

Welcome To The Bulldog Rally 2000

As a local Shropshire company BULLDOG SECURITY PRODUCTS is particularly pleased to be the sponsor of the last round of the National Rally Championship based as it is in the county town of Shrewsbury.

For the second year the Wolverhampton and South Staffs Car Club organising team have located the event on the Livestock Market situated only a few miles away from our headquarters in Much Wenlock.

We look forward to watching the exciting cars and skilled crews of the ANCRO Championship competing over the challenging stages in Mid Wales.

This year we are pleased to welcome contestants from the prestigious MSA British Historic Rally Championship to the Bulldog Historic Rally. We always have a special interest in their historic rally cars as they evoke such memories. To see them perform in the native habitat of the Welsh forests is always a privilege.

To complete the package it is pleasing to be able to offer the Clubman rally crews their own rally run in parallel with the Bulldog.

As the equipment employed in leisure pursuits becomes more and more valuable it is important that its safety and security is properly protected. This is particularly true in motorsport in general and rallying in particular.

BULLDOG with its extensive portfolio of specialist products is a market leader in leisure security area. Our long-term association with the Bulldog Rally underlines our personal love of the sport and the company's commitment to help everyone enjoy the sport in a safe and secure environment.

We wish everyone success and look forward to meeting you all at the Saturday evening prizegiving in Shrewsbury and the inevitable after rally celebration.

Ian Jordan

Managing Director
Bulldog Security Products
Much Wenlock
Shropshire
TF13 6DH

This rally is run under the 2000 General Regulations of the Motor Sport Association Ltd (incorporating the provisions of the International Sporting Code of the FIA).

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The ANCRO National Championship

After too many years of trying, Marcus Dodd finally achieved the title of National Champion on the Centurion Rally, with a round to spare. With the overall championship decided, and Guy Wilks winning an automatic entry into the Roger Clark Award Finals, all the attention turns to the two remaining major titles of the National Championship.

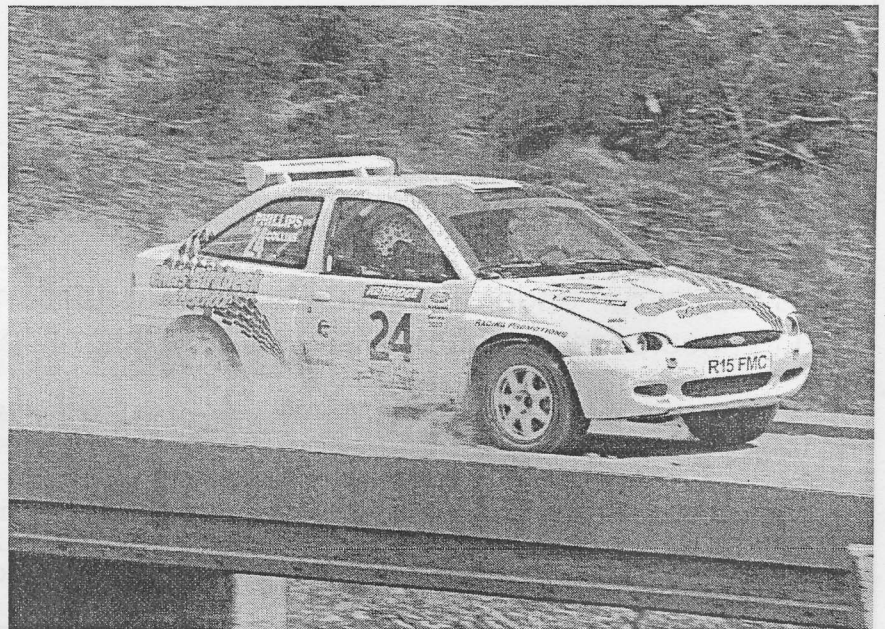
The National Production Cup



Richie Holfeld & Ian Grinrod currently hold the lead in this category. The Mitsubishi Ralliart Germany Team Co-ordSport crew are in a comfortable position as they can still win even if they don't finish. Because of the dropped score system the pressure is David Mann to finish reasonably well up in the Production Cup. David could have sealed the laurels on the Centurion, but fell victim to the infamous Kielder ditches.

The National F2 Championship

The Kielder ditches also delayed Neil Collins domination of this category. Having won F2 on Rallye Sunseeker, Granite City Rally, Manx National Rally and the Kerridge Rally, ex-Ka kid Collins could have tied up F2 for good on the Centurion. He now finds himself having to more or less just finish. To continue his progress in the sport, Super 1600 or 4WD beckon for 2001. Keep an eye on his progress from his web site www.neil-collins.com



The Competition Car Insurance Welsh National Rally Championship

Championship Report

The Bulldog Rally once again provides an ideal final round to the 2000 Competition Car Insurance Welsh National Rally Championship. The series has been fought out during the year over eight earlier rounds and once again it came down to a nail-biting conclusion.

The only two contenders with a chance of winning going into the last round, the Dee Jays Cambrian Rally, were Pete Littler/Andy Marchbank and Gary Midwinter/Martin Saunders both driving Ford Escorts, a WRC in Midwinter's case. Gary started off like a train taking the lead over the first three stages until a log sticking out on a corner flicked them off into the undergrowth. It took a further ten minutes to extract the undamaged car knowing that the chance of a first win had gone. For Pete meanwhile it became a nerve wracking set of final stages which nearly ended in disaster with an under bonnet fire on the penultimate stage. However he managed to get the car running to finish safely and take his first Welsh National title.

Also settled on the Cambrian was the Group N title, which went to John Brown in his Mitsubishi Evo 6 and the Formula 2 Challenge, which goes to Dave Hull in his Astra GSi. However for their respective co-drivers the Bulldog will be a nerve-wracking wait. Rob Dyson stands down for the event and will be watching what nearest challenger Garry Hunter does whilst Pamela Hull needs to beat Mike Yates to share the prizes with her husband. Stoke on Trent twins Phil and Michael Squires have a 100% record of finishes so far this year and in doing so have taken the Two Wheel Drive title from nearest rivals Robin Bradbury/Peter Thomas. However their rivalry will recommence this weekend with the added addition of Phil Collins and between the three Ford Escorts will produce some of the most memorable sounds of the 2000 Bulldog Rally.

Some of the classes are still to be decided but those who can now celebrate are Duncan Williams/Mark Freeman who have won the up to 1400 cc class in their N1 Peugeot 106, although now having fitted a 1600 engine will be hoping they will not lose their brakes as they did on the Cambrian.

Planning for the 2001 Championship is now well underway and further details can be obtained from: Steve Gregg, 43 Ludlow Road, Bridgnorth, Shropshire. WV16 5AH. Tel/Fax 01746 765368. Email: stephen.gregg@ntlworld.com



Pete Littler & Andy Marchbank – Welsh National Champions 2000
Autofocus

Bulldog Rally – Entry List

1		Garry Smith	Phil Clark	Ford Escort Cosworth	2000	B12	
2	Tom Geraghty Tyres, Pirelli	Kenny McKinstry	Noel Orr	Subaru	1998	A8	Aa
3	Finlay Concrete Rally Team	Stephen Finlay	Rory Kennedy	Ford Focus WRC	2000	A8	
4	Integral Powertrain	Roger Duckworth	Mark Broomfield	Subaru Impreza	1994	A8	
5	Tecroc Products Ltd	Vince Wetton	Joff Haigh	Mitsubishi Lancer Evo 5	2000	A8	Aa
6	National Vehicle Deliveries	Eamonn Boland	Micky Morrissey	Subaru WRC	2000	A8	
7		Glyn Jones	Ryland James	Subaru Impreza	1998	A8	n
8	Toughrac, Carsport, Fisher Eng.	Mark Fisher	Gordon Noble	Subaru Impreza	1998	A8	Aa
9		Gary Midwinter	Martin Saunders	Ford Escort WRC	1998	A8	Nn
10	Bell Leisure / Pirelli	Brian Bell	Paul Spooner	Ford Escort WRC	1998	A8	ANan
11		Robin Phillips	Michael Gibson	Toyota Celica	1998	A8	
12	Yokohama	David Mann	Alun Cook	Mitsubishi Lancer Evo 5	1998	N4	Aa
14	Technopower Welshpool Co-ordsport Holpack	David Humphreys	Ian Pryce	Mitsubishi Lancer Evo 6	2000	N4	NCnc
15	Pumps/Bovis	Richie Holfeld	Ian Grindrod	Mitsubishi Lancer RS Evo 6	1994	N4	Aa
16	Concept Developments	Robert (Bob) Ceen	Andy Bull	Ford Escort Cosworth	1993	B12	
17		Guy Robinson	Huw Lewis	Ford Escort Cosworth	1993	B12	Nn
18		Graham Middleton	John Morgan	Hyundai Coupe Kit Car	1995	A6	Aa
19	Collins Engineering & CPL	Phil Collins	Howard Davies	Ford Escort Mk 2	2500	B11	AR
20	Arnside Ford	Wayne Sisson	Kevin Savage	Mitsubishi Lancer	2000	N4	
21		John Brown	Rob Dyson	Mitsubishi Lancer Evo 6	1998	N4	Nn
22		Richard Watts	Christine Parling	Ford Escort Cosworth	1998	B12	
23	French Motorsport	Stephen French	Colin Booth	Ford Escort Cosworth	2000	B12	
24	Havenkey Ltd Redrow Homes Rally and Competition Equipment	Robin Bradbury	Peter Thomas	Ford Escort MkII	2400	B11	ANan
		Philip Squires	Michael Squires	Ford Escort RS1800	2200	B11	Nn
25							
26		John Ashton	Mark Lewis	Ford Escort	1998	B10	n
27	MSR Motorsport Travel	Charlie Payne	Craig Thorley	Mitsubishi Lancer Evo 4	1998	A8	
28		Peter Stephenson	tba	Mitsubishi Lancer Evo 6	2000	N4	
29	www.neil-collins.co.uk	Neil Collins	James Phillips	Ford Escort S.R.C.	1998	A6	ARa
30		Jeff Williams	Stewart Foley	Mitsubishi Lancer Evo 5	1998	N4	Aa
31		Arwyn Williams	Terry Moore	Mitsubishi Lancer Evo 6	2000	N4	Aa
32	Promax Motorsport	Leon Pesticcio	Marc Jones	Mitsubishi Lancer Evo 5	1999	N4	ARa
33	Steve Benton Transport	Stephen Benton	tba	Nissan 240 RS	2399	B11	A
		Anthony	Andrew White	Ford Escort Cosworth	1998	N4	ARa
34		Willmington					
35		Russell Spry	Robert White	Ford Escort V8	4000	B11	N
36		Nigel Griffiths	Andrew Owens	Citroen ZX 16v	1998	A6	
37		Martin Evans	Richard Pashley	Vauxhall Astra	2000	N2	Ala
	Peter Posh Formal Hire	Duncan Williams	Mark Freeman	Peugeot 106 Gti	1587	N2	NCW nc
38							
39	JLT Beyond	John Lloyd	Pauline Gullick	Subaru Impreza	1994	N4	
40		Penny Mallory	Sue Mee	Ford Focus	2000	A8	
		Rod Bennett	David McGrath	Lancia Delta HF Integrale Evo	1998	A8	
41							
42		Graeme Presswell	Phil Cottam	Mitsubishi Lancer Evo 6	2000	N4	
43		Daniel Gonzalez	Daniel Duffy	Mitsubishi Lancer Evo 6	1992	N4	
44		Johnathan Wilshaw	Elizabeth Adams	Subaru Impreza	2000	N4	
45	Rad Fab/Millennium Rallysport	Andrew Haddon	Mark Solloway	Ford Escort RS	1998	B10	
46	Langage Farm Ice Cream	James Harvey	Paul Arberry	Peugeot 106	1587	A6	
47	ABN Intermol	Wil Armitage	Jez Pole	Peugeot 306 S16	1994	A6	Al
48	Marine Technologies	Sean Edwards	Helene Mars	Ford Escort	1600	B10	NCInc
49	Bradbury Services Co Durham	Guy Wilks	Paul Darlington	Ford KA	1298	A5	ARI
50	Furrows for Ford	Edward Pugh	Tim Hobbs	Ford KA	1300	A5	n
51	Project Network/Peldon Rose	John Blaber	Alan Jamieson	Peugeot 205 Gti	1900	A6	Ala
52	Budget Gas (Telford)	Richard Perry	Clive Townend	Peugeot 205 Gti	1905	A6	Cc
53	PB Motorsport	Dave Hull	Pamela Hull	Vauxhall Astra	1998	N2	NCnc
54	Birway Garage	Skip Green	Martyn Allen	Rover 220GTi	1998	N2	W
55		Steve Colville	Fiona Thornton	Ford Escort RS2000	1998	B10	Ala
56		Jack Ingleby	Grania Ingleby	Vauxhall Nova	1400	B 9	ARla
57		Paul Hughes	Aaron Newton	Talbot Sunbeam	1600	B10	
58	Premier Heating Company	Robert Newell	Clare Bullion	Ford Escort G3	2000	B10	W
	Hockmeyer Motors/Yellow	Kathryn Heath	Paul Heath	Skoda Felicia	1289	N1	
59	M'sport						
61	Fat Face	Chris Rimmer	Neil Irvine	Peugeot 106 S16	1600	A6	

Bulldog Historic Rally – Entry List

101	Mobil 1	Nick Whale	Nick Kennedy	Porsche 911 RS	2700	C4	Hh
102	Demon Tweeks / Millers Oil	Desmond Nutt	Geraldine McBride	Porsche 911	1991	B6	H
103		John Keatley	Maurice Beckett	Porsche 911	2000	B6	Hh
104	MJP (Eastern Auto)	Kevin Bristow	James Morris	Datsun 240Z	2997	C4	Hh
105	Classic M.Sport	Neil Calvert	Arlene Cookson	Ford Escort Mk1 RS1600	1973	C3	Hh
106		Drexel Gillespie	Gill Cotton	Ford Lotus Cortina	1594	B3	H
107		Dave Watkins	Gavin Heseltine	Ford Escort RS1600	1798	C3	Hnch
	Yorkshire Vintage&Classic Car Co	Mike Brown	Jonnie Oldham	Ford Escort Mk1 RS1600	1974	C3	Hh
108							
109	Jason Lepley Motorsport	Jason Lepley	Mark Swallow	Ford Escort	1598	C2	
110	Corkills Motorsport	Adrian Kermode	Liz Jordan	Austin Mini Cooper	1293	B2	Hh
111	Old Forge Garage	Bob Gibbons	Stuart Cardell	Ford Cortina Mk 2 1600 GT	1660	B4	Hh
112	Classic Performance Ltd	Kieron Patterson	Michael Wilson	Saab 96 V4	1740	B4	Hh
	R. L. Services Sec'ty	Keith Reed	Terry Wilson	Ford Cortina GT	1500	B3	H
113	Fencing						
114		Andrew Street	Simon Gaden	Saab 96 V4	1815	C3	Hh
115	Cumbria Lift 'N' Shift	John Rudd	Kenneth Rudd	Ford Escort Twin Cam	1800	C3	
116		David Liddell	Alec Cooper	Triumph TR4	1968	B4	Hh
117	Saab Owners Club (GB) Ltd	John Harrison	Donnie Hartley	Saab 99	1985	C3	Hh
	Greens The Signmakers Ltd. Hull	Chris Green	Hilary Green	Ford Cortina Mk1	1597	B3	Hh
118							
119	Raysport.com	Roger Ray	Paul Ray	Ford Escort Mexico	1598	C2	Hh
120		Malcolm Oxborrow	Elaine Oxborrow	Morris Cooper 'S'	1293	B2	Hh
121		John Willis	Andy Armstrong	Austin Mini Cooper S	1293	B2	Hh
122		Jess Shakespear	Trevor Hurley	Ford Escort Mk1	2000	C3	
123	Meridian Self Drive Bactec	George Anderson	Jane Anderson	Ford Consul 3000 GT	3032	C4	Hh
	Bretts Fish Restaurant, Leeds	Peter Scott	Pat Ford	Ford Cortina GT	1498	B3	
124							
125		James Stait	tba	MG Midget	1293	B2	H
126	Peak Projects Ltd	Peter Wiseman	Mark Bentley	Morris Mini Cooper S	1293	B2	Hh
127	Classic Restorations Ltd	Nigel Barnett	Steve Johnson	Ford Capri RS3100	3100	C4	Hh
128		Martin Taylor	Martin Jones	Ford Lotus Cortina MkII	1558	C2	H
129	Hot Wheels	Mike Barrett	Gemma Morris	Austin Cooper S	1275	B2	h
130		Paul Mankin	Desmond Bell	Ford Cortina GT	1598	B3	Hh
131	Suffolk Motorsport	Keith Pettitt	Bernard Baker	Ford Lotus Cortina	1593	B3	Hh
132		Martyn Baker	Sean Jeffery	Honda S800 Coupe	800	B1	Hh
133		Gordon Cameron	Sheila Grimshaw	Austin Cooper	999	B1	Hh
134		David Street	Bernard Fisher	Morris Mini Cooper S	1293	B2	Hh
	Quinaire Ltd V.S.E. Jaguar	Peter Quinton	Dennis Turner	Jaguar 3.8 Mark 2	3824	A2	Hh
135	Engine Specialists						
136	Min Lite Wheels	Michael Waller	Tony Jolly	Ford Cortina MkII 1500GT	1498	B3	H
137		Gordon Alexander	John Paterson	Hillman Imp Californian	1040	B1	Hh
138	Mini Speed	Sophie Robinson	Iain Freestone	Morris Mini Cooper S	1293	B2	Hh
139		Philip Smith	Barbara Smith	Austin Mini Cooper	998	B1	Hh
140	Argham Metals	James Graham	Ian Graham	Saab 96 two stroke	841	B1	
141		Keith Wilson	Steve Nash	Volvo PV544	1580	A2	

Key: A,a Driver, Co-Driver ANCRO Championship
 N,n Driver, Co-Driver Welsh National Championship
 C,c Driver, Co-Driver Welsh Clubmans Championship
 H,h Driver, Co-Driver MSA British Historic Championship
 I Driver, Initiative 2000
 R Driver, Roger Clark Award
 W WSSCC Club Award

Bulldog Clubman Rally – Entry List

201		Simon Rodgers	Andrew Sankey	Ford Escort Cosworth	1994	O4	Nn
202		John Collins	John Smart	Ford Escort	1998	O3	
203	Power Steering Services	Alistair Adams	Andrew Adams	Ford Escort RS2000	1998	O3	Clc
204	Dickington Garage Comp. Eng.	Jeffrey Wincott Martin Lowe	Nigel Bayley Lee Willmetts	Ford Sapphire Cosworth Ford Escort	1993 1997	O4 O3	n A
205		James Young	David Young	Vauxhall Astra	1998	O3	
206	Millers Oils AFB Farm Supplies	Simon Morton	Bob Ashley	Subaru Impreza	1994	N1	C
207	Jon Ross Rally Preparations	Martin Kenny	Steve Quine	Ford Escort	2058	O4	Cc
208	Ashmores Press Brake Tooling Ltd	Peter Beards	Guy Weaver	Vauxhall Astra Sport	1998	O3	
209	G. C. Stanoury and Son	Paul Jackson	Sean Dale	Ford Escort	1598	O2	
210		Darryl Andrews	Neil Selley	Ford Escort	1998	O3	
211		Dave Price	Richard Wheeler	Mitsubishi Lancer Evo 4 RS	1998	O4	C
212	D. Pritchard Building Contr.	Dennis Pritchard	Dave Evison	Ford Escort RS Mk 2	1998	O3	
213	Wobbly Dobber M'sport	Simon Woodley	Carl Williamson	Ford Escort Cosworth	1998	O4	C
214	Extralube						
215		Robert Hart	Ian Galloway	Ford Escort Mk1 RS1600	1700	O3	
	Cottril Transport / Nailers	Nathan Crewe	Chris Clifford	Ford Escort	1396	O1	C
216	Arms Bar						
217	Peugeot Sport	Kris Meekes	Andrew Bargery	Peugeot 106 Gti	1600	O2	
218		John Moffatt	tba	Talbot Samba	1360	O1	R
219	Central Garage	Iwan Evans	Stuart Lamkin	Toyota Corolla Gti	1587	O2	Cc
220		Ben Colley	Pete Cotton	Ford Escort MkII	1594	O2	
	Frenkal Topping Struct'ral Sett'l'nt	James Alexander	Helen Alexander	Peugeot 106 Rallye	1294	O1	
221							
222		Andy Kenny	Gary Kenny	Mitsubishi Lancer	1998	O4	

Key:

A,a	Driver, Co-Driver ANCRO Championship
N,n	Driver, Co-Driver Welsh National Championship
C,c	Driver, Co-Driver Welsh Clubmans Championship
H,h	Driver, Co-Driver MSA British Historic Championship
I	Driver, Initiative 2000
R	Driver, Roger Clark Award
W	WSSCC Club Award

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Date for the dairy 3rd February 2001 – Wydean Stages

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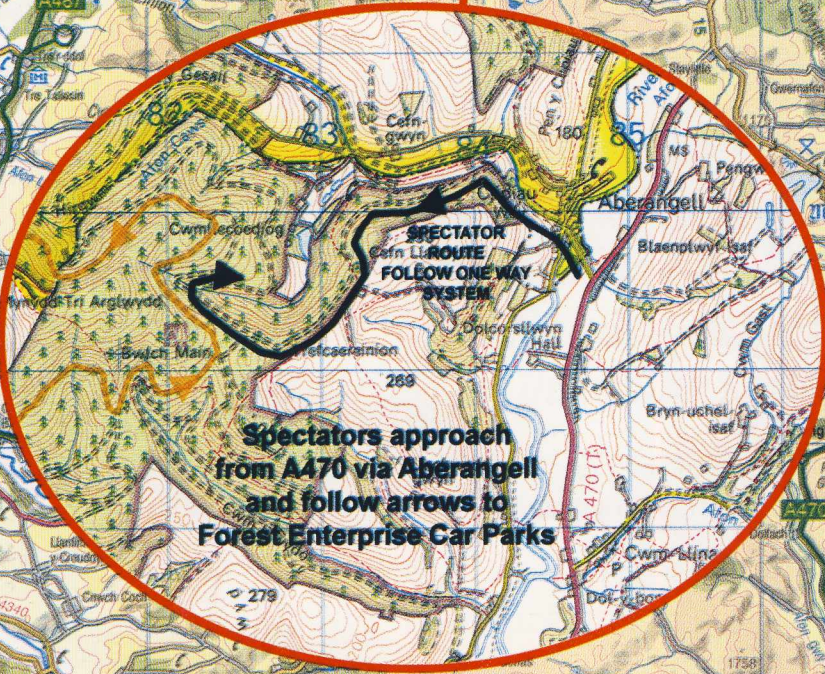


Dolgellau Farmers Mart
SERVICE A
SERVICE B

Stage 4
GARTHEINIOG

Stage 7
DYFNIO

Stage 3
DYFI



Spectators approach
from A470 via Aberangell
and follow arrows to
Forest Enterprise Car Parks



**FINISH
STAGE 7**

**Spectators approach
via A458 and B4395
Follow arrows to
Forest Enterprise
Car Parks**

**NOISE TEST
SCRUTINEERING
DOCUMENTATION
RALLY FINISH**

**RALLY HQ
Results &
Prizegiving**

**Theatre Hafren
START
(Bulldog Rally)**

BULLDOG PRODUCTS



The Bulldog Rally



**SPECTATOR
INFORMATION**

ARTICLE 6. CLASSES

1. The class structure of **The Bulldog Rally** will be:

a) **GROUP 'N'**

Cars conforming to FIA International Group N Regulations.

Class N1: Up to and including 1400cc

Class N2: Over 1400cc, up to and including 2000cc

Class N4: Over 2000cc

b) **GROUP 'A'**

Cars conforming to FIA International Group A Regulations.

Class A5: Up to and including 1400cc

Class A6: Over 1400cc, up to and including 2000cc

Class A8: Over 2000cc

c) **CATEGORY 'B'**

Cars complying with 2000 MSA Technical Regulations.

Class B9: Up to and including 1400cc

Class B10: Over 1400cc, up to and including 2000cc

Class B11: Over 2000cc normally aspirated 2 wheel drive cars

Class B12: Other vehicles over 2000cc; to include Metro 6R4 driven by registered ANCRO National Rally Series contenders with approved sealed engines of 2.5 (International injection) and 2.8 (single plenum type) with an MSA certificate of engine capacity.

The driver of any other vehicle not complying with MSA General Regulation K37.1.1 or 1.2 must, prior to registration, first apply to the Series Co-ordinator with full details. Permission to use such a vehicle will then be entirely at the discretion of the MSA to whom details of the vehicle will be sent for ratification.

d) The class structure of **The Bulldog Historic Rally** will be:

Historic Rally Cars registered before 31.12.59

Class A1 - Cars up to 1500cc

Class A2 - Cars over 1500cc

Historic Rally Cars registered between 01.01.60 and 31.12.67

Class B1 - Cars up to 1000cc

Class B2 - Cars 1001cc to 1300cc

Class B3 - Cars 1301cc to 1600cc

Class B4 - Cars 1601cc to 2000cc, excluding Porsche 911

Class B5 - Cars over 2000cc

Class B6 - All Porsche 911's

Historic Rally Cars registered between 01.01.68 and 31.12.74

Class C1 - Cars up to 1300cc

Class C2 - Cars 1301cc to 1600cc

Class C3 - Cars 1601cc to 2000cc

Class C4 - Cars over 2000cc

e) The class structure of **The Bulldog Clubmans Rally** will be:

CATEGORY 'O'

Cars complying with 2000 MSA Technical Regulations.

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

GROUP 'N'

Cars conforming to FIA International Group N Regulations

Class N1: All Group 'N' cars

2. a) Vehicles with forced induction will have their engine capacity increased by 70% to establish their class.

b) Should any class have less than five entries, the Organisers reserve the right to amalgamate two or more classes or reduce the awards list as deemed appropriate.

The MSA British Historic Rally Championship

'Back to the woods' plus a bit of Tarmac for good measure. The Trackrod Rally provided the longest stages of the season and apart from the comments about the horrendously tight chicanes in Dalby, there were very few complaints about the event. Good paperwork, excellent organisation with the only problem being the awards ceremony where the Post Historic winners, were not treated on a par with the Historic winners. One of their fellow competitors got to the organisers before we did and voiced his displeasure and they were very apologetic, promising to write to Nick & Nick. It was a pity it happened on an otherwise excellent event.

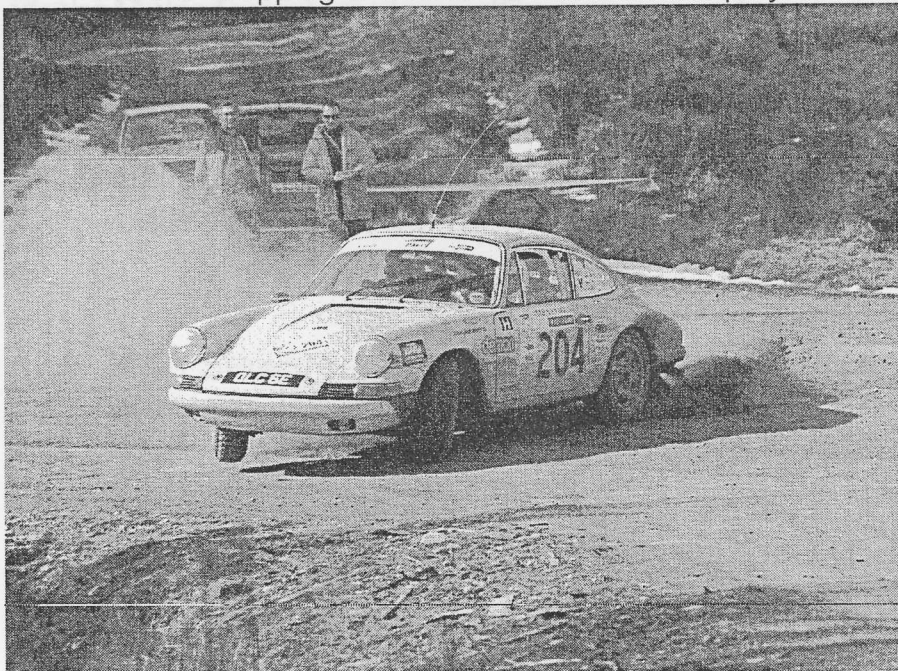


Kevin Bristow. Picture - © Mike Hally 2000

3 Teams entered the Millers Oils Team Challenge, two of which had all crews finishing. The winners were 'The Old Gits' (their choice of name, not ours). consisting of David Atherton/David Penn, Graham Waite/Gary Titchmarsh and Neil Calvert/Arlene Cookson, - (I think you should have a word with your team mates Arlene!!!).

There were several comments about the seeding for the event from several contenders, two of which showed the organisers, they had got it well wrong. We had another tie for the Mintex Award for the 'best improvement on seeding' and Mintex have kindly again agreed to give vouchers to both crews. David Liddell/Alec Cooper improved from 41st to 9th and James Stait/Marcus Cartwright finished 19th from a start number of 51, both improving 32 places. Congratulations to them and all the award winners.

As the 'dropping of scores' now comes into play with the best six rounds to count.



Kevin Bristow. Picture - © Mike Hally 2000

Congratulations to Dessie Nutt and Geraldine McBride on winning the Historic section of the Championship, Geoff Stewart is unable to do the final round, but would not have been able to overtake Dessie anyway. Several Class awards are already decided, but there are a lot of 'places' still to be decided. There are many combinations of 'what ifs' none more so than how well Nick Whale and Nick Kennedy perform on the final round. They can overtake Dessie and Geraldine for the 'Overall MSA winners' award. Also several other crews can also have an influence on the final outcome.

WELSH ASSOCIATION OF MOTOR CLUBS

SWEET LAMB WELSH CLUBMANS RALLY CHAMPIONSHIP 2000



Sponsored by Sweet Lamb Rallying, Llangurig, Powys.
Tel: 01686 440208 Web site : www.sweetlamb.co.uk



2000 Championship Winners Declared

Following the Woodpecker rally, Pete Littler and Andy Marchbank were declared driver and co-driver champions having amassed enough points to be in unassailable positions with two rounds to go. With the cancellation of the Clive Evans reducing the number of scoring rounds to 6, this meant that Pete's six maximum scores could not be beaten. Although Andy missed out on one maximum score along the way, his lead over the rest of the chasing pack was more than enough to give him the crown. However, things aren't so clearly cut in the classes and with the winners relinquishing their class awards, the points tally shows all classes bar one up for grabs.

Class leading drivers at present are Gareth Davies, Craig Thomas, Grant Sturkey, Martin Kenny and Simon Morton tying with Duncan Williams. On the co-drivers side the class leaders are Nick Weaver tying with Paul Hargreaves, Phil Thomas, Leo Todd, Mark Spavin and Bob Ashley.

Rally Timetable

Time	Activity	Location
Friday		
16:00 to 21:00	Scrutineering	Shrewsbury Livestock Market
Saturday		
08:00	Bulldog Rally Starts	Newtown, Powys College
09:10	Bulldog Historic Rally Starts	Farmers Mart, Dolgellau
10:20	Bulldog Clubmans Rally Starts	Farmers Mart, Dolgellau
09:35	1 st Historic Car	Dyfi Forest
11:25	1 st Bulldog Rally Car	Dyfi Forest
13:10	1 st Historic Car	Dyfnant Forest
15:00	1 st Bulldog Rally Car	Dyfnant Forest
14:45	1 st Historic Car Finishes	Shrewsbury Livestock Market
16:40	1 st Bulldog Rally Car Finishes	Shrewsbury Livestock Market
	Prizegiving	Radbrook Hotel, Shrewsbury

Awards

The Bulldog Rally

1 st Overall Driver	The James L. Martin Challenge Trophy
1 st Overall Co-Driver	The E.L. Bouts Challenge Trophy
1 st in Class	Awards
2 nd in Class	Awards
3 rd in Class	Awards
Highest Placed WSSCC Driver	The S W Fletcher Trophy
Highest Placed WSSCC Co-Driver	The Ron Moore Trophy
Highest ANCRO Lady Driver	The Express & Star Rose Bowl
Highest ANCRO Production Cup	Awards
Highest ANCRO F2	Awards
Highest ANCRO Junior	Awards
Highest ANCRO F2500	Awards
Highest ANCRO F1400	Awards

The Bulldog Historic Rally

1 st Overall Crew	Awards
1 st Crew in each class	Awards
2 nd Crew in each class	Awards

The Bulldog Clubmans Rally

1 st Overall Crew	Awards
1 st Crew in each class	Awards
2 nd Crew in each class	Awards

Officials

MSA Steward	Dennis Cardell
Stewards	Bill Trougher & John Skinner
Chairman of the Organising Committee	Jayne Houghton
Clerk of the Course	John Trevethick
Clerk of the Course Historic Rally	Ray Lloyd
Deputy Clerk of the Course	Gareth Thomas
Secretary of the Meeting	Andrea Johnson
Entries Secretary	Jim Male

A Life Through A Lens...

If there is one thing that you can count on when you go to watch a rally, its that no matter where you stand, there's a press photographer close by for sure!

Rally photography often produces some of the most spectacular motorsport shots – often due to the surroundings the photo is taken in – like the Safari Rally in Kenya or the foothills of Cordoba in Argentina.

However, whilst the exotic locations are always the ideal place to be, the UK offers its fair share of unique scenery for the rally snapper. I caught up with Mark Simpson of Rallypix.com to find out more about what it takes to lead a life through a lens.

Mark's interest in rallying started at an early age, as like many young people, a keen and enthusiastic father would take him to watch rallies – as Mark points out:

"My father would always take a camera with him – and my interest in rallying went on from there".

Now Mark covers events nearly every weekend in the UK – despite having to travel the long distances involved when living on the South coast of England! Despite that little irritation, Mark covers events in the British Championship, ANCRO, Mintex and BTRDA series, and also the popular Peugeot 106 Cup, Ford KA Challenge, and many more championships across the country. So not much chance of visiting any exotic locations, but as Mark explains, there is more than just rallying with his work:

"Aside from rallying, I supply the F1 images to www.paisano.co.uk and have covered many and varied European F1 Grand Prix's in the past. As far as exotic locations go – I hope to be working at the Monte Carlo and Swedish Rallies in 2001!"

Having tried my hand at taking action shots on rallies before – and failed miserably, I asked Mark what it takes to be in the right place at the right time in order to get the all important picture?

"Experience and luck! Water-splash and jump shots are always popular, but sometimes I seek out a more remote location away from the crowds to find that exclusive shot."

So – you're in the right place, the right time and the camera doesn't work! What do you do! Mark explains that the modern photographer's kitbag contains quite a suprising amount of equipment!

"Normally I'd have 2 or 3 Canon EOS camera's, a wide selection of lenses, flashguns, Fuji films, and the not so obvious requirements such as a chamois leather (especially for weather in the Welsh forests!) to keep the camera's dry, lots of spare batteries, maps, notes from past events of good locations to go to.

Also you need important items such as a mobile phone, caffeine tablets for the late night events, a list of media contacts in case of a big accident or incident, warm gloves – and of course – no rally person can go anywhere without the obligatory woolly hat!"

Now that we know what it takes to get the work done and produce the magic shot – Mark went on to discuss his likes and dislikes of modern day rallying.

"My favourite driver is Tommi Mäkinen – he's such a good all rounder on all surfaces. For outright speed – the late and great Henri Toivonen was the greatest of all in my opinion."

So the best and worst things about the sport?

"The best thing for me is seeing a world class driver on a charge – be it Mäkinen in Finland or Burns and Mcrae on the Rally GB. Their commitment behind the wheel is awesome. The worst thing has to be working on the Ypres Rally in Belgium – as there is safety tape everywhere and most bizarrely of all – the photographers are made to stand in rubbish skips!"

So that is how the rally photographer sees modern rallying today. It certainly is a life through a lens – but one that is constantly changing due to the different areas and locations that circuit racing can never give. Mark Simpson's photo's can be seen at www.rallypix.com

> Mark Simpson was talking to www.e-jamie.co.uk

Jamie Edwards is a freelance motorsport writer on the subject of rallying both in the UK and abroad. You can contact Jamie and read more of his work at www.e-jamie.co.uk.

Please note that these articles cannot be reproduced without the consent of Jamie Edwards.

The Roger Clark Award



The Roger Clark Award has been developed to search out and find new rally driving talent, to follow in the footsteps of Roger Clark himself and, more recently, Colin McRae and Richard Burns. The very first 'The Roger Clark Award' will be presented at the end of this year to a deserving driver who has been identified as someone with raw talent, outright speed, consistency and successful results - a driver who possesses the ability, personality and potential to go all the way to become a future World Champion.

The prize for this annual Award is a £50,000 package of funding plus support, training and personal introductions, designed and managed to assist, and encourage a chosen up and coming Rally driver to get to the very top. The winner will be announced, live, and presented with The Roger Clark Award at the International Rally Drivers' Ball in November, 2000. (Tickets available from 01302 746674).

To give the Award an unrivalled scope of talent, any events or championships are eligible, in any car - even overseas events, and it is open to drivers meeting the following criteria: British, Any Age, Male or Female, MSA Rally Licence Holder, Not Works Contracted, Not FIA Seeded, Registered as a Roger Clark Award contender, Display Roger Clark Award decals on their car and overalls.

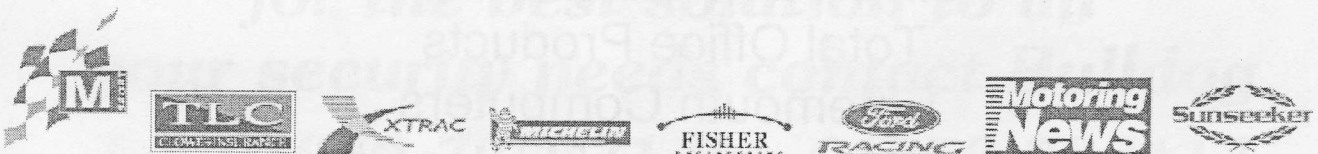
Although drivers can contest any events or championships, it was felt that there was a requirement to provide a uniform judging opportunity. To fulfil this requirement, all rounds of the ANCRO National Rally Series have been specifically selected as 'key judging events', where representatives of the Official Partners and Associate Sponsors have been invited to officially attend and spectate. It is not compulsory for drivers to contest the ANCRO rounds, but this formal association provides a solid platform of events, to serve as a benchmark, against which the competitors can assess their own performance and be judged on their achievements. It does not necessarily follow that a driver contesting, say the British Rally Championship, has more talent and potential than someone who has just started on smaller events. This also applies to experience, so the decision to consider any driver, of any age, contesting any events was made. Even Richard Burns had to start somewhere!

Registered drivers are expected to go out and perform to the best of their ability, and on pre-determined dates, supply Pro Rally (the organiser of the award) with any results, PR material, press releases/coverage, photographs etc. This will then be forwarded directly to the individual Official Partners and Associate Sponsors to ensure equal exposure for all registered drivers.

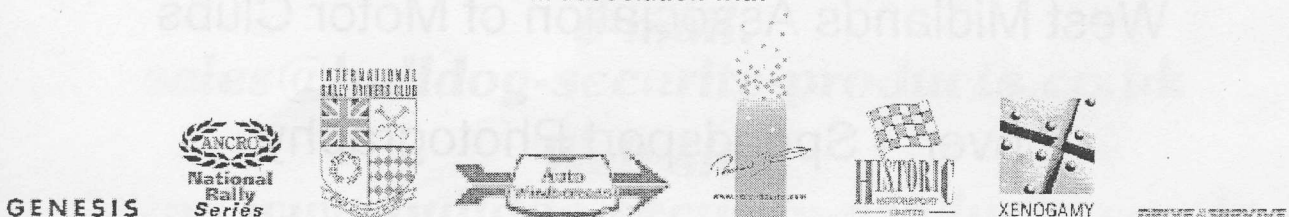
After monitoring the drivers throughout the year, the sponsors of the scheme have selected their nominees for the six finalist places. Mathematical selection democratically determined the six worthy finalists who have a coveted place in the final. The additional 7th driver who received a direct route to the final, being the highest placed driver aged 21 or under (as of 30.11.2000) in the Genesis Design National Formula 1400 section of the ANCRO National Rally Series was Guy Wilkes. The other finalists are Alistair Ginley, Robert Gough, Steve Head, Niall McShea, Chris Moore, and Martin Sansom.

The Final, to be held on the 26th October, will consist of several driving disciplines in various Rally Cars on different road surfaces. Other activities will include media/PR interviews, a safe road driving assessment - courtesy of 'Drive and Survive', autotest, driving theory/problem diagnosis test and a pace noting consistency exercise. The final judging panel, made up from Mrs. Judith Clark, the Official Partners, other independent Team managers, works drivers and co-drivers and representatives from the media, will select the driver who is considered the 'most worthy recipient' of The Roger Clark Award and all of its benefits.

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