forest Enterprise and we have to pay just short of £600 per mile of forest road that we use.

This money is subsequently reinvested by Forest Enterprise to ensure that the tracks are reinstated to their original condition after the rally.

Take a look at a corner near you at the end of the rally and you'll soon appreciate the repair works that need to be undertaken.

Competitors are not allowed to

practise the special stages in advance, which means that they are reliant on event organisers' safety notes regarding the route and directions. Using past experience, these safety notes can be altered by the driver and co-driver to suit their individual style.

What you will see is that many co-drivers convert these safety notes into a form of short hand.

This ultimately provides a quick-to-read description of the road ahead through the special stage.

They also have a 'road book' which contain a set of 'tulips' or ball and arrow diagrams for the stage along with the stage arrows themselves.

Stage arrows are orange direction-

al arrows that are placed both ahead of, and on, every bend, junction and blind crest.

Marshals are on duty at the start and finish of the special stage to send crews on their way and keep a record of their times.

It is the job of the marshals to mark up the time cards that each competitor carries as well as keeping a master record.

Marshals are also located at most bends and junctions throughout the special stage along with radio crews at selected locations to ensure the safety of crews and spectators alike.

Although they are not often seen, each special stage will also have a rescue unit on standby just in case.

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On your marks...

Where to catch the action at this year's event . . .

DESCRIPTION	LOCATION	DATE	TIME	NOTES
Rally HQ Viewing	Livestock Market, Shrewsbury Rd Oswestry, SY11 4QA. Map Reference 126 /300288			
Bulldog Rally HQ				
Documentation / Signing On				
Rally Forum				
Cars Leave Rally HQ				
Finish & Prize Giving	As Above	18/10/08	16:30 approx	Watch as the first cars arrive back at HQ and the prizes are given out.
Special Stage Viewing				
Dyfnant Forest 1	Off A458 between Welshpool and Dolgellau Map Reference - 125 /019133 Parking Fee Payable	18/10/08	08:45	Note, this stage is used twice through the day. Park and pay only once to see the rally cars twice
Dyfnant Forest 2	Ditto	18/10/08	13:45	Second visit of the day to Dyfnant for the rally competitors.
Dyfi Forest	Off A470 between Dolgellau and Machynlleth Map Reference - 124 / 846099 Parking Fee Payable	18/10/08	11:30	An alternative to Dyfnant.
Service Halt	Farmers Mart Dolgellau Service Adjacent to the A470	18/10/08	10:30	Can't get into the forest? Catch the cars servicing between stages



Tribute to 'Big Ray'

As a fitting tribute to a dearly missed member, the Dyfi main stage now has a new name

Last year, in a rare and tragic scenario, Wolverhampton & South Staffs Car Club member Ray Lloyd died in an accident which occurred while he was acting as co-driver during the Conrad Euregio Rally in Holland.

Ray was a vibrant, pro-active and pivotal member of the club and worked tirelessly on all of the events, in particular the Bulldog Rally, where his presence in the organising team is already greatly missed.

He was a huge figure in Midland motorsport and was also the Bulldog Rally course's deputy clerk for over 20 years, as well as being a qualified MSA Safety radio operator and trainer. His well-known personal call-sign was 'Wolf 1' so, as a mark of respect, the Bulldog Rally will refrain from using any Wolf radio call-signs at this year's event.

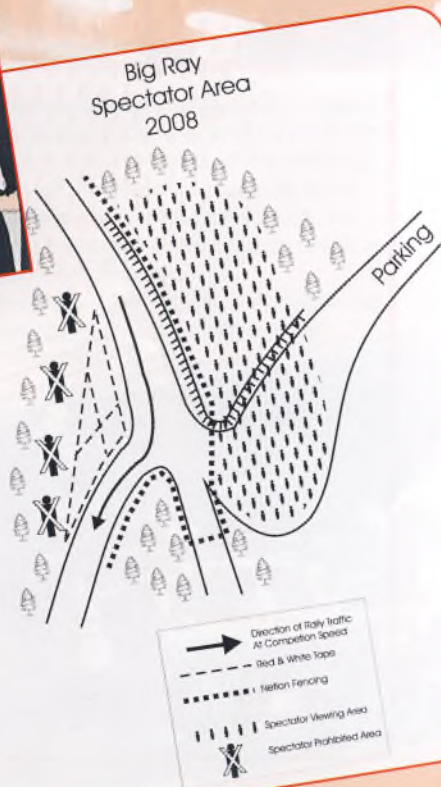
In honour of Ray, the Dyfi main stage of the Bulldog Event will now be referred to as 'Big Ray', for as long as the Wolverhampton & South Staffs Car Club runs the event. In addition, for this year only, the Gartheiniog stage will be referred to as Wolf 1 meaning that, for 2008, the entire Dyfi complex will be named in honour of Ray.

Of the many and varying forest stages which make up the Bulldog Rally, the Dyfi complex (taking in Dyfi Main and Gartheiniog) remains a constant and key feature of the rally.

It was Ray's favourite complex, making this a very fitting tribute to a man who left his mark on motorsport in the Midlands.



The Dyfi complex remains a constant and key feature of the rally, and was Ray's favourite complex, making this a very fitting tribute to a man who left his mark on motorsport in the Midlands.








The day mapped out

Dyfnant 1 & 2 Spectator Area 2008



Spectator Route
& Crossing Point
if required

To the
Spectator
Car Park

-  Direction of Rally Traffic
At Competition Speed
-  Red & White Tape
-  Netting Fencing
-  Spectator Viewing Area
-  Spectator Prohibited Area

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“Over time, the event’s format has changed in response to improved road conditions, better maps, faster cars and the increasing skills of competitors.”

By 1965 the 'selectives' evolved into 'stages' - still on open public roads and timed to the second, but linked by simple and easy road sections.

Then, in 1966, some of these incorporated private forestry roads for the first time. And crash helmets and seat belts became mandatory on all stages.

Since the days of the first Express & Star rally, not only did the event itself evolve, but the cars also changed - from A35s, Sprites, Morgans, TR2s and Saabs, through Minis, Imps and Anglias, to Lotus Cortinas and Porsches.

Throughout, however, the Express & Star newspaper and its motoring correspondent, Ross Giles, remained steadfast in their support.

Over the next 15 years the rally, which by then had become a special stage forest rally, saw the golden days of the Escort, Chevette and Sunbeam Talbot.

Sponsorship was taken over by Castrol Oils, resulting in the rally then becoming known as the Castrol.

With this support came the ability to provide the barely believable 100 stage miles in a day.

By this point, the exciting package, combined with similar events across the country which formed the British championship, attracted the greatest drivers of the day.

In the early 80s, the supercars arrived in rallying and speed took a quantum leap forward.

The Lancia O37, the Audi Quattro, Metro 6R4 and Ford

RS 200 were all built by manufacturers to compete on the world stage but they still came to compete against the best at national level in what became known as the Audi sport rally.

Thanks to sponsorship from Audi UK, the rally's profile was raised. It could then provide manufacturers with the publicity they sought and the event flourished.





“Over the years, the event has seen entries from some of the greatest names in world rallying, many of whom went on to become world champions.”

By the late 80s the event had become the Audi sport international and was in the British open championship.

Although the manufacturers were concentrating on the developing World rally championship, the Audi sport international still attracted the cream of talented British drivers.

They competed in Sierra Cosworths and Toyota GT4s, followed shortly after by the Ford Escort Cosworth, which soon ruled supreme in the British forests.

During the 90s, the event gained sponsorship from Bulldog security products of Much Wenlock.

It became known as the Bulldog rally and was recognised as a premier event in the MSA gravel rally championship.

During this time, the Escort Cosworth was joined by the Subaru Impreza and the Mitsubishi EVO as the club drivers' car of choice.

This is still the case today, except that the Ford Escort has been replaced by the Ford Focus WRC.

Over the years, the event has seen entries from some of the greatest names in world rallying, many of whom went on to become world champions.

These include Colin McRae, Richard Burns, Timo Salonen, Stig Blomqvist, Hannu Mikkola, Bjorn Waldegard and Markku Alen.

Similarly, the event's winning vehicles reflect the development of the rally car over the last fifty years, from the barely modified, basic and utilitarian modes of transport immediately after the Second World War to the sophisticated, specialist built machines of today.

Despite the evolution of the industry, if you were to present today's crews with the event's 1969 road book it would be surprisingly familiar to them.

That year, the event was won by club member and former British champion John Bloxham, along with co-driver and former Express & Star clerk of the course Richard Harper.

Today, the methods used to control, manage and time the event may have changed, as have safety arrangements, but it is still the man who drives fastest between two set points, along a given route on forest roads, who is hailed the winner.

This year, we look forward to yet another battle in the forests of Wales, from which a dynamic duo will emerge victorious as the 2008 Bulldog rally winners, becoming part of this increasingly prestigious rally history.

Further information on this proud tradition is available on www.bulldog-rally.co.uk, the official website.

New year, new name?

2009 is likely to see several changes to the rally's format

Next year's rally is set to move from its traditional October date to March 28 and could well have a new name.

This is because the Wolverhampton and South Staffs Car Club has been invited to stage a leg of the prestigious British Rally Championship.

At present, the new event has not been formally named and it may take a geographic title rather than the sponsor's name, as has traditionally been the case with the club's showcase rally.

The Motor Sports Association is keen to revive north Wales as a location for rallying - and WSSCC is equally keen to oblige.

Club rally manager Kevin Witton said: "We would like the event to be part of the British and Historic Rally Championships and this date fits well with their calendars. We also recognise the need for a quality international rally in north Wales and the March date supports the region in a quiet period in the tourism season, as well as avoiding clashes with other Welsh autumn events."

Next year's event would be expected to attract all the top UK drivers, as well as competitors in the popular British Historic Rally Championship.



ATTENTION!



Rally cars move quickly and may:

- Run wide on corners
- Cut across corners
- Leave the road
- Throw up stones
- Do what you least expect



Enjoy rallying...but TAKE CARE!

In a different class

The class structures for the Bulldog Rally explained



Class structures for the BULLDOG RALLY:

For standard production-based cars complying with international regulations:

- Class N1: Up to and including 1400cc
- Class N2: Over 1400cc, up to and including 1600cc
- Class N3: Over 1600cc, up to and including 2000cc
- Class N4: Over 2000cc

For heavily modified cars complying with international regulations:

- Class A5: Up to and including 1400cc
- Class A6: Over 1400cc, up to and including 1600cc
- Class A7: Over 1600cc, up to and including 2000cc
- Class A8: Over 2000cc

For cars that comply British but not international regulations:

- Class B9: Up to and including 1400cc
- Class B10: Over 1400cc, up to and including 1600cc
- Class B11: Over 1600cc, up to and including 2000cc
- Class B12: Over 2000cc non-turbo and/or supercharged engines, two-wheel drive
- Class B13: Other cars over 2000cc, including Metro 6R4s

Historic rally cars:

- Class H1: Cars registered before 1 January 1968
- Class H2: Cars registered between 1 January 1968 and 31 December 1974
- Class H3: Cars registered between 1 January 1975 and 31 December 1981

The class structures for the BULLDOG CLUBMANS RALLY:

For non-turbo and/or supercharged engines, two wheel drive cars:

- Class O1: Up to and including 1400cc
- Class O2: 1401cc up to and including 1600cc
- Class O3: 1601cc up to and including 2000cc
- Class O4: 2001cc and over
- Class O5: Turbo and/or supercharged engines and/or four-wheel drive cars
- Class O6: Peugeot 205 1600cc cars with limited modifications
- Class O7: BMW 325i cars made between 1985 and 1991 (mechanically, the cars are the same, to make sure the best driver wins, not the one with the largest wallet)
- Class O8: Formula 1000 - based on cars up to and including 1000cc, created to allow young drivers to gain experience with virtually standard cars
- Class O9: Super 1000 - the next step up from F1000, modified cars up to 1000cc

Historic rally cars:

- Class H4: Cars registered before 1 January 1968
- Class H5: Cars registered between 1 January 1968 and 31 December 1974
- Class H6: Cars registered between 1 January 1975 and 31 December 1981

The cars allowed in the BULLDOG MINI RALLY are:

Non-turbo and/or supercharged engines, two-wheel drive cars up to and including 1600cc

Epic battle lies ahead

2008 National ANCRO Gravel Rally Champion will be crowned at the Bulldog . . .



Jon Ingram, left, may look anxious but holds all the aces going into the last round of this year's National gravel rally championship. Defending champ Marcus Dodd, right, can still retain the title - but only if events go his way

The battle for the National ANCRO 2008 Pirelli MSA Gravel Rally Championship reaches its climax at this weekend's Bulldog Rally. With competitors allowed to drop two scores through the season, it looked like Subaru driver, Jon Ingram, would secure the championship on the recent Trackrod Rally.

Unfortunately, Ingram was forced to withdraw from the event after his wife suffered a serious accident, leaving the way open for closest rival and defending champion, Marcus Dodd, to capitalise.

Having led the Trackrod Rally for most of the day, Dodd's hopes of victory were dealt a cruel blow on the very last stage when the engine of his WRC Hyundai let go, leaving Dodd a non finisher.

Ingram's withdrawal and Dodd's non finish on the Trackrod does mean that the 2008 championship won't be decided until the completion of the Bulldog Rally, providing spectators with an epic battle.

Possible permutations for the championship are as follows:

- If Ingram wins outright, he is 2008 champion
- If Dodd wins and Ingram finishes second, then Ingram is 2008 champion by two points.
- If Dodd wins and Ingram finishes third, they are tied on points but Dodd would win by winning more rallies than Ingram (3-0).
- If Dodd wins and Ingram doesn't score, Dodd wins by one point.
- If Dodd is second and Ingram doesn't score, Ingram wins by two points
- It should be remembered that the ANCRO championship attracts a high number of quality drivers and while the battle for the championship will be settled between Ingram and Dodd, any of these drivers are capable of the win. In which case if another competitor wins, Dodd is second and Ingram is third, Ingram would win by three points.

Current points table (including dropped scores):

Overall Driver

- 1 Jon Ingram - 110 (less 0 & 19) = 91
 - 2 Marcus Dodd - 86 (less 0 & 0) = 86
 - 3 Julian Reynolds - 77 (less 0 & 0) = 77
 - 4 Nik Elsmore - 87 (less 12) = 75*
 - 5 Stephen Petch - 72 (less 0 & 12) = 60
 - 6 Richard Cathcart - 68 (less 0) = 68*
 - 7 Roger Duckworth - 65 (less 0 & 0) = 65
 - 8 Neil McCance - 64 (less 0) = 64
 - 9 Andy Burton - 63 (less 0 & 0) = 63
 - 10 Steve Perez - 58 (less 0 & 0) = 58
- *only one dropped score to count

Please refer to the entry list and the official championship website for further competitor details.

Tight at top in Evo battle

Mitsubishi Ralliart Evolution Challenge

The Bulldog Rally hosts the seventh and final round of the 2008 UK Mitsubishi Ralliart Evolution Challenge, the official series for production class Lancer Evolutions.

Now enjoying its eighth season, the Evo Challenge is acknowledged as the one of the best rally championships there is, its high profile and reputation for providing fair and close competition stretching throughout the UK, Ireland, and beyond.

So far, this season's UK Evolution Challenge has proved to be the closest yet, with David Bogie and Nik Elsmore currently sharing the top spot in the driver's standings, both tying on 44 points.

This means that Bogie has to finish fifth or higher this weekend to secure the title. Elsmore however, has posted consistent finishes all season and therefore must drop a score from his worst event (competitors counting six scores from seven rounds), which so far is six points.

With Richard Cathcart having withdrawn from the series, it means that Neil McCance (38 points), Daniel Barry and Keith Cronin (36 points) are all in with a mathematical chance of lifting the title. It's going to be an exciting finale that's for sure!

Evolution Challenge UK

Championship positions after round five

Drivers

1	.....	David Bogie	.....	44
2	.....	Nik Elsmore	.....	44
3	.....	Richard Cathcart	.....	38
4	.....	Neil McCance	.....	38
5	.....	Daniel Barry	.....	36
6	.....	Keith Cronin	.....	36
7	.....	Miles Johnston	.....	19
8	.....	Jonathan Sparks	.....	16
9	.....	David Meredith	.....	11
10	.....	Seb Ling	.....	8



Flying high in this year's Mitsubishi Ralliart Evolution Challenge is championship leader David Bogie

Introduction to the classes

THE BULLDOG Rally itself consists of two events, a National A permit rally which is referred to as **The Bulldog Rally 2008** and a National B permit rally which is referred to as **The Bulldog Clubmans Rally 2008**.

In essence, spectators won't see separate rallies as all the cars will pass through the stages together, but for the competitors there is a difference in stage mileage as the Clubman competitors only tackle five of the six stages.

Along with the National ANCR0 2008 Pirelli MSA Gravel Rally Championship, the National A permit rally is also a qualifying round of the The Mitsubishi Ralliart Evolution Challenge.

The Clubman element of the rally accommodates a number of different championships including:

The Millers Oils Welsh Clubmans Forest Rally Championship, Yokohama 205 Challenge (1600 Class) Yokohama RWD Challenge Formula 1000 Forest Rally Challenge / Super 1000 Rally Series ANWCC Forest Rally Championship / Historic Stage Rally Championship / Ladies Championship / Allrounders Championship

The Millers Oils Welsh Clubmans Forest Rally Championship 2008 is open to any member of a Welsh Association of Motor Clubs-affiliated club.

The championship is made up of eight qualifying rounds with the best six scores

from the eight rounds to count. With the Bulldog Rally providing the 7th round out of the eight dropped scores will come into play after this event. Look out on the entry list for competitors registered in this championship.

Like the Welsh Association of Motor Clubs the Association of North-Western Car Clubs is one of 15 Motor Sport Associations set up across the UK, to administer and encourage motor sport in the area.

With over 80 member clubs the ANWCC runs 21 different championships, of which four form part of the Clubmans Rally. Again look out on the entry list for competitors registered in these championships.

The Yokohama 205 Challenge fits in as the perfect formula for beginners or drivers who are looking to prove themselves but don't have the budget or experience to compete at a higher level. The success of the 205 championships depends on the organisers' ability to provide a low cost, level playing field where competitors can prove their talent. To make this possible, the organisers have chosen to exclusively utilise the rally-proven and cost-effective Peugeot 205 GTI.

The basic specification for these cars includes: a 1600cc 205 running a standard engine at 115bhp, with a Quaife Limited slip diff and a 4.8:1 CWP to give great acceleration; Bilstein suspension kit, Mintex pads, Yokohama tyres. Add a host of safety features and the 205 becomes £3-4000 class winning machine - it's simple and fast.

Launched for the 2005 season, the

Yokohama RWD championship is based on the BMW 325i [E30 model 1985-1991] with a standard engine producing 171bhp. Like the 205 challenge modifications are limited, they use the BMW limited slip diff with a 4.44:1 CWP, Bilstein challenge suspension kit, Mintex pads and Yokohama tyres.

All this adds up to a strong reliable car, that is fast becoming the spectators' favourite, with sideways action and a glorious six-cylinder roar.

In both the 205 and RWD championships the action is red hot as drivers fight for top prizes, including a prize drive in Latvia, a week's ice driving in Sweden, and a four-rally series in the ex-works 306 GTi-6. There are a host of other prizes, to be judged in the star-studded shoot out at the end of the year.

The Formula 1000 and Super 1000 Rally classes aim to find a way of offering cheap rally motor sport for all types of people, whether they are on a tight budget, new starters or people wanting to have another bash at rallying.

Formula 1000 first started in March 2004 and offers competition for cars of less than 1000cc engine capacity, that handle and stop well, are reliable, cheap to run and can be used on other events with minimal changes. The Super 1000 class has since been established and whilst it keeps the same ideals it allows more tuning, encouraging Formula 1000 cars to be upgraded as competitors progress.

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Remembering the 1960s

Rallying was a very different sport in the early days, says Don 'King of the Navigators' Barrow. He won the 1964 event, with Reg McBride at the wheel, in a Ford Anglia 105e when it was still the Express & Star Rally. Reg and Don had been former rally rivals who ended up teaming up together. . .



Left: The 1961 Express & Star rally: speed was of the essence both in and out of the car - hence trousers in socks for opening gates on muddy farm tracks!



Right: McBride and Barrow prepare for the start of the 1964 rally, which they won

"... Starting in Wolverhampton, the Express & Star Rally always drew great crowds of spectators simply because the newspaper gave it plenty of publicity.

"Reg always smoked cigarettes and I had to endure the car being full of cigarette smoke, which when mixed with the smell of the engine oil made you feel pretty queasy.

However, when the sections started to get tighter it was out with the cigs and down to some hectic driving, especially on Michelin cross-ply tyres.

The 1964 Express & Star Rally was run on snow and ice. Reg who was not clever in slippy conditions, promptly clouted all four corners of the car fairly badly. But under-terred it was as new for the following weekend.

"Such was his enthusiasm and commitment. Although we worked extremely well as a team, it was difficult to make conversation going to and from events.

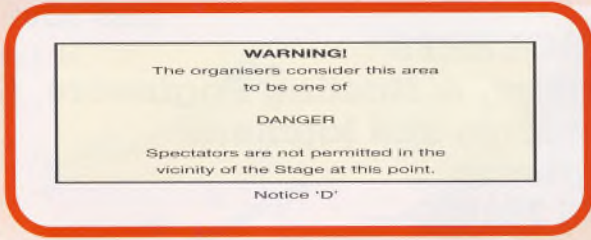
As a driver he was very forceful and once an event had started you could switch Reg on and off like a light - with devastating results.

Reg was totally committed to achieving the best possible result and although nothing was ever discussed prior to an event; I became similarly-minded and found that preparation was the secret to any success.

"Winning a Championship requires skill, determination and good teamwork. Attempting to retain your crown is even harder to achieve."

Pics:

Keeping safe: Important signs to observe



Golden age for quattro

AUDI became a serious player in the motorsport after unleashing the pioneering four-wheel drive quattro in 1980. Previously, four-wheel drive systems had been considered too heavy and complicated to be used successfully in motorsport but the new quattro was an instant success and dominated the rally world in the early part of the decade.

Audis won the rally three times in the mid 1980s, with their winning drivers including Michelle Mouton, one of the greatest female drivers ever, Malcolm Wilson, who now oversees Ford's world rallying operation; and Swedish legend Stig Blomqvist - presumably the inspiration for Top Gear's 'the Stig'.

Audi also had Hannu Mikkola, one of the 'Flying Finns' on its books but he never won the event.

"It was one of the greatest times in rallying," recalls Audi product and technology PR manager David Ingram.

"We came to rallying at an interesting time - and it really put us on the map. We were a company known for making worthy but supposedly ordinary saloons like the 80 and 100. All of a sudden we had this fire-breathing rally car - and it brought passion and excitement to the brand."

Audi Sport even sponsored the 1980s incarnation of the



Michelle Mouton roared to success in her Audi quattro

event for a number of years - and it attracted the world superstars of rallying.

"They loved competing in it. There were no pace notes as I recall at that time and it was a real adventure for them," says Ingram. "The format of the event was perfect for us. We could take guests along and it was quite an experience for them because they could see, hear, and touch the cars close-up.

"It was great for our business and convinced Audi that motorsport was right for their brand".

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Beach Insurance Financial Advisers headed by Rob Dalziel is grounded in 30 years of experience in the Financial Services Industry and offers retirement planning and wealth management to individual and corporate clients.

Have provided financial and protection advice to many competitors, such as having access to schemes providing income protection to the individual in the event of illness or accident where being involved in Rallying does not increase the premium or exclude claims as a result of involvement in the sport.

Beach Insurance Brokers headed by Kevin Hampton have 20 years experience as Specialist Commercial General Insurance Brokers, providing risk management advice to help design a policy to suit most personal or business needs.

Beach Insurance Brokers are pleased to be involved with sponsoring a stage of the Bulldog Rally and wish all competitors well for an excellent event.

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Winners' roll of honour

- 2007 Andrew Burton / Shelley Rogerson Peugeot Cosworth
 2006 Andreas Mikkelsen / Ola Floene Ford Focus WRC
 2005 Paul Bird / Ian Windress Ford Focus WRC
 2004 Mark Perrott / Paul Morris Ford Escort Cosworth
 2003 Mark Perrott / Graham Hopewell: Ford Escort Cosworth
 2002 Julian Reynolds / Ieuan Thomas Subaru Impreza
 2001 Marcus Dodd / John Bennie Subaru Impreza
 2000 Kenny McKinstry / Noel Orr Subaru Impreza
 1999 Garry Smith / Andy Wynne Ford Escort Cosworth
 1998 Alister McRae / David Senior Subaru Impreza WRC
 1997 Marcus Dodd / Stephen McAuley Ford Escort Cosworth
 1996 Steve Hill / Stella Boyles Mitsubishi Lancer E3
 1995 Chris Mellors / Brian Goff Ford Escort Cosworth
 1994 Malcolm Wilson / Bryan Thomas Ford Escort Cosworth
 1993 Malcolm Wilson / Bryan Thomas Ford Escort Cosworth
 1992 Colin McRae / Derek Ringer Subaru Legacy
 1991 David Llewellyn / Mike Corner Nissan Sunny GTi-R
 1990 Russell Brookes / Neil Wilson Sapphire Cosworth
 1989 David Llewellyn / Phil Short Toyota GT4
 1988 Russell Brookes / Neil Wilson Sierra Cosworth
 1987 David Gillanders / Ken Rees MG Metro 6R4
 1986 Stig Blomqvist / Bruno Berglund Audi Quattro
 1985 Tony Pond / Rob Arthur MG Metro 6R4
 1984 Malcolm Wilson / Nigel Harris Audi Quattro
 1983 Michelle Mouton / Sue Baker Audi Quattro
 1982 Marku Allen / Ilkka Kivimaki Lancia 037
 1981 Henri Toivonen / Fred Gallagher Talbot Sunbeam
 1980 Jimmy McRae / Mike Nicholson Vauxhall Chevette
 1979 Ari Vatanen / Dave Richards Ford Escort RS
 1978 Pentti Airikkala / Mike Nicholson Vauxhall Chevette
 1977 Pentti Airikkala / Jon Gittins Vauxhall Chevette
 1976 Russell Brookes / John Brown Escort Mexico
 1975 Tony Fowkes / Brian Harris Ford Escort RSly
 1974 Tony Drummond / Dave Richard Ford Escort RS
 1973 No rally
 1972 Pat Ryan / Mike Nicholson Mini Cooper 'S'
 1971 No rally
 1970 No rally
 1969 John Bloxham / Richard Harper Escort Twin Cam
 1968 Colin Malkin / John Brown Hillman Imp
 1967 Tony Chappell / Hywell Thomas Lotus Cortina
 1966 Malcolm Gibbs / Randell Morgan Ford Cortina GT
 1965 David Frizwell / Richard Binns Mini Cooper 'S'
 1964 Reg McBride / Don Barrow Ford Anglia
 1963 Tony Fisher / Brian Melia Austin Cooper
 1962 Pat Moss / David Stone Saab
 1961 Brian Harper / Ron Crellin Morgan
 1960 Tom Gold / Stuart Turner Austin Healey Sprite
 1959 Bill Bengry / Pete Roberts Simca Monthéry
 1958 Tony Fisher/ Jim Thomas Austin A35

What's in a name? The rally's history

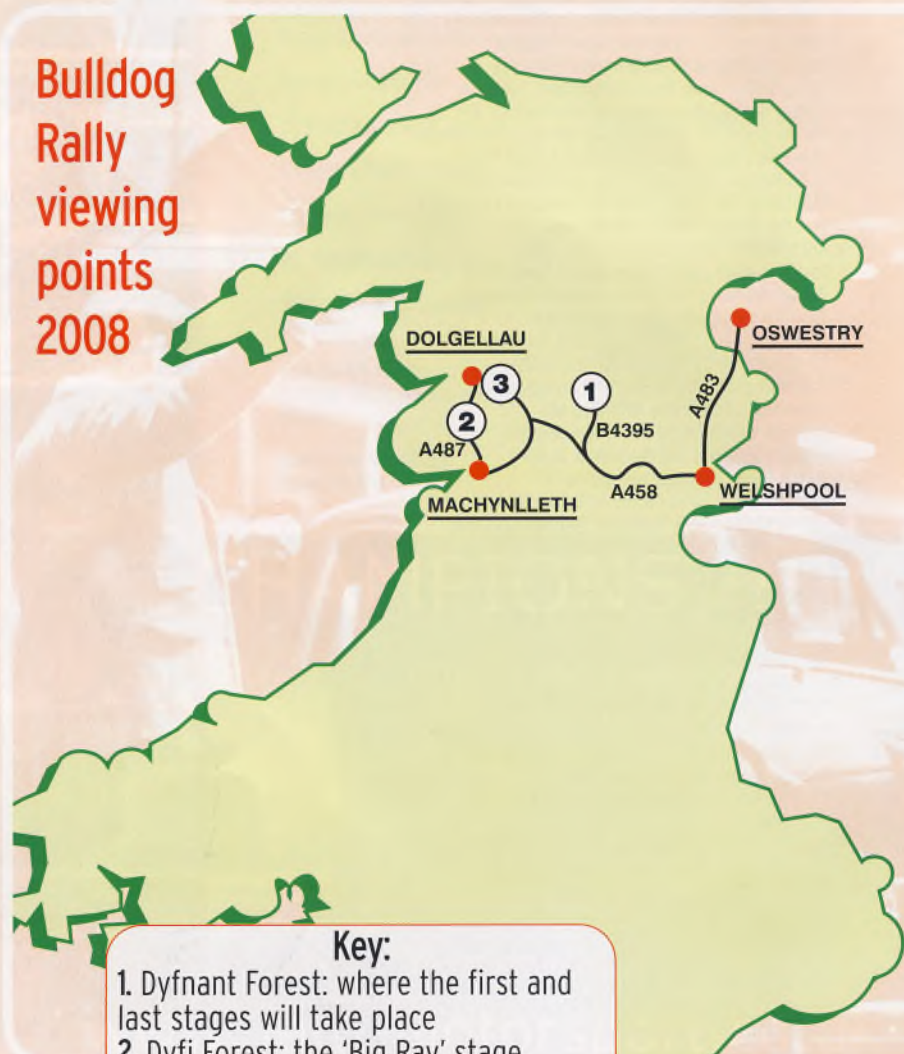
- 1958 - 1966 Express & Star rally ◊ 1967 Goodyear Express & Star Rally
 1968 - 1969 Castrol Express & Star Rally ◊ 1972 - Castrol Timpson Rally
 1974 - 1980 Castrol Rally ◊ 1981 - 1982 Pace Petroleum National Rally
 1983 - 1986 Audi Sport Rally ◊ 1989 - 1991 Audi Sport International Rally
 1992 Elonex Midland Rally ◊ 1993 - 1994 Midland Rally
 1995 - present Bulldog Rally



Past winners, from top:
 Colin McCrae, Stig Blomqvist,
 Michelle Mouton, Tony
 Pond, Malcolm Wilson,
 Russell Brookes and
 Andreas Mikkelsen

Where to see the action

Bulldog Rally viewing points 2008



Key:

1. Dyfnant Forest: where the first and last stages will take place
2. Dyfi Forest: the 'Big Ray' stage
3. Service area: at Dolgellau

Rally HQ is at Oswestry