

SOUTH DOWNS STAGES 2011

Runners & Riders

1. Adrian Brown/Mark Ellis – 2.5 Ford Escort Mk1

Adrian, who lives in Cornwall, has been competing in stage rallies on and off for 23 years and is the reigning ACSMC and ASWMC Tarmac Rally Champion having collected an outright win in 2010 at the 'Get It Sideways' Rally at Down Ampney and 5 second places. He is also a returning victor here at Goodwood having won the South Downs in 2009. Unfortunately car problems prevented him from competing here last year but we welcome him back to see if he can maintain his winning streak. Despite winning both series he says that he doesn't usually commit to doing entire championships but would rather pick the events which he particularly enjoys. On that basis we are very glad to see him back at Goodwood.

Some trivia from their 2010 season - their service van did 7451 miles during the year, they used 61 Dunlop rally tyres, and 940 litres of Shell V-power, they lost count on cheeseburgers and coffee by the end of January!

The Escort runs a 'John Read Engines' built 2496 cc modified Vauxhall engine which produces 321 BHP and this is coupled to a Swedish built tractive 6 speed sequential gearbox. The rest of the car is what is considered Group 4 spec which is pretty much as per the works escorts of the 70's and 80's i.e. Bilstein suspension, fully floating axle, Minilite wheels etc.

Late last year Adrian became a Dad for the first time which suddenly changed his priorities a bit but he says that he will still find time to build another lighter Mk1 Escort during 2011 which will feature a revised suspension set up.

2. Paul King/Alicia Miles – 2.0 Ford Escort MkII

Paul, who is the MD of TOWNCROSS ENGINEERING in Bognor Regis is once again our main sponsor. He has been rally driving for 22 years and has been ACSMC Champion five times. His first event was actually here at Goodwood where he finished 44th overall (out of 45 finishers!).

Alicia (AKA 'Lil') is an active member of Bognor Regis Motor Club, works in the Automotive Dept of Northbrook College and has co-driven for Paul on several events during 2010 including the Jersey Rally when they sadly ended up attacking someone's sturdy wall resulting in their retirement.

The Escort was built in 1999 from 1.1 Popular plus which he bought for £300! All the work was done in his shed with a bit of help and support from Autotecnic in Chichester. The Escort is powered by a 2.0 Litre Vauxhall engine producing 275 BHP, and is prepared to Group 4 spec on 15" wheels. Despite having sponsored the South Downs Stages for four years and competed on it five times he has yet to win it so could this be the year?

3. Paul Diamond/Steve Cox – 2.0 Ford Escort MkII

Paul has been rallying on and off for over 20 years having owned three different MkII Escorts during that period. He only competes in two to four events per year and says that he does purely for fun and the camaraderie.

Steve has also competed for many years both as a driver and co-driver but has partnered Paul for the last ten years in this car.

The Escort is of Irish descent and used to be lightweight. Over the last ten years though it has had so many coats of paint that it must now be nearer the weight of a bog standard Escort Estate! The pair claimed a very creditable fifth at Brands Hatch two weeks ago and an even better third overall here last year and were runners up in 2008 so can they climb the podium this year?

4. Jay Stanley/Theresa Fossey – 2.5 Ford Escort MkII

This will be Jay's third year of rallying having started his motor sport experience Autograssing at the age of 14 and then later taking up Hot Rod Racing. He then took a twelve year break to concentrate on his business. He made his Goodwood debut last year with an impressive fifth place.

Theresa has been rallying for over fifteen years and has notched up over two hundred rallies! Highlights have been an outright win on the Jersey Rally with husband Stuart in a 1600 Sunbeam and partnering Haydn Morgan to victory here at Goodwood in a 1600 Nova in 2007. When she is not in the hot seat she is also the Rally Championship co-ordinator for the ACSMC.

The Escort is propelled by a 2.5 litre Millington Diamond engine giving over 300bhp, mated to a tractive sequential gearbox and running on Proflex suspension. Apparently a brand new shell is proposed for the car at the end of the year. Unfortunately they broke a propshaft whilst lying fourth at Brands Hatch in January but managed to fix the car and get in some more mileage to test for today's event.

5. Guy Wigley/Stuart Andrews – 2.0 Peugeot 306 Maxi Kit Car

Guy has been rallying for several years using various interesting mounts such as an ex-works Escort kit car, Nissan Almera Kit Car (which is at No 11 today in the hands of the Bartletts) and a variety of MkII Escorts.

Southsea MC member Stuart is in his third year of co-driving for a variety of drivers having made his debut here two years ago. He also drives on various club events such as Autocrosses and Autosolos. The Pug is a genuine ex-works car as driven on the '98 Monte Carlo Rally by Francois Delecour and boasts over 300bhp on tap.

6. Dean Thomas/Lorraine Chappell – 1.6 GTM GTEC

Dean is an ex multi club Karting champion who came 4th in the 1995 British Super One Kart Championship. Moving on, he is the third former ACSMC tarmac champion here today, having won the series in 2008 and 2009.

Lorraine is also a former co-drivers champion, having won on 2009 and last year.

Dean says that he has now bought a Davrian to replace the GTM but is not sure that it will!

7. Ian Hucklebridge/Gary Johnson – 2.0 Ford Escort MkII

2011 will be Ian's fifth Goodwood event, his best result being fourth overall and winning Class D in 2007. All these were done in his previous 2.4 Mk3 Escort but this year he appears in the car which won the first two South Downs Stages in 2005/06 in the hands of Will Nichols which Ian has now purchased. Like Adrian Brown's car the engine was built by JRE and runs a sequential gearbox. Ian would no doubt like to finish on the podium but will be satisfied if he beats Paul Diamond in Car 3. Ian runs a body shop in Aylesbury.

8. Simon Mansell/Gareth Wilcox – 3.5 Ford Escort MkIV

Simon is making his debut today at Goodwood but has had class wins over the last few years on such events as the Flanders Rally in Belgium and Longmoor Loco Stages in 2008 and the Bob Shaw Memorial Stages in 2009.

9. Dominic Worsfold/Steve Chapman - 1.6 Ford Fiesta Mk1

Dominic, who hails from Worthing, has competed on both road and stage rallies for fifteen years. The Fiesta is a self built car in which he claimed a creditable Class B win and fifth overall here in 2009. It sports a fully welded and plated lightweight shell with T45 multipoint cage. The engine is a 1600cc Crossflow on Jenvey throttle bodies with 'megasquirt' management. Transmission is a Quaife five speed unit with LSD, Cosworth brakes and a disc braked rear beam. Suspension is via Leda dampers with self modified helper springs with fully adjustable TCAs and rose jointed top mounts to his own design. To finish it off it has a carbon digital dash with carbon seats and an extended steering column in order to position the occupants for ideal weight distribution. All parts are made in house with the engine and management system developed by Dad Neil.

10. Roger Moran/Joy Hoyle – 3.0 Porsche 911

Roger has a wealth of motorsport experience having been British Hillclimb Champion in 1997 but was also a force to be reckoned with in the well known Motoring News road rally Championship back in the eighties where he came third overall a couple of times – a series on which many of our finest British rally drivers cut their teeth.

As well as winning the Hillclimb Championship he has come second and third overall several times since and still competes at the top level, sharing a Gould with his son Scott (who was also Champion in 2008/9).

Joy took up co-driving with Roger in 2009 after twenty plus years of competing including doing the Tour of Mull a couple of times. She also competes in Hillclimbs and is 'very good for a girl'. She competes in a pink Caterham which has 250bhp on tap (however any reference in conversation to Penelope Pitstop could end in a thick ear – Ed). She won the best lady driver in the National Championship last year and won her class and beat all the men twice at Shelsley Walsh and once at Craigantlett in Ireland.

Roger bought the Porsche in Sept 2009 to fulfil a lifetime ambition to compete with one. He says that it is not an easy car to drive but is something different (and we like different here – Ed). Having said that he recently weakened and has bought a Gp4 Escort 2.4 which is undergoing some 'changes', but in which he hopes to be out soon. The 911 has been prepared to a very high standard by XS Racing and runs a 3-litre 260bhp twin plug engine and is built to Post-Historic regs. It has a close ratio gearbox and LSD and it will only be used for Tarmac events.

11. Rikky Bartlett/Pat Bartlett – 2.0 Nissan Almera F2 Kit Car

After a period racing motor cycles Rikky turned to rallying five years ago in an ex-Justin Dale Peugeot 306. This was upgraded to a tarmac spec Peugeot 306 S16 and that in turn has now been replaced by the ex-works Nissan Almera that you see here today. The car was the last works one built by Nissan Motorsport Europe at Slough and was built for the 1999 Sanremo Rally. It was later used by Mark Higgins to contest the British Rally Championship. Today will be the car's maiden outing in the Bartletts' hands.

Rikky's Dad Pat occupies the hot seat and returns to the sport having driven a variety of Escort Mk1s back in the late 1960s and early 1980s in club events up to international status. He still has the occasional spell in the driving seat on Club Sprints.

12. Terry Armstrong/Chris Armstrong – 3.9 Ford Escort MkII

Terry is no newcomer to Goodwood having been the Champion of the Sussex Challenge, a series of rallies held at the circuit back in the mid-nineties. Son Chris is co-driving in the Rover V8 powered Escort. Together they run the family Body Shop business in Crawley.

The Armstrongs were one of the first entries for the inaugural South Downs Stages in 2005 when they managed tenth overall and then followed this up with a fifth in 2006.

13. Terry Luckings/Russ Burton – 2.0 VW Golf GTi

Terry who is an IT training consultant from Kent, returns for his third South Downs Stages. He prepares and engineers the Golf himself in conjunction with Mayhem Rallysport.

Russ has recently retired as a public service officer which will give him more time for co-driving and also sprinting his Mazda MX5 at Crystal Palace and the Brighton Speed Trials.

The Golf is powered by a 2.0 engine running on Jenvey throttle bodies with DTA engine management driving through a 6-speed sequential gearbox. They had a successful season in 2010 with a best result of 7th o/a on the Middlewick Stages. Their target today is to improve upon last year's 9th overall.

14. Duncan Waite/Mark Withers – Ford Escort MkII

Isle of Wight property developer Duncan began rallying in 1985. He has mainly contested gravel events in the past and was 2008 ACSMC Gravel Rally Champion in a GpN Subaru Impreza. His best ever result was 6th o/a on the 2007 Trackrod National Rally.

Mark, who lives in Andover, has partnered Duncan since 2007, having co-driven for Justin Dale and Ian Robertson in the past.

15. Johnnie Ellis/Dave Green – 1.6 Ford Fiesta

2010 marked a return to rallying after a ten year break for Johnnie. In the late nineties he was successful in campaigning a 1600 Nova which was a regular class winner. Then in the year 2000 he contested the Peugeot 106 Cup.

In contrast this will be Dave's first year as a co-driver.

The car has an M-Sport body kit and is powered by a 1600 Vauxhall engine. Unfortunately since Johnnie's return in Feb 2010 he has entered twelve events and retired with mechanical failure from ALL of them! So the big focus today is for a finish.

16. Richard Brogan/Colin Paul - 2.0 Ford Escort MkII

2011 marks Richard's fifth South Downs Stages. His best result has been eighth o/a and second in class in 2009.

17. Nigel Mummery/Fiona Scarrett – Ford Focus WRC

Nigel, who is from Ross-on-Wye is the MD of ABT products which makes complex chassis and cabs for the fork lift truck and materials handling industries and of particular interest makes the chassis for Morgan cars.

Fiona spent her '09/'10 season co-driving on gravel stage events and says that she is 'currently studying flight manuals' for her experience in the Focus WRC! Lets hope the control tower is fully manned today.

This will be his fourth appearance at the South Downs in as many different cars. His previous visits have been in a Mitsubishi Evo IX, a Ford RS200 and an Escort Cosworth.

The Focus is a 2005 spec car which was used on world championship rallies by Markko Martin, Francois Duval, Toni Gardemeister and Henning Solberg. It was then sold to Michael Barrable (Ireland) in 2006 where it has done a number of Irish National rallies (It finished second to Damien Cole's very similar car, in last years ALMS rally).

Nigel purchased the car in December 2010 and this will (hopefully!) be his second event in the car - after competing in the Brands Hatch Rally on 30th January. He believes that it might take a year for him to learn to drive the car - as it is a very different car from the Escort Cosworth!

18. Dave Edmunds/Dom Jeans – 2.0 Honda Civic

Dave hales from Wokingham where he runs two Edmunds Tyre & Exhaust Centres. He has been rallying for ten years and is the fourth of our former ACSMC Tarmac champions here today having triumphed in 2006/7 at the wheel of his previous 1.6 Civic. They gave the new 2-litre car its debut in Jersey last year but Dave says that he can't get to grips with the new car yet and is using Goodwood to get a feel for it. Co-driver Dom has co-driven for Dave for eight years and has worked with him since he left school. Dom built the Civic in eight weeks during July – September from a bare new caged shell. Although the car is an EG6 model it has an EP3 Type R engine and 'box, but is re-mapped to produce 240bhp. The car as He says that he kept urging Dave to go faster in Jersey but then realised how badly it handled when he drove it on a test day for a feature in the Dec 2010 Banzai magazine.

19. Chris Selfe/Paul Lowman – 3.0 BMW M3 Compact

40 year old Chris is an independent financial advisor specialising in advice for 'wealthy private clients'. (There should be quite a queue by his service area today then!) He re- started rallying three years ago after a twenty year break in another BMW Compact. He is also a keen mountain biker and 'adrenalin junkie', living in the New Forest.

Paul was once a building surveyor but says that he now enjoys working as a 'handyman' around Hampshire. He enjoys country pursuits and has been co-driving for Chris for two years. The current Beemer was recently built from a lightweight bare shell by G-Tec in South Wales. Although there are several examples competing in Europe Chris's is one of very few rally examples of Compacts seen in Britain. If you would like to add to the numbers Chris's old Compact is currently up for sale.

20. Iain Gibson/Andrew Gibson – 2.0 Honda Civic Type-R

Iain started competing on road rallies in 1985, then moved to sprints and hill climbs and did some stage rally co-driving. He won the ACSMC Speed Championship in 1995 and the CCC Championship in 1999. He started stage driving at Goodwood in 1997 and says that he hasn't stopped since. Brother Andrew started co-driving at the '97 Goodwood event and also does cycle time trials and hill climbs.

The brothers began their stage career in a Suzuki Swift, moving through a Honda Integra Type-R to the current Civic.

The Civic is a Japanese market spec car which was built into a competition car in 2003 from brand new. It originally competed in the Toyo Tyres Road Saloon Racing series in the hands of Neil Armstrong and then Britcar endurance races including the Silverstone 24-hours. It's rally lihe began in 2008 but the guys say that it is still a race car at heart.

21. Abi Mahmood/Andrew Smith – 1.3 Nissan Micra Kit Car

This team stand as favourites for Class A victory, having won by over three minutes here last year and a taking 13th overall to boot.

Abi is a bit of a 'Nissan Nut' having driven or co-driven a variety of them over a period including a 240RS, an Almera Kit Car and now the pocket rocket that is the Micra.

Kiwi Andrew restarted his co-driving career in 2005 after a seventeen year layoff. He says that he participates in the South of England and New Zealand and his best result has been second overall in a Peugeot 206 GTi 180 on the 2008 Silver Fern Rally, which is an eight-day International Marathon Rally held every two years on the South island of NZ.

The Micra is one of two cars built by Nissan Motorsports Europe and was driven by former British Rally Champion Mark Higgins on the World Championship 1000 Lakes Rally in Finland. It then took up a life in Holland (where it must have been bored witless after Finland – Ed) until Abi purchased it in 2008.

22. Stephen Hall/Kevin Leek – 1.7 Ford Fiesta MkI

Stephen, from Welling in Kent, is a previous competitor on the South Downs and says that this year he will 'try and keep it in a straight line this time' (that should keep the marshals busy rebuilding chicanes then!)

Kevin has been co-driving for several different drivers and enjoys marshalling on club events and the Rally GB. He says that to help the car go faster he needs to lose about 3 stone and a foot off his height. The Fester runs an all steel Crossflow with a Quaife gearbox, Bilstein controls the bouncing and AP Racing slow things down when necessary.

23. Alan Thistlethwaite/Mick Klein – 4.3 Aston Martin Rally GT

Alan is a 55 year old company director from Welwyn in Hertfordshire and like his Martinis shaken not stirred, whilst his 35 year old co-driver Mick is from Datchworth also in Hertfordshire and is nowhere near as good looking as the average Bond girl.

The Aston, which is a rare beast to find in modern day rallying is based on the baby V8 Vantage and is one of four such cars built by Prodrive for Aston Martin in 2006 and is prepared by David Appleby Engineering. Four of these cars were built, three in LHD form and one RHD, originally for rallying in Europe where they cater for this category of car. They were also used at the 2006 Race of Champions at Wembley where this car was driven by no less than six times and current World Rally Champion Sebastien Loeb and seven times World F1 Drivers Champion Michael Schumacher. The engine of the Aston which is still being developed with David Appleby Engineering is closely based on the all alloy road car 4.3 litre V8 unit but has been tuned to make it more flexible and responsive for the demands of rallying. 430bhp reaches the rear wheels via a 6-speed sequential gearbox which has been developed in conjunction with Hewland over the last year. Larger brakes are fitted along with a comprehensively modified suspension set up. Weight has been reduced to around 1350kgs and work is being undertaken to reduce this further by the implementation of a new state of the art electronic control and wiring system to dispense with the many functions of a luxury car which are not required in rallying. The pairing contested many tarmac rallies last year, one of their best results being 5th o/a and a class win on the Whitsun Stages.

24. Simon Banks/ - 1.6 BMW 316i Coupé

Winner of the Silverstone Rally School Rally Quest 2009 Simon entered three events last year in the school's Peugeot 205GTi. On the first he retired with an electrical fault, the second he finished twelfth in class and the third – third in class – so progress was made! In 2010 he was the Pistonheads Autoglym Caterham Challenge winner. This will be his first event under his own entry and driving his own car. The beloved Beemer is a standard car, but with an LSD, hydraulic handbrake and – wait for it – a flocked dashboard! Simon says that if this event goes well he may well invest some more time and money in the car (possibly flocked door trims?- Ed) Good luck to you Simon. We hope to see this car and driver develop.

Simon was a reserve entry who took the place of the original number 24 which is why he is actually running towards the back end of the field.

25. Ray Read/Darren Jones – 2.2 Audi Quattro

Ray and Stu have been rallying the Quattro since 2005 and in that time have taken many class awards. In 2008 they were Class E ACSMC Tarmac Champions. They went down the *Vorsprung Durch Technik* route in order to have something different from the rest. Being an HGV mechanic Stu could have gone even more radical but a degree of sense prevailed.

Der Audi sports an RS2 20v engine with a six-speed dog gearbox and the bodywork is made up of Kevlar and carbon panels which means that the car is not as heavy as you might expect.

26. Stuart Larbey/Simon Larbey – 2.0 Vauxhall Astra VXR

Local BRMC member Stuart is normally seen on the stages in his ex-works Metro 6R4, a car in which he won the Mazda Stages at Goodwood in 1996 and the Tempest Rally in '99. He spent much time rallying at Goodwood back in the '80s and '90s (I remember a young version of him contesting the Cosmo Tarmac Championship in a Dolomite Sprint – Ed). Whilst doing that he was being watched by his young son Simon who is today having his first outing at the track.

The Astra is a long term project which was begun last year and is a re-shelled ex- works 'Kit Car'.

27. Ken Powell/Richard Wise - 4.2 Rover SD1

Ken is another in our increasing list of 'born again' rallyists, having not let loose on the stages for about fifteen years although he has been co-driving on Endurance rallies for the last few years. He started rallying in the early '80s doing single venue rallies in an ex-police Rover SD1. He then built a new SD1 in which he claimed top ten finishes on the National Breakdown and Welsh National rallies. Then came a family and an enforced sabbatical. However now that the youngest is now 17 and pestering Dad to co-drive Ken is back.

Richard has contested over a hundred international rallies including the Lombard RAC no less than thirteen times! As well as British drivers he has also partnered Belgian and Japanese. He was the founder and first instructor at the Bill Gwynne International Rallyschool for Co-drivers. He started rallying whilst still at school in 1978 and 'retired' in 2002. He was then tempted back into the hot seat by the RAC Rally revivals. This will be his first event since his 'second' retirement.

The Rover started out as a police car but got a brand new Gartrac shell from Austin Rover. It started with a John Eyles built 3.9 engine but the pistons made a bid for freedom one day at Goodwood, liberally coating the circuit in Mr Castrol's finest for the enjoyment of other competitors. A cross-bolted 'bullet proof' 4.2 then moved in and still lives there today. The car has enjoyed a complete make-over with up to date parts during the last three years and will today enjoy its post rebuild maiden outing.

28. Kevin Boyle/Paul Brown - 1.6 Ford Escort MkII

Kevin is another escapee from the home for retired rally drivers, returning to the sport last year after an eight year lay-off.

His Escort has a new crossflow engine built by Phil Jones along with a shiny new 6-speed sequential gearbox to match and running through a 4.7 English diffed axle. He is no slouch as he secured a 12th overall on last October's Woodbridge Stages, but is 'mainly out for sideways action and a bit of fun' (Get your cameras ready for this one!) At the time of writing he was still searching for a co-driver. Hopefully he will have found one by the day otherwise all this info will be wasted!

29. Ian Barnard/Will Barnard - 1.4 Vauxhall Nova

Ian is a garage owner from Chingford in East London and has been rallying for six years, mostly in rear wheel drive cars. He has done six events in the Nova but says that he still can't drive properly. Methinks he is too modest as he won his class on both last years Woodbridge Stages and the Longmoor Loco, with a second in class at Rockingham.

Will is an ancient fifteen years old and started co-driving last year although he has been competing on Autocrosses since 2009, coming a mere 2nd overall in the MSA Championship (get his autograph now girls). He says that he loves rallying and motor sport and would like to be an engineer in motor sport of some kind. We love having him here today and hope that he achieves his dreams.

30. Brian Farminer/Amanda Jane Terry - 1.4 Ford Puma

Brian and Amanda are our staunchest supporters, having contested every South Downs Stages held so far.

Brian won the Fiesta Championship in 1988 and 1991; having previously rallied in a Mini successfully in the mid-70's and raced Renault 5's in the early 80's. He now instructs for Mithril Racing based at Goodwood Motor Circuit and has probably done more laps of the circuit than anyone else. Brian was also the driver of the support race safety car on the British Touring Car Championship for 9 years.

Amanda is Payroll and Admin Manager for a care agency and took up co-driving when Brian returned to rallying. She had been a serious spectator and went to all the BTCC races over many years, which is how she met Brian, but the step up to competitor was still a big one! She thinks being small and light helped when it came to being chosen as co-driver. Amanda has a reputation for making Brian do as he is told much to the amusement of the service crew.

Brian and Amanda have occasionally been mistaken for Father and Daughter ~ much to Brian's disgust. (I thought she was his grand-daughter - Ed)

Having contested the other South Downs events in the ex-racing Fiesta a new toy is being wheeled out this year. The Puma's first event was the Fat Albert Stages last August where they won their class by over a minute. This was followed up on the Promenade Stages in September with a second in class.

The car has a 1400 16V engine with worked head, Piper cams running on Jenvey throttle bodies with DTA management, 4 branch manifold and stainless steel exhaust system. Proflex 2 way front & rear suspension (rear coilovers) with tarmac springs. Puma Racing wide track kit front & rear, power steering, Wilwood alloy 4 pot front calipers with cross drilled vents, disc braked wide track rear beam, Tilton bias valve, alloy hydraulic hand brake, Aeroquip brake lines throughout, steel braided fuel lines.

31. Steven Toney/Lee Webster - 2.0 Ford Escort MkI

Steven & Lee are overseas contenders from the far off land of the Isle of Wight where Steve hails from Newport and Lee runs a car servicing and repair business at Godshell. This will be their third visit to The South Downs Stages.

32. Richard Weaver/ - 2.0 Ford Escort MkI

Richard is another regular visitor from the southern island. He recently completed both the Montebert Rally Sprint and the Ypres Historic Rally, both in Flanders, Belgium. He likes Tarmac rallying and hopes to visit Jersey later in the year, or possibly do the Tour of Flanders. He says that he loves rallying in Belgium, because the people are so friendly and the beer amazing! (Can't disagree there - Ed)

The Escort was originally built by Haynes of Maidstone to compete on the 1974 Tour of Britain. It was later restored to Historic spec by Richard and Barry Snow of Calborne Garage on the Isle of Wight. The car recently benefitted from having a Connaught Warrior 16v engine which produces rather more oomph than the previous 8v Pinto, now giving a generous 250bhp. A ZF 5-speed box was also fitted at the same time. Although it now in full Gp4 spec it retains the original wheel arches thereby retaining its original Gp1 look.

33. Steve Long/Jamie-Lee Fox - 2.5 BMW 325i E30

Steve is a welcome South Downs returnee having won his class here back in 2008. He has had a three year break from rallying when his attentions were drawn by house renovation and more recently a new arrival to the family of a future rally star who is now 8 months old.

The BMW was bought on e-bay back in 2004 from a couple who had cosseted and nurtured the car to pristine condition and therefore required emergency shock treatment when they discovered that their pride and joy was to be converted into a stage rally car. The treatment was obviously successful as they have kept in touch with exploits of 'Oddjob' (F62 OJB) and may even be spectating here today. So if you see a nervous looking couple with a keen interest in the BM treat them gently. The car was rallied during 2005/6 in Pat Flynn's Rear Wheel Drive Challenge which involved tarmac and gravel stages and has also twice been ice rallying in Sweden. It has a fairly standard spec except for some upgraded brakes and suspension, wheels and bushes plus a quick rack and LSD.

34. Roger Croft/John Dando – 2.5 BMW M3

Yet another rallying returnee, retired MD Roger was born again last year at the youthful age of 62 after a 35 year break. Living in Thatcham near Newbury he drove for many years on track days in the BMW but now uses his Porsche 964 for that. Like many others he is hoping to compete on a 'closed road' rally this year in Belgium or Ireland.

Co-driver John is a 67 year old retired conveyancer from Bristol having been an original member of Tavern Motor Club back in 1963, and remained involved ever since. He also navigates on night road rallies and drives in Sprints and Hill Climbs in a classic Volvo.

The car is still being developed as a rally car, running a near standard engine which Roger says could do with a bit more grunt.

35. John Gorton/Andrew Komosa – 2.0 Subaru Impreza RA STI

John started rallying at the age of 19 on local road rallies in the north west of England, moving to forest stage rallies in the '80s and competing on such well knowns as the Lakeland Stages, York National, Hadrian Centurion, etc at the wheel of a MkII Escort. As these sort of events became more expensive he moved to single venue tarmac events all over the north of England. During the last few years he has only competed occasionally, has done Longcross but is first time out at Goodwood.

Surprisingly co-driver Andrew is not only the owner of the Impreza but has been totally disabled-blind since 1986, and is the only blind person in the UK with a current MSA National A competition licence. His first foray into rallying was in 1979, navigating a Cortina 1500GT on some of the famous Motoring News road rallies, before moving on to stages after losing his eyesight. It took Andrew seven years and numerous appeals to the RAC MSA before he was allowed to continue participating in his favourite sport. He uses tactile stage maps which he feels with his fingers ... the only trouble arising over bumpy bits! This is Andrew's first rally for a couple of years, as most of his time is taken up nowadays as Chairman of the GT40 Enthusiasts Club. He has an original '66 GT40 currently being reconstructed. The car is a 'Clubmans GpA' self sponsored by AviationLawyer.co.uk and is relatively factory standard apart from Cosco suspension, RoadSport tuned EG20 engine and usual safety equipment. It was previously owned by Neil Armstrong who took it to numerous top ten placings in 2007/8.

36. Norman Cutler/Leanne Harvey – 1.9 Peugeot 205 GTi

Norman is making his first visit to the South Downs but comes as last year's ACSMC Championship Class C winner (for the third time in four years) and 3rd overall. He has been rally driving for ten years, having begun in a Mini, which he still owns, and moved to the Pug five years ago. He also Autocrosses and has picked up many class awards in that discipline too.

Leanne, who is Norman's niece, has been co-driving for him for the last seven years. She has also driven on about eight rallies following her partner Jason buying her a rally car for her twenty-first birthday (how generous!), mainly events which are not part of the ACSMC Championship as he borrows the car to do these (how cunning!).

The Peugeot is actually an XR model but has a 1.9 GTi engine breathing through a home-made exhaust system.

37. Jason Riggs/Jonathan Shearing – 1.9 Peugeot 205 GTi

Jason (40) lives in New Milton and has been rallying for fourteen years. He started by marshalling and servicing and then moved to navigating for various drivers and in various cars over an eight year period. He drives 'the birthday present' (see Car ?) only on southern Tarmac events and has also been driving on Autocrosses for five years where he narrowly missed out on winning the 2009 ASWMC Championship. Last year he also co-drove on Rallye Sunseeker, coming third in class.

Jon is an old school mate of Jason's who stepped up to the mark to co-drive when they re-met in 2008 and found that Jason was looking for someone to fill the seat beside him. He also helps to maintain the

car much to Jason's delight. In 2010 Jon finished second co-driver in Class C on the ACSMC Championship.

Jason bought the Peugeot in 2007 as an unfinished project as a 21st birthday present for partner Leanne (see Car?) whose birthday had been the year before. (How did he get away with that? – Ed) It seems that whenever Leanne drives it she has no problems with it (Other than a small fire at Brean one year) but Jason has destroyed three engines and three gearboxes plus a few other incidents, with a particular penchant for door mirror bashing (brooms at the ready marshals!). The current engine is completely standard but with a K&N air filter and big bore exhaust with tubular manifold. The only other car mods are coil over front shocks and grooved discs with competition pads.

38. Steve Castle/Brian Stevens – 1.6 Vauxhall Nova

Steve is Chairman of Farnborough and District Motor Club and will be taking over as Chairman of the ACSMC shortly. He is heavily involved in the organisation of events regularly appearing as Clerk of the Course for Speed Events and Rallies. He competed here a couple years ago in an MG Maestro.

Brian has been co-driving in the UK for ten years and prior to that on rallies in his native New Zealand. He also sprints a rotary engined Mazda on ACSMC Championship events. He is married with two children who are showing promising signs of following Dad into the sport when old enough. He says that he is also the Social Secretary for FDMC having served his time partying and now wishing to pass on his experience to others!

The 'Roll-me-ova' was originally built as a GpN spec forest car and is therefore very strong and slightly overweight (they say that cars & dogs are like their owners don't they?) compared to the 'tarmac racers'. Reliability should be good though and 'we should be reasonably quick once we have sorted out the brakes completely' (stand by all chicane marshals!).

39. Mark Feeney/Gavin Johnson – 3.5 Triumph TR7 V8

Mark returned to stage rally driving in 2006 after a children enforced early retirement, of some 25 years. Last year he spectated on this event as he was saving the car for the Rallye Sunseeker three weeks later. This turned out to be an ill advised and expensive strategy as he managed to 'beach' the car on stage three.

The TR7 left the Speke Factory in Liverpool with built in rust in 1977. It's transformation into a rally car began in 2002 and took four years to build. Mark was originally intending to fit a 2 litre Dolomite Sprint engine, but in order to cope with the excessive weight of the driver, a V8 Rover lump was fitted. It still has several of the original parts, including the truly hideous tartan door cards, and the vaguely accurate speedo. It also has the steel girder bumper inserts, which, whilst ridiculously heavy, did lead to the car being somewhat infamous in local rallying folklore. This is the car which, during a spin (which happens a lot) on the 2007 Longmoor Loco stages, demolished a brick 'outhouse', but still managed to get a 2nd in class award.

Mark says 'They don't make 'em like this anymore – thankfully'.

40. Matt Endean/Suze Endean – 1.4 Rover 214

Matt is a Science consultant from Thurrock who spends all of his time thinking about, working on or driving cars. He loves rallying and says that he is known as more of a sideways driver rather than a smooth operator. (In a 1.4 front wheel drive car on tarmac he must be eating three Shredded Wheat! – Ed) he has competed on a variety of events in the past few years including the National Torqbar Endurance Rally Championship in 2007, where he finished third overall. He also began working part time as an instructor at Brands hatch Rally School in 2007.

Originally from Hampshire Suze was brought up in a motorsport biased household thanks to her Dad (How can parents do that to their children? – Ed☺) She met husband Matt when competing against him on Autotests and was inevitably baptised into the rallying religion. She co-drove for Matt but last year drove her own Nissan Micra on Endurance events and finished 2nd in class in the Championship. Having begun to convert the Micra to stage spec I guess it won't be long before we see her behind the wheel on the stages.

The wild Rover has been modified to suit the stages from Endurance spec with the addition of a few safety items. So it has basically a standard engine, gearbox, diff, brakes, etc. The car is driven to and (hopefully) from all events and has covered 117K miles so far.

41. Les Horn/Tom Horn – 1.3 Ford Ka

Father & son crew of Les and Tom are Southsea Motor Club members from Waltham Chase and are wheeling out the Ka for yet another South Downs. The car is a part of the Horn family having been driven on the South Downs at various times by Les and both sons Edward and Tom. Dad has the highest placing so far though with a second in class in 2009.

The Ka is an ex-Ford promotional car which won it's first years Ka Championship.

42. Peter Lansdale/Adrian Grinsted – 2.0 Ford Escort RS2000 MkII

Local man Peter originally competed in Stage Rallying, Autotests and Production Car Trials back in the '70s and '80s. Having turned his attentions to family and the family Marine and Leisure business he was persuaded by co-driver Adrian to dig out his Sunbeam Lotus rally car which had been 'resting' in the garage for thirty years. They competed in the Historic class of last years Rallye Sunseeker in and promptly won and then repeated the feat on the Wugging Stages at Colerne. They will be returning to the Sunseeker again this year but for this event are using a Gp1 RS2000.

66 year young Adrian has been in motorsport since 1959 when he raced Karts. Having done fifteen years Long Circuit Kart Racing including the Snetterton Nine Hours he moved into Road Rallies in a Cortina GT and then Sporting Trials with a Cannon Trials car. He was heavily involved in the organisation of major rallies, such as the Happy Eater Southern Rally, Pirelli Classic Challenges and Monte Carlo Challenges. He then started up his own business catering for the Mitsubishi Ralliart WRC team. He later competed on several Marathon Rallies including World Cup Rallies in a Rover 214. He then sat with Geoff Underhill in an Evo 8 and Impreza S9 on Ancro/BTRDA events as well as competing on the East African Safari in '07 and '09 in a Datsun 240Z in which he has just returned from the 2010 Silver Fern Marathon in New Zealand.

The Escort is a Gp1 RS2000 which has previously enjoyed success in Ireland. This will be Peter and Adrian's first time out in the car.

43. Gary Candy/John Grey – 1.8 FT Bonito Special

Gary, from Poole, began his competitive life on wheels at the tender age of twelve, competing in cycle speedway and culminating in becoming Dorset under 16 champion. A yearning for an engine under his butt led to moto cross and then sense prevailed and a switch to four wheeled sport came about. After four years competing in Autocross and slaloms in a Mk2 Escort he began a project which after seven years became the car you see today.

Brother in law John was persuaded into active motorsport as a relatively late starter at the age of 43 having agreed to co-drive in a drunken moment over a curry. That was eight years ago and since then he has contested the Historic Rally Car Register's clubman rally championship in a Mk1 Cortina GT and reaching 2nd overall in 2005, although it did end in tears with a severely car damaging accident in 2007. This will be the crew's second South Downs having missed last year due to pressure of work and a car overhaul.

The car is an FT Bonito. (Bet you've never seen or heard of one of them before!) The body was produced by a German company known as Fiberfab and has been designed along the lines of a Ford GT40. It is bolted onto a VW Beetle floor pan, using suspension and brakes from that car also. Mated to this is a 1.8 16v Golf engine mid mounted in the car and driving through an Audi 5-speed gearbox. The engine has been balanced and the cyl head gas flowed. Fuel is delivered through a pair of Weber 45s. It was first registered in 1986 by the original owner from whom Gary acquired the car. Having not turned a wheel for over 12 years he completely stripped, modified and rebuilt the car from a road going car into a rally car.

44. Rod Jackson/John Robinson – 1.8 Ford Cortina GT MkI

Rod and John enjoyed their debut at Goodwood so much last year that they decided to return this year but this time swap seats. So this year Rod will no doubt be showing Peter how you keep it on the tarmac at the ninety right before joining the track rather than climbing up the bank!

The Cortina is an original 1965 car with the exception of the engine which is a Fiat twin cam unit. They believe that it has the potential to be as quick as the Lotus version. What they lack in pace against more modern machinery they make up for in fun factor.

45. Ian Robertson/Duncan Brown – 1.6 Peugeot 205 GTi

Duncan is a fortysomething Scottish Project Manager for an oil and gas company, originally from the Isle of Mull, the home of closed-road rallying and now residing in Sutton. He has been navigating for 20 years with drivers including Andrew Wood, Calum McKenzie, Doug Weir, Keith Robathan, Nick Runcie and Stevie Brown. Amongst his many successes was overall winner of the 2008 Autumn Stages in Scotland with Keith Robathan.

Ian is a fortysomethingelse Scotsman originally from the Tain in Ross-shire, the home of whisky, but now living in Norwich. He has also competed as a co-driver for 25 years, sitting with some of the same drivers as Duncan. Ian is big in wind.... being a Personnel Manager for an oil and gas company and working on a project to install offshore wind farms.

The guys are returning to the South Downs having made their debut last year and more recently taking a seventh in class at Brands Hatch.

The Peugeot also hails from Bonnie Scotland (amazed they're not running tartan mud flaps!) and has seen action on the Tour of Mull (naturally) and the Granite City Rallies. It sports a standard 1600 engine with twin Dellorto carbs, the only other mod being 309GTi bottom arms to improve turn in. The car has also been used on Sprints and Autotests.

46. Rob Aslett/Ashley Aslett – 1.9 Peugeot 205 GTi

Another father and son team from Southsea Motor Club, this will be Rob and Ash's first venture into stage rallying. Rob has previously competed on Endurance Rallies in a Peugeot 205XS and they both take part in club 12-car rallies. Ash is just 16 and attends Sparsholt College as a trainee mechanic. The car has not been driven since 1999 and some midnight oil has been burned for them to be here today.

47. Colin Felstead/Chris Temple – 1.6 Citroen Saxo VTS

Colin is today having his first taste of driving, having co-driven before, whereas Chris, who works in the Warwickshire based family motorsport parts retail business, used to rally a Mini and a 205 and now has a Peugeot 106.

The Saxo was originally the road car in which Colin passed his driving test but began growing into a rally car in 2008, finally reaching maturity with its MSA log book last year. We wish them luck on their first visit.

48. Mark Donaldson/Jessica Gwynne – 1.6 Peugeot 205 GTi

Mark is an experienced motor sport competitor having spent the last ten years racing in long distance races in Europe and America and also riding Enduro motorbikes. However this will be his first time driving on a Stage Rally.

Jessica has only done one previous rally where she – wait for this – finished first overall co-driving Mark Higgins! We naturally expect nothing less than a win here today then! She has also raced in Junior Rallycross, RX150 Buggies and Legends. If all that wasn't boring enough her 2011 programme is to race in the Porsche Carrera Cup.

The 205 is on hire from Hambly Motorsport and in other hands has won awards on half of the events it has done and finished every one in five years.

49. Ali Green/Jean Chmura – 1.3 Riley Elf

Ali and Mavis (Riley) have also competed on all South Downs Stages so far and as such has made the last car in the field their own special spot. Ali was one of the ladies who competed as a co-driver on the Faberge sponsored Fiesta challenge in 1979. Nowadays her main interest is organising the annual Regis Classic Tour.

With her usual co-driver currently in Australia (I'm sure she only needed to say I'm sorry I'm busy that weekend) her seat has been taken by Jean whose main experience has been in Historic Road Rallies. Mavis was a garage 'find' in Cinderford and was restored by Paul and Steve Loveridge. Other than the South Downs she is mainly used for road events.

50. Benos Noble/- 1.9 Peugeot 205 GTi

Benos enters this competition as a competitive first timer, a complete novice looking for experience in the stage rally racing world, and today looks to at least complete the event. He is usually happiest when being set on fire, jumping off tall buildings or fighting crime ... a Stuntman/Performer for the past 10 years, playing such roles as Agent Smith(Matrix), Batman and other Super Heroes in live theme park performances and recently spent three months working on 'Warhorse' which is Steven Spielberg's latest project.

Of the 205 there is currently very little known about this beast, other than it has only failed to finish one event. (Don't ask the obvious about how many it started – Ed) So the new history of this car starts today. Let's hope it shows a winning personality! This will be the first time Driver and Car have met.