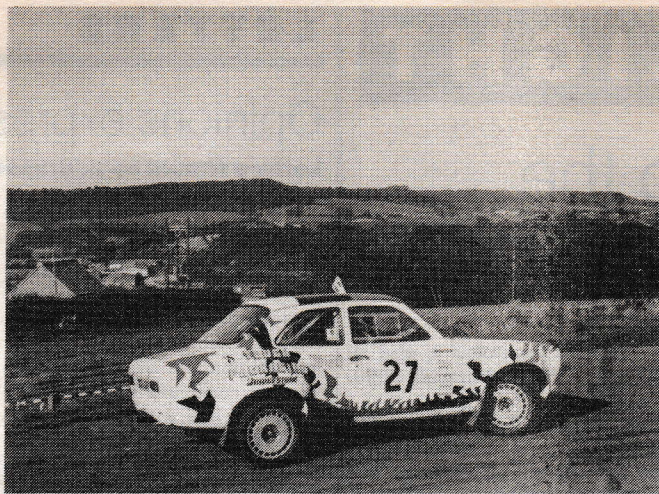


and a puncture  
 Escort Cosworth  
 stages. With  
 caution to  
 the last couple of tests  
 edged from Boltby with his  
 fastest Mintex stage time  
 credit, which helped make up  
 the fact that he and Stephen  
 they could climb no higher  
 40th.

behind Easson, Scottish visitors  
 Gordon Smith/Graham Brunton  
 found their Murrays Escort Cosworth  
 outgunned on unfamiliar  
 ground, and just succeeded in fend-  
 ing off the hard-charging Alister  
 Tough (see RRU) for 15th.

Kirtley's best finish of the year  
 and Steve Eyre's Clubman Rally  
 win with last year's title-winning car  
 put the icing on the cake for Mellors  
 Elliot Motorsport, but in  
 marked contrast to the elation  
 which characterised their victory  
 celebrations last year, relief was  
 more the order of the day at the  
 Leeds city centre finish ramp. "We  
 should have done it on the Ker-  
 ridge, we should have done it on the  
 Morgannwg; at least we've done it  
 here," reasoned Goff. What they  
 have also done, moreover, is set the  
 scene for a real ding-dong on next  
 month's Midland Rally. Essentially,  
 whoever out of Mellors, Gillanders,  
 Hill, Lyall and Grierson wins the  
 rally will be crowned champion -  
 and there can't be a much greater  
 incentive than that.

**Rob Aherne**



ALISTER TOUGH was a joy to behold on his way to 15th in the Mk 1 Escort.

**N1**

THE leading places in the smallest  
 Gp N class were filled by Skoda  
 Trophy contenders, with John Prit-  
 chard, Carl Stevens and Pete  
 Boddy heading the pack (see Rally  
 Round-up). Mintex men Dave  
 Boden/Andy Parkhurst were restric-  
 ted to 12th in their Frome Garage  
 Nova, although they secured the  
 class title two rounds ago.

**N2**

ONCE Julian Reynolds had inverted  
 his Honda Civic on Gale Rigg (see  
 RRU), Tim Mason/Paul Burns were  
 the lone finishers in the 1600cc Gp N  
 category - 55th in their Nova GTE.

**N3**

A STIRRING, day-long battle  
 between Steve Quine/Richard Skin-  
 ner (Astra GTE) and the newer  
 Proban-backed GSi of Peter  
 Thornton/Sean Kelly went to the  
 former. Although they struggled with  
 a handbrake that refused to release  
 during the early stages, they came  
 from behind to take victory by just  
 12s and claim the Mintex class title.

Using the GSi he normally pre-  
 pares for Kevin Williams, Terry Cree  
 was third on his annual outing, des-  
 pite breaking a driveshaft on Olivers  
 Mount and a gearbox prior to Dun-  
 combe Park. It was enough to move  
 him ahead of Paul Chetwynd's EEP  
 GTE, in turn nearly 40s clear of  
 Andrea Hall, whose morning was

spoiled when she limped through  
 Dalby with a broken anti-roll bar on  
 her Peugeot 205.

**N4**

GAVIN COX/Steve Griffiths looked  
 set for a strong finish in the Flex-Seal  
 Calibra Turbo until they ran wide and  
 smacked a tree on nearly the last  
 corner of the final stage, deranging  
 the lurid orange Vauxhall's  
 bodywork and dropping them to  
 fourth in Gp N to Jeremy Easson.

Mike Russell/Dave McKinlay had  
 an enjoyable run to fifth in class and  
 21st in their Sierra Trust Escort Cos-  
 worth, well clear of the similarly-  
 mounted Mark Pollard/Graham  
 Mockridge, who drove seven miles  
 on a front puncture in Dalby which  
 subsequently tore a brake pipe out  
 for Gale Rigg. They wound up 32nd,  
 five seconds up on Peter Walster/Ian  
 Holliday (Mazda 323).

**A5**

TREVOR GODWIN/David Wyer took  
 their customary class victory and  
 50th overall in the Horiba Mini  
 Cooper 1.3i, maintaining their 100%  
 Mintex record. Their only oppo-  
 nents, Michael Kelly/Derek  
 Schofield, were declared OTL in  
 their Lada Riva after problems on the  
 first two stages.

**A6**

A STORMING run from Dave  
 Weston/Ian Joice secured them For-  
 mula Two honours in the Atkinson's

Motorsport Nova GSi. The Scots  
 pairing were untroubled on their first  
 visit to Yorkshire apart from a messy  
 overshoot on Olivers Mount and a  
 similar misdemeanour down a New-  
 close Rigg Firebreak, but it couldn't  
 stop them taking a strong 20th  
 overall.

The unique Toyota Levin of Tim  
 Johnson/Paul Hudson was second  
 and 27th, the Skoda Trophy victor  
 admitting to "never really getting it  
 together" on his home event.

**A7**

A TROUBLEFREE run from Ste-  
 phanie and Rachael Simmonite was  
 rewarded with 24th overall, A7 vic-  
 tory and confirmation of their  
 second successive Ladies crown in  
 the Chris Birkbeck-prepared  
 Peugeot 205 GTI.

Two places behind, a rare Mintex  
 outing for Mark Wadman/Andrew  
 Garrett was rewarded with second  
 for their Fussell Wadman-supported  
 205, well clear of the similar car of  
 David Hudson/Ian Harrop.

**A8**

BACK in 17th, Sandy Dalgarno/  
 Sandy Taylor continued to accli-  
 mate to their ex-Brian Bell Escort  
 Cosworth, having spent "more time  
 in reverse than forwards" as they  
 came to terms with the Malcolm  
 Wilson-built machine.

Vince Wetton was also doing  
 some fast learning. Debuting his  
 ex-"Piggy" Thompson Galant VR-4  
 with Julia Rabbett alongside, the  
 former BTRDA Champion was four  
 minutes late at Olivers Mount after  
 a broken wire was discovered at the  
 pre-start holding control. After that  
 and a couple of other niggling prob-  
 lems, a finish - 29th - was the order  
 of the day.

**B12**

IRONICALLY, Brian Bell wound up  
 one place behind his recently-sold  
 Escort Cosworth, having borrowed  
 ATM Engineering's Escort and its  
 usual co-driver - Tom Watson - for a  
 crack at his home event. A two-  
 wheeling moment in the Dalby  
 woodland was the first-time pair-  
 ing's only cause for concern on their  
 way to 18th position.

The rally was held up for around  
 an hour in Newclose Rigg after Ian  
 Tunney went off in his Mitsubishi  
 Starion, necessitating a trip to hospi-  
 tal for co-driver Paul Nolan.

**FOREST STAGES**

Brian Goff (Ford Escort RS Cosworth)	67m 18s
Gary Smith (Nissan Sunny GTi-R)	67m 56s
Chris/Steve Harris (Ford Escort RS Cosworth)	68m 11s
Alan Bennie (Ford Escort RS Cosworth)	68m 41s
Brian Hughes (Lancia Delta HF Integrale)	69m 12s
Paula Boyles (Mitsubishi Galant VR-4)	69m 23s
Mark/Pete Slight (MG Metro 6R4)	70m 12s
John Geldart (Ford Sierra Cosworth 4x4)	70m 19s
John/Craig Thorley (Ford Escort RS Cosworth)	70m 22s
John Foster (Subaru Impreza 555)	71m 14s

**INCIDENTS**

Subaru Legacy RS) SS6, accident; **Worswick/Molyneux**  
 (Ford Escort RS Cosworth) SS1, engine; **Guy/Smith** (Toyota Celica GT4) OTL;  
 (Ford Escort Cosworth) SS10, steering.

**CHIP POSITIONS**

1 Mellors 109; 2 David Gillanders 109; 3 Steve Hill 100; 4  
 Murray Grierson 88; 6 Steve Smith 82; 7 Jeremy Easson  
 66; 9 Roger Duckworth 65; 10 Richard Moore 56.

with Cope/McGonigal  
 behind Booth at the  
 to fourth from  
 off Mad-  
 10 was

**Mad Video Stages**

**Just Robinson**

Ausobsky and Vaughan also moved  
 up.

Overly-soft new tyres saw Dennis  
 grab back a massive 13s over stages  
 nine and 10, leaving the lead preca-  
 riously poised. Rob was quickest on  
 the next test even though his rival  
 returned to ageing slicks, to leave  
 just 10s separating them with one  
 stage left.

Robinson set off in determined  
 style, and all was going well until a  
 high-speed excursion. Neverthel-  
 ess, the seven seconds lost to  
 he saw him hold on for victory

