

MELLORS IN CONTROL

MINTEX NATIONAL RALLY CHAMPIONSHIP, ROUND 4

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After a torrid time, Marcus Dodd emerged ahead in GpN at the wheel of his Escort Cosworth. Pic: Les Kolczak.



Third place was Brian Lyall's reward for a sited run in his Escort. Pic: Gavin Lodge.

Chris Mellors and Brian Goff won the Kerridge National Rally for the second time in three years and, in so doing, earned themselves a third maximum points score from four starts, as they move remorselessly towards a record-breaking third consecutive Mintex Series title. Their Texaco Escort Cosworth did not put a foot wrong throughout the day and, although headed by Mark Perrott and Garry Mansell for a couple of stages, they set to work to win the 70-mile event by almost a minute.

For their part, Perrott and Mansell put up an excellent performance in an Escort, which is really only in GpN+ specification, to record their best result to date. Rounding off a Cosworth 1-2-3 was Brian Lyall, whose particular example — which had won the Vauxhall Rally of Wales in the hands of Alister McRae — gave the Aberdonian his first Mintex points of the season.

Run through the forests in



The sunshine brought out the spectators in Wales! Pic: Gavin Lodge.

mid-Wales, the Kerridge National had seen local man Jon Bennett-Evans running in fourth place for much of the day in his Sweet Lamb Rallying Escort. However, an incorrect tyre choice for the final two stages in the Royal Welsh Showground in Builth Wells cost him vital seconds and allowed Steve Smith's Lancia Delta to overhaul him for the place.

Tony Davies brought his ill-handling Metro 6R4 — it had tarmac suspension on the rear — home in sixth place, ahead of Steve Hill who was making his debut in a new Mitsubishi Lancer E3. The former GpN champion was struggling with a standard engine — at a conservative estimate 70/80 bhp down on the proper unit — but his 100% finishing record keeps him at the head of the Mintex points table after four rounds (Mellors has already dropped a score).

GpN finally went to Marcus Dodd's Escort Cosworth on a day of varying fortunes for the contestants in the category. Jeremy Easson put his car off at high speed on the first stage and, whilst he managed to get going again, could only finish just outside the top 20. Geoff Smith's miserable season continued with another retirement and Steve Petch was also destined not to finish after putting his Subaru Impreza off on the last forest stage of the day.

Formula 2 honours went to Jimmy Paterson in his ex-Jarmo Kytölehto Vauxhall Astra, with Roger Davies's GpN example just one place behind him. Like Mellors, Davies has now taken three maximum scores from four starts and if anyone thinks they are going to steal his thun-

der, they had better be quick about it. A handful of seconds separated Davies from Paul Dyas, returning to the series in his Swan National Escort RS2000.

Andrea Hall took maximum points in the Telefiorist 'Coupes des Dames' in her Sierra Cosworth, albeit for no other reason than that she was the only female driver to finish the Kerridge! She put in another excellent performance to take 17th place overall and fourth in the GpN class. Jenny Davies and Shelley Taunt both retired, as did Lyn Dimelow whose progress was being monitored for inclusion in a BBC Wales television programme.

The Kerridge Clubmans Rally, which was a qualifying round of the Evans Windows Clubmans Forestry Stage Championship and ran behind the National for much of its route, was won by Simon and Alister Crook in their Sierra Cosworth from the Vauxhall Chevette HSR of Andy Yoxall.

THE ROUTE

Scutineering and documentation for the Kerridge National Rally — the 10th with sponsorship from Kerridge and the 21st as a Midland Manor Motor Club-organised stage event — took place in the confines of the Royal Welsh Showground in Builth Wells. Showing a com-

Crew-by-Crew

plete absence of mad cows, the spacious facilities were also to be used for the start and finish of the event and the last two stages of the rally were run over the roads on the site. Rally Headquarters was the Metropole Hotel in Llan-drindrod Wells, where an extremely hot ballroom prize-giving took place on the Saturday evening!

From the start in Builth, the rally headed off to Radnor, which was unfortunately cleaned by Mellors, Perrott and Andy Burton (9.5 miles in under 9 minutes!). This was obviously no concern to last year's winner, John Roberts, whose Sierra limped out of the stage into retirement. However, the others headed off to Hafren for a 15-miler and it was here that Perrott showed he meant business by taking three seconds off Mellors.

The first of two visits to Dylife for service followed — Perrott then edged a further three seconds ahead of the defending champion in Pantperthog but, obviously, the message then got through to him. In the next two stages, Dyfi and Gartheiniog, Mellors took 36 seconds back to establish a lead that he maintained to the finish.

lead he had an untroubled run to victory this time. **Overall 1st; Class 1st.**

3. Steve Hill/Stella Boyles. 2.0t Mitsubishi Lancer E3 (Greens). The new car was running a standard engine and linkage problems also restricted the driver to a choice of four forward gears! **Overall 7th; Class 4th.**

4. Tony Davies/Mike Kidd. MG Metro 6R4. The car still had tarmac rear suspension after its outing on the Manx, which proved to be a bit of a handful in the forests! Fastest time on the last stage of the day is due testament to the fact that the driver had, nevertheless, mastered it. The vast quantities of dust getting into the car also made map reading difficult! **Overall 6th; Class 3rd.**

5. Brian Lyall/Dougie Redpath. 2.0t Ford Escort Cosworth (Anderson Cars). The Vauxhall Rally of Wales-winning car suffered a puncture and loss of brakes on SS2 but, by the end of the day, they were still over a minute ahead of the eventual fourth placed car. **Overall 3rd; Class 2nd.**

6. Andy Burton/Rob Morgan. MG Metro 6R4. Having cleaned the first stage, they had a puncture on the second which cost a couple of minutes. Gear selection bothers them then pushed them right out of the top 10. **Overall 13th; Class 6th.**

7. Roger Duckworth/Mark Broomfield. 2.9 Ford Sierra XR4x4. Their rally ended in a ditch on SS4. **D N F.**

8. Steve Smith/John Bennie. 2.0t Lancia Delta Integrale (Walkers Radiators; Walkers for Lancia). A bumble bee in the car at one point had the driver moving nearly as fast as the car! **Overall 4th; Class 3rd.**

9. Jeremy Easson/Jim Kitson. 2.0t Ford Escort Cosworth (Colin Easson Motors; International Engine Services). Their day had started badly when the management car was rammed by a local. Hardly had the rally started when they went off at high speed on SS1. A group of 'professional spectators' helped them back on, but three minutes had been lost. A misfire, fuel starvation and a puncture on the next batch of stages cost another four minutes in total. They continued, dejected, but were much encouraged with the news that their main rival Patch had gone off — every cloud...! **Overall 21st; Class 5th.**

10. Steve Petch/Peter Croft. 2.0t Subaru Impreza (TWIL). The car disappeared off the edge of SS6 backwards and was not seen again! **D N F.**

11. Marcus Dodd/Stephen McAuley. 2.0t Ford Escort Cosworth. Having run on a puncture for 14 miles in SS2, it is unlikely that, at that juncture, they would have believed that a GpN win was on the cards. **Overall 8th; Class 1st.**

12. Geoff Smith/Ryland James. 2.0t Ford Escort Cosworth (Team Priority Airfreight). Having suffered a spate of differential failures recently, this time they had a puncture and the battery operated 'nut-runner' would not function properly. Unable to change the wheel, they went OTL. **D N F.**

13. Neale Dougan/Chris Wood. 2.0t Ford Escort Cosworth. The driver's return to the series ended upside down on SS2. **D N F.**

14. Jon Bennett-Evans/Chris Jones. 2.0t Ford Escort Cosworth. **Overall 5th; Class 2nd.**

15. Glyn Jones/Huw Lewis. 2.0t Mitsubishi Lancer. **Overall 12th; Class 3rd.**

16. Mark Perrott/Garry Mansell. 2.0t Ford Escort Cosworth (Leominster Car Auctions; Leominster Drylining; Cars & Competition Cars; Hella; NGK; Multisigns). In cleaning the first stage they damaged a fuel line which cost some road time to repair. Consequently they were running further back on the road than they would have liked, with the obvious dust problems. The car's front suspension also took a knock in Dyfi, forcing them to back off a touch. Still, their best result to date ensued after they had bounced their way round the Showground. **Overall 2nd; Class 1st.**

17. Vince Wetton/Julia Rabbett. 2.0t Mitsubishi Galant VR-4 (Procter & Partners; PCE; Tecroc; Barnstaple Radiators). Pressing on through Dyfi, they came round a corner to find Duckworth's Sierra half on the road and half off. Without any warning and being fully committed to the corner, there was nowhere for them to go except off — where they stayed! **D N F.**

18. David Greer/Michael Reid. 2.0t Ford Escort Cosworth. Their troubles began on SS2 when they lost over five minutes, but they carried on to the end of SS5 before giving up the unequal struggle. **D N F.**

19. Warren Philliskirk/Christine Parling. 2.5 MG Metro 6R4. In spite of some minor bothers, they managed a top 10 finish and broke their Mintex Series duck. **Overall 9th; Class 5th.**

20. Garth McCartney/Graham Hopewell. 2.0t Ford Sierra Cosworth (McCartney Motors). The driver's first rally in Wales ended after only seven miles with transmission failure. **D N F.**

22. Brian Bell/Paul Spooner. 2.0t Ford Escort Cosworth. Hired from Malcolm Wilson Motorsport for the day, the car had only recently returned from Greece where Stephen Finlay had been the pilot. A steady run, on terrain a good deal smoother than the car was used to, was hindered by a problem with the water injection. They missed out on a place in the top 10 by 20 seconds. **Overall 11th; Class 4th.**

24. Philip Squires/Michael Squires. 2.0 Ford Escort RS (Rally & Competition Equipment). They lost a minute in Hafren with a puncture but then had a good run through Dyfi and Pant-



Service then preceded the final forest stage of the day — Sweet Lamb — where Mellors was again fastest.

All that remained were the two spectator stages in the Showground — 2.5 miles in total — and, whilst little could be expected to change in such a short distance, Bennett-Evans was left to rue his choice of rubber — but at least he finished, which his more than can be said for Phil Morgan's Peugeot 306 which ground to a halt in front of all the spectators when a driveshaft broke!

CREW-BY-CREW KERRIDGE NATIONAL RALLY

1. John Roberts/Mark Lewis. 2.0t Ford Sierra Cosworth. First of all the car wouldn't start but, having at last got going, the turbo failed on the opening stage and last year's winners were out! **D N F.**

2. Chris Mellors/Brian Goff. 2.0t Ford Escort Cosworth (Texaco; Autothane; Pirelli). Having gone off last year whilst contesting the



Reminiscent of Safari Rally terrain, Chris Mellors crosses Welsh countryside at high speed in the winning Escort. Pic: Gavin Lodge.

Crew-by-Crew

slade). They survived the event without a service crew, but did contrive to lose the exhaust system on SS5! **Overall 30th;Class 4th.**

58. James Potter/Philip Mason. 2.0 Ford Escort. **Overall 36th;Class 3rd.**

59. Paul Thomas/Martin Douglas. 2.0 Vauxhall Astra (EEP Electrical; Morris Lubricants; AMS Vauxhall Specialists). Third gear stripped on SS2 and they set about changing the unit at the following service. With 15 minutes service and 15 minutes lateness, they experienced trouble getting the old 'box out and finally booked in! Fortunately, they had no further troubles. **Overall 33rd;Class 3rd.**

60. Damon Harvey/Phil Harrison. 2.0 Peugeot 306S16. **D N F.**

61. Ian Torkington/Paul Smith. 2.0 Vauxhall Cavalier 4x4. **Overall 29th;Class 2nd.**

62. Charlie Exton/Suzanne Emiliani. 1.6 Honda Civic VTI (Riccardo Emiliani Honda). **Overall 34th;Class 2nd.**

63. Polly Patti/Nick Kennedy. Ford Escort. **Overall 19th;Class 8th.**

64. Dick Slaughter/Geoff Dearing. 2.0 Ford Escort RS1800. A hitherto untroubled run was interrupted by a puncture on SS6 which destroyed a wheel and the arch. They were forced to stop and change it but, luck-

20th;Class 9th.

66. Hefin Harries/Mark Walker. 1.9 Peugeot 205 GTI. **D N F.**

67. Steve Bowers/Ken Owen. 2.0 Vauxhall Astra. **D N F.**

68. Phil Long/Cyril Morris. 2.0 Vauxhall Astra GSi (Cresser Motorsport). **Overall 44th;Class 5th.**

69. Chris Ruck/Sue Mee. 1.6 Peugeot 205 GTI (Herefordshire Motor Club). This mixed crew were convinced that the seeding committee were having a little joke at their expense and they were then thwarted by problems with rubber. They had to stop and change a puncture in SS2, only to have another one three miles further on. With no second spare, they drove on the rim for six miles and lost 10 minutes in total. Then the brakes failed in SS5. **Overall 48th;Class 4th.**

70. Jenny Davies/Alexis Harper. 2.0 Peugeot 306S16 (Davies Industrial Communications; Barkers of Malton; Simpson Salvage; Easingwold Motors). An off in the dust — of which there was plenty — on SS2 preceded a terminal visit to the trees on SS6 after an altercation with a rock that acted as a launching pad! **D N F.**

71. Paul Taylor/Andrew Cook. 1.6 Vauxhall Nova GSi (Exeway Air Conditioning; Camco; AMBR Motorsport). Terminal engine troubles ended their day in SS4 after they'd already lost two minutes

77. Dave Boden/Andy Parkhurst. Mazda 323. **Overall 37th;Class 7th.**

78. Richard Perry/Clive Townend. 1.6 Vauxhall Nova GTE (Bates & Hunt Petroleum). A puncture on SS4 cost over four minutes as they had to stop and change it. **Overall 43rd;Class 2nd.**

79. Dave Hull/Pamela Ludgate. 1.9 Peugeot 309 GTI. **D N F.**

80. Adam Brodel/Maurice Bennetts. 1.9 Peugeot 205 GTI. According to the official results, they had a half-roll on SS5, but we are not told whether they saved the other half for lunchtime! **D N F.**

81. Mick Twiddy/Ken Bartram. 2.0 Ford Escort. **Overall 51st;Class 6th.**

82. Phil Morgan/Carl Williamson. 2.0 Ford Escort (Robbins Transport, Swansea; Drake Industrial; Interpak). 'No problems — great event.' **Overall 39th;Class 4th.**

83. Bruce Clark/Ian Timbrell. 1.6 Peugeot 205 GTI. **Overall 46th;Class 3rd.**

84. Jon Cheek/Paul Bennett. 2.0 Ford Escort Mkl. **Overall 40th;Class 5th.**

85. Carl Dolan/Debbie Waterworth. 1.6 Vauxhall Nova GSi. **Overall 38th;Class 1st.**

86. Trevor Godwin/Rick Spurgeon. 1.3 Rover Mini Cooper. **D N F.**

87. Michael Hinde/Roger Neale. Volkswagen Okrasa. **Overall 52nd;Class 1st.**

88. Glyn Evans/Norman Lloyd. 1.9 Peugeot 205 GTI. **Overall 35th;Class 4th.**

89. Mark Stokoe/Bob Stokoe. 1.3 Skoda Favorit (Morgan Elliott; Elmside Garage; Practical Car & Van Rental; Car & Commercial Spray Centre, Charlton). Having been fastest in their class by a good margin on the opening stage, they were progressing equally rapidly on the next when, just round a corner, they came across a damaged Escort Cosworth doing about 20mph. With nowhere to go, the Skoda went sailing off into the trees and rolled down a twenty-foot drop. It later took two hours to recover. **D N F.**

90. Shelly Taunt/John Goff. 1.3 Peugeot 205 Rallye (Shropshire Rally School; Mintex; Morris Lubricants; Do-It-All; Michelin; Research Initiatives). Hitting a rock on SS2 wrecked a wheel, damaged the suspension and holed the fuel tank. Emergency repairs were effected but, at the start of SS5, fuel was still leaking and they withdrew. **D N F.**

91. Lyn Dimelow/John Pepperell. 1.9 Peugeot 205 GTI (Kerridge Computer Company). These two were being filmed on behalf of BBC Wales for a programme called 'Wonder Women', from which the co-driver would doubtless wish to distance himself. **D N F.**

92. Tom Ryan/Declan Casbon. 1.6 Toyota Corolla GT. The objective was to beat the other Class BACSMC contenders — a trouble-free run saw them do just that and they now lead their class. **Overall 42nd;Class 2nd.**

94. David Blades/Shawn White. 1.3 Peugeot 205 Rallye (Kaye Presteigne; UK Waste; Envisage UK; Silkolene; Bengry's Special Tuning Centre; Yokohama; Empire Motorsport). They punctured a tyre after catching and passing a car on SS2 and then lost 4th/5th gears in the next batch of stages. They arrived at the Showground all hot and bothered but scorched round to take a well-earned class win. **Overall 45th;Class 1st.**

95. John Blaber/Alan Jamieson. 1.6 Peugeot 205 GTI (Applied Cooling Systems; Modus Operandi). Throttle cable snapped in SS4, although repairs were effected for SS5. Intercom failed in SS6. **Overall 50th;Class 3rd.**

with punctures. **D N F.**

72. Martin Price/Chris Dewsnap. 1.6 Honda Civic VTEC. **Overall 28th;Class 1st.**

75. Steve Adlem/Mark Aylward. 1.7 Ford Escort Mexico (Flowtech Racing; Dents Body Shop). The oil pressure began to dip in Pantperthog and then the crank snapped in Dyfi. **D N F.**

76. Peter Lumsden/Paul Darlington. Saab 96 (Saab Owners' Club GB). **Overall 41st;Class 1st.**

This is the moment that Philip Morgan broke a driveshaft at the Showground and retired from the Kerridge. Pic: Gavin Lodge.

ily, the others in the class also hit problems during the day. The class win was particularly pleasurable as they won the novices award on the event — then the Severn Valley Stages — 19 years ago, the year the car was built! **Overall 27th;Class 1st.**

65. Dave Wood/Les Waterfall. 2.0t Saab 900 Turbo. (Stora; Fibretech; Temas; Beechdale Saab). The new car was only completed on the Friday but was putting in reasonable times right from the start. A broken universal joint in Sweet Lamb cost a couple of minutes but 'we can't wait for the next event.' **Overall**