

The Sherrards Solicitors South Downs Stages 2013

Runners & Riders

1. Mark Spencer/Geoff Skillen – 2.4 Ford Escort MkII

Mark & Geoff are back to defend their win on last year's South Downs Stages after a year of mixed fortunes. They started the year well winning at Goodwood against tough opposition in the form of Adrian Brown who pipped them to the win at the same venue two months before. Visits to Epynt and The Plains rally in Wales sadly ended with mechanical woes. On to Abingdon CARnival were they were going well until the afternoon when Mark felt unwell (he will tell you 'illness', rumour has it that it was a dodgy re-heated kebab from the night before!) and coated Geoff with the contents of his stomach. The DNF run was ended with good results on the Woodpecker and Tempest Rallies. In 2013 Mark faces tough opposition this year from the Millington engine Escorts.

2. Simon Mauger/Stuart Andrews – 2.5 Ford Escort MkII

Simon makes his third appearance here at the South Downs having won on both previous outings in 2008 and 2010. He is an ex-factory Ford works driver, was British Ford Ka champion in 1999 and European Ford Puma champion in 2000-the same year that he made his WRC debut. Since 2007 he has competed in his Major Motorsport prepared Escort, unbeaten by any other MK2 to date! Simon made history in August 2010, when he became the first MK2 driver to win a National rally in over 20 years, which was proved to be no fluke as he has achieved the same result in several National rallies since. He was BTRDA National Asphalt Champion in both 2010 and 2011.

This will be the first time in this car for co-driver Stuart (aka 'Taff') who is a machine operator and sings in a male voice choir when he is not out and about servicing for all and sundry.

3. Paul King/'Lil' Miles – 2.5 Ford Escort RS MkII

Paul, is the MD of TOWNCROSS ENGINEERING in Bognor Regis and has supported the South Downs Stages as both sponsor and competitor for many years. He has been rally driving for 24 years during which he has won the ACSMC Championship six times, the most recent being last year. His first event was actually here at Goodwood where he finished 44th overall (out of 45 finishers!).

Lil is a Course Tutor for Level 2 Motorsport at Northbrook College, and is also social secretary for Bognor Regis Motor Club (She makes excellent rock cakes too!)

Paul's Escort, which saw first light of day last year has been built from a body shell imported from Germany. The body shell preparation took in the region of 1000 man hours, all done by Paul himself. It is powered by a Millington 2500cc engine developing 308BHP at 8700RPM and the gearbox is a Tractive 6 speed sequential, with Geartronics Paddleshift system. Suspension is AVO 3way adjustable system and the car runs on 15" wheels. The car is still being developed, with a number of improvements and developments mainly on the suspension being implemented during this year. As well as helping Paul and Lil to win last year's ACSMC Championship they also won the AEMC Championship and recorded two outright wins and six top three results.

4. Dean Thomas/Mark Burt – 1.6 Davrian Dav-Tec

Dean comes to Goodwood on the back of an epic and popular overall win at the recent Brands Hatch Stages, where he beat much more powerful opposition in his super-light Davrian with Honda engine. It's a home built car which has given Dean his fair share of headaches over the last year but the potential of this lightweight car finally came to the fore at Brands. This result means that the potential is there for a second win today and against another strong entry of potential winners. Can the vivid Davrian upset the cards again?

5. Roger Moran/Joy Hoyle - 2.5 Ford Escort MkII

Roger is a Motorhome Dealer from Herefordshire and a former British Hillclimb Champion. He still competes on the hills during the warmer months, however winter will more likely see him on the stages, especially at Goodwood. Like many his motorsport beginnings were lowly, in fact behind the wheel of an Austin A35. He moved up to an Escort, but eventually put this up for sale to fund a deposit on his first house – which he would have done if he hadn't put the car in a river on a local road rally! Remaining ambitions are to compete on the R.A.C Rally and a long-distance foreign rally 'in something reliable like a Porsche'.

Chartered Accountant Joy started navigating for her dad on road rallies in a Mini and an Austin Maxi. She contested the Tour of Mull a couple of times and co-drove in an Imp on several stage rallies. The last ten years has seen her doing mainly sprints & hillclimbs, latterly in a Vauxhall powered Caterham that she shares with their service crew team manager here today. Her achievements include winning her class at Shelsley Walsh & Craigantlet in Northern Ireland and breaking the class record at Craigantlet Hillclimb in 2010 and beating all the blokes & locals! On the down side she did manage to crash the Caterham at Doune Hillclimb! Joy says that she loves anything involved with speed but no trees thanks. Unless the Estate has suddenly created a plantation that we aren't aware of you should be OK today Joy.

Roger's Escort originally had a Warrior engine and was used for hillclimbs in Jersey. However he fitted a Millington Diamond series 2 engine last winter with a tractive sequential gearbox with flat shift change. It has a disc braked atlas axle and adjustable Bilstein shock absorbers all round, compression strut front suspension, rear anti roll bar.

6. Dominic Worsfold/Steve Chapman – 1.6 Ford Fiesta

Dominic & Steve are the dark horses of the event. Their humble 1600cc Fiesta doesn't stand out amongst the colourful and powerful MkII's on the entry list, that is until you see it go! Bye bye humble Fiesta, hello pocket rocket! Dominic drives the car to within an inch of its life (and occasionally beyond!) and two years ago managed to stun the Escort drivers with a

superb performance in damp conditions setting the fastest stage time on the first two stages and going on to finish 2nd overall ahead of considerably more expensive cars. If the conditions are right then you could see a good return on a cheeky bet for these boys to beat the big boys.

7. Dick Mauger/Steve McNulty – Ford Focus WRC

Dick is the second member of the Mauger family on the entry list today. He has been involved in rallying for over 45 years now and has had a plethora of cars over the years. He is currently on his second Focus WRC, the current one being an ex-Markko Martin car. Dick is fortunate enough to have a MkII Escort BDA in the garage which he uses for historic events in Ireland. Steve has co-driven for the Mauger family for 12 years now and is a regular face on southern events.

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

Ian & Gary are regular supporters of the South Downs Stages having entered most years. They first entered in a beautiful G3 Escort but have since moved onto a variety of MkII Escorts and get closer and closer to the top each year. They had an excellent result at Brands recently so it can only be a matter of time before they are bothering the top three at Goodwood, a venue they love.

9. Josh Payton/Marcus Mizen – 2.0 Ford Escort MkII

28 year old Josh comes from Bristol where he works for his dad in the family garage. He began rallying with this car which he built up himself three years ago. The Escort is not all Ford as it is powered by a 2.0 Vauxhall engine and sports a 6-speed sequential gearbox.

Marcus has been with Josh right from the start and works for one of the sponsors Crystal Windows, which is owned by his uncle.

We wish Josh and Marcus well on their first visit to the South Downs, and hope it isn't their last.

10. Mark Clarke/Richard Arnold – 2.0 Mitsubishi Evo7 WRC

Mark and Richard have been rallying for a few years competing on a handful of events each year on and off. Mark started out with a MkII before going down the 4WD route and a Grp A Escort Cosworth which brought 4 finishes and a good learning curve. It would have cost a considerable sum of money to bring the Escort up to WRC spec so when the Lancer WRC came up it was a good opportunity especially as it had been stored since it finished its WRC career in 2003 having been driven by both multiple WRC Champion Tommi Makinen and then another Finn Jani Paasonen. Whilst it wasn't the most successful Mitsubishi on the world stage it does make for a superb privateer car. Mark and Richard will be entering a few events this year and making changes to set up each time to see what they can get out of the car.

11. Trevor Martin/Ray Cleghorn – 2.0 Subaru Impreza 555

Trevor who is a property developer from Four Marks in Hampshire started back in 1993 doing single venue events in Mk1 and 2 Escorts, winning the Carfax Stages by beating the 4WD cars at a very icy Longcross in 1998 and coming second overall and first in class in the ACSMC forest championship in 2001. He then moved on to Peugeot 106 and 206 Super Cups including British championship events and trips to Belgium/France. Notable successes in this category included second in Peugeot 206 Cup section of the Border Counties Rally in 2005 Following this he contested the ANCRO championship in GpN Subaru Impreza and then a GpA version on selected events. His dream which he realized was driving a GpA Impreza for the first time having been inspired by messrs McRae and Burns, and his worst moment was retiring before the start of the first stage on the Severn Valley 2010! They discovered an oil leak on the gearbox while waiting in the queue for the start of the stage. He would still like to have a go at Rally GB and also Sweden and the Silver Fern Rally in New Zealand.

Co-driver Ray is a Process Engineer and began in 1991 by doing BTRDA forest events, and many single make championships (Lada, Skoda, Daihatsu). He has rallied with Trevor since 2000. He says that his best moment was finishing the 2004 Swansea Bay Rally after calling a 5right as a 2right! (For the uninitiated that means arriving at the corner MUUUUCH faster than you really want to).

The Scuby is an ex Prodrive GpA car that was used by Piero Liatti during the '96/'97 World Championship. It was then driven by Simon Jean-Joseph in the '97 and '98 French and European Championships before being taken to Ireland and converted to RHD by Derek McGarrity. Several Irish drivers then drove it quite successfully on Irish Tarmac events before it was purchased by Trevor last year.

12. Johnnie Ellis/Dave Green – 1.6 Ford Fiesta

Johnnie began competing in 1997 and rallied in a Nova for 2 years. He then did the Peugeot 106 cup for one season before he took to circuit racing in the Proton cup for one season. He then had a break until 2009 when he started again rallying in the Fiesta. Dave has been co-driving for Johnnie for three years but has only had three finishes. Will he be able to improve his finish rate by 25% today? The Fiesta has an M-Sport body kit and is powered by a 1600 Vauxhall engine and has been the subject of a lot of work by Johnnie over time.

13. Alan Thistlethwaite/Mick Klein – 2.5 Ford Escort MkII

Alan is a 56 year old company director from Welwyn in Hertfordshire, whilst his 36 year old co-driver Mick is from Datchworth also in Hertfordshire. We have previously seen them at Goodwood in an Aston Martin, however Alan has clearly decided to sacrifice cubes and looks for agility and joined the Millington powered Escort brigade.

The car was built in Ireland by DEN Motorsport and in addition to the Millington engine sports a tractive box with paddleshift. It is looked after by David Appleby Engineering. Alan says "It cost a fortune but we still can't catch Paul King!"

14. Graeme Bell/Russ Radford – 2.1 Ford Escort

Now Graeme and Russ probably aren't your conventional rally crew and nor was the way that they were attracted to the sport. Two years ago neither of them were at all interested in motor sport. What caught their attention was a TV clip of Sebastian Loeb's feet dancing on the pedals during a WRC event. Now this struck a chord as Graeme is a Morris Dance Instructor and Russ a keen Tap and Irish Dancer. Now you can see where this is going can't you. Russ thought that with his nimble physique and his dexterity of footwork he could also do this. You see what I mean about not your conventional way into rallying? It must have worked though as they bought the Escort in March 2011, in which they share the driving on alternate events. It has now undergone a series of major modifications to turn it into the car it is today. It is a tarmac spec Group 4 Escort running a 2100 JRE engine producing 290bhp, linked to a Quaife 60G sequential gearbox on flat shift with 6 pot AP brakes on the front, 4 pots on the rear and Bilstein suspension all round. So with pretty much all the bells and whistles they should be ready to dance their way around the chicanes of the South Downs.

15. Stuart Cogger/Declan Dear – 2.0 Ford Escort MkII

Stuart's Escort was built up from a standard 1.1 MkII with one careful owner who put just 50,000 miles on the clock. A real rarity these days if you can even find a good MkII Escort shell. Pete Maylum from Maylum Motorsport prepped the shell but the rest of the work was Stuart's crafty work including the 2 litre Vauxhall engine. Declan has been co-driving in Historics recently and took the Best Under 21 co-driver and HRCR Cup in 2011. Can they improve upon an excellent 14th overall at Brands last month?

16. Steve Rockingham/ - 2.0 Subaru Impreza WRC

Steve is the Managing Director of a construction company and hales from Chinnor in Oxfordshire. He is also heavily involved with the Slowly Sideways group who are a bunch of enthusiasts who own original ex works rally cars and who attend various motoring events driving and showing their cars. He owns several himself and has previously contested the South Downs as part of the TR7 V8 challenge that was run in 2009.

Just listing the car he is in today with all the others makes it easy to skip its significance. R19 WRC has a story to tell. 1997 saw the start of a new set of rules from the FIA where manufacturers could build 20 cars to ensure homologation as a World Rally car. Due to the small numbers involved the cars could be very special and consequently a new WRC Impreza cost in excess of £300,000 when new.

The bodyshell was based on the 2 door coupe Impreza or Japanese market Retna model but was extensively modified and re-styled by Peter Stevens, designer of the McLaren F1. The engine is the familiar turbo charged flat four producing a quoted 300 bhp and the active four wheel drive system drives through a six speed Prodrive hydraulic gear box. R19 WRC was first used in 1997 by Kenneth Eriksson where sadly it retired on two occasions with engine failure. The first was in Finland and the second was the 1997 Wales Rally GB when unfortunately the car broke down on the way to the first stage. 1998 saw the car's only event and a brilliant victory when the late great Colin McRae won in Portugal, just 12 seconds ahead of Carlos Sainz in a Toyota. The car was subsequently re-built by Prodrive and run by them for wealthy Frenchman Frederic Dor who had a keen interest in Prodrive at the time and always ran plain white cars with no sponsors! He contested another six WRC events over the next couple of years, his best result being 10th on the Acropolis. At the time of re-build it was upgraded in common with all '97 cars by Prodrive to 98/99 specification with a single roof vent & engine modifications such as water injection.

17. Phil Morgan/Mark Palmer – 2.0 Renault Clio Sport

Phil is a guy with oodles of experience having rallied extensively from 1987 (when he entered his debut event here at Goodwood) until 2007, starting with a Lancia Beta Coupe and ending with a Subaru WRC. He ran Morgan Motorsport from 2002 until 2008, with wins for Tapio Laukkanen in the BRC, then winning the BRC with Mark Higgins in 2006 and running Mads Ostberg (this year leading the M Sport team on WRC events) to the Norwegian Championship in 2007. Phil won the Tempest Rally three times, the Essex Stages twice and the Kent Forestry Rally. He has had international class wins on BRC events and in Belgium and also came 3rd overall on the TAC Rally in Belgium behind Patrick Snijers in 2001! Finally he was 3rd overall in a group N Subaru on the Quinton Rally in 2002 - many highs! He worst moment was retirement from the Pirelli International Rally on the first spectator stage in Newcastle in 2002 after hitting a traffic cone which was covering a steel post (OUCH!!)

The Renault is an ex-Clio Cup circuit car from 2002. It has a 6 speed sequential gearbox, Reiger suspension, a big brake kit, and the engine runs on throttle bodies producing around 220BHP.

18. Richard Brogan/Richard Collar – 2.0 Ford Escort MkII

2013 will be Richard Brogan's seventh appearance on this event, his best result so far having been 8th overall and 2nd in class in 2009. Will he beat that today?

The other Richard in the hot seat is a Sales and Marketing Manager at Rolls-Royce Motor Cars - you can see his office from the circuit! (He will of course be delighted to point it out if you ask him!) He competed on road rallies in the late 80s, then stage events in the early nineties - mainly forest events. He is fulfilling an ambition by co-driving today on his local event.

19. Stuart/Simon Larbey – 2.4 Vauxhall Astra VXR

Local BRMC member Stuart started by co-driving in an Escort in the 1980s. He then moved across the car behind the wheel of a Dolomite Sprint. He then had a break to have children – one of whom accompanies him in the hot seat today in Simon - and returned in 1998 with a Metro 6R4 no less resplendent in works Computervision colours. With this he won the Tempest Rally in 2001 but then the next year crashed on Rallye Sunseeker breaking 44 of the 46 panels on the car! Having had it rebuilt he most recently won his class on last year's Sunseeker. The Astra is actually an ex-works car from 2001 which was re-shelled into the newer shape body in 2006. It had a new engine in 2011.

20. Ray Read/Stuart Anderson-Peters – 2.0 Audi Quattro

Ray is a flying milkman and Stu an HGV mechanic, both from Southampton. They have worked their way through an Escort, a Golf GTi and a Sierra Cosworth to arrive at the Quattro in 2005 and since then they have won themselves many class awards including the 2008 ACSMC Championship. After blowing up no less than ten standard gearboxes they finally fitted a competition dogbox and are subsequently enjoying better reliability in this department. The bodywork is made up of Kevlar and carbon panels which means that the car is not as heavy as you might expect. A notable experience for them was being presented with the Spirit of the Rally award in 2008 on the Richard Burns Memorial Rally which they earned by driving [with rally car on trailer] a 300-mile round trip ,half way through the two day event so that they could get the car re-mapped.

21. Matt Fowle/Karen Milton – 1.6 Ford Escort Mexico

Matt started competing in sprints and hillclimbs before moving on to road rallies and then stage rallies when he did his first stage rally at Goodwood almost 25 years ago. Matt hasn't had much time for sitting around as he has taken part in about 800 rallies both as a driver and a navigator/co-driver all over the UK and around the world from Norway to South Africa to Barbados and most places in between. He has won 22 road rallies, both modern and historic and has had over 120 class wins on stage rallies.

His greatest achievement (aside from winning the BRMC New Year's day Treasure Hunt on foot around Portsmouth Dockyard this year!) has been winning the 2004 Lombard Revival Rally and then following that with 2nd, 4th and 2nd the following years. Other notable successes have been 1990 ASEMC Road Rally Champion, 1999 & 2000 BTRDA class A8 champion, 2004 Historic Road Rally Champion and finally Class C2 champion on the British Historic Rally Championship last year. Just when you thought he couldn't fit anything else in he also managed to finish the very snowy 1997 Network Q Rally, won his class on the 2009 Roger Albert Clark Rally and also won his class alongside Owen Turner on the London to Cape Town rally in an MG ZR last year. There has however been the odd mishap along the way like rolling out of three events running when co- driving in 2010 BTRDA rally first and throwing it off into a ditch on the 1996 Network Q. He reckons that he has fulfilled most of his ambitions but says that the Silver Fern Rally in New Zealand is still on his list. To contrast that this will be his co-driver Karen's first event!

The Mexico is a 1972 Historic spec car with a 1600 Kent crossflow running with twin 40s and a Type 9 four speed box with Atlas axle. The shell has been strengthened and turreted and was built in 9 weeks to take part in the 2008 Roger Albert Clark Rally. All the shell work done by Dominic Worsfold and the engine by his dad Neil. It has been used on a number of BHRC events since, winning its class every time except one when they had to settle for second.

22. Stephen Hall/Lee Williams – 1.7 Ford Fiesta

Stephen's Fiesta is an evergreen site on stage events across the south since the 80's, starting life as a road rally car before sponsorship from Burton Power allowed upgrades to stage rally spec. The car runs a 1700cc XFlow engine built by sponsor Coltec Racing Engines, but is otherwise the craft of Stephen's very own hands. Lee is in the co-drivers seat this weekend but has plenty of experience in both seats although bending every panel on his MkII Escort when hitting a tree on the Breckland Rally is perhaps not his greatest moment!

23. Ken Powell/Richard Wise – 4.2 Rover SD1

Ken and Richard both have over 30 years of rallying behind them both home and abroad. Ken's Rover was a regular sight on events at Goodwood and the rest of the country in the 80's and was rebuilt to its former potency a couple of years ago. As with all rebuilds on cars of yesteryear there comes those 'stood for 15 years and now you want me to work hard?' mechanical woes which Ken has had his fair share of but the Rover shows its pace and is due a good result to reward the hard work.

24. Jesse Crosse/David Jones – 2.0 Ford Escort MkII

Jesse Crosse and Dave Jones first crewed together in 1980 on the ASEMC road rally championship and finished second in a Mk1 Escort. Dave is a veteran co-driver who has been competing in British and international events for, well, a few years. Jesse is a motoring journo and as well as rallying, has competed in FF1600, Production Saloon Cars, gearbox karts, Britcars and a variety of other stuff. You can read his rally blog at Carmagazine.co.uk. This will be only their fourth event in this car.

25. Anthony/Chris Newton – 1.3 Vauxhall Nova

The Newton boys have been doing mainly southern club single venue events such as . Longcross, Bovington, Abingdon, Brands Hatch, Goodwood, Woodbrige, and Smeatharpe and won Class A on the 2010 ACSMC Tarmac Championship. Anthony says that his best moment was driving at the Woodbridge Stages in 2010. On the last stage they put slick tyres on and the heavens opened. He says it was the best stage he had ever driven with lots of sideways moments and overtaking a number of cars , and taking second in class. That was counteracted however by rolling the car at Bovington in 2010, when every panel on the car was bent! The Nova has a 1300 8 Valve engine with Quaife gearbox, plate diff and Bilstein suspension. The car has finished 2nd and 3rd in class in most of the events it has competed in, but has never had a class win, hopefully they can change this today! Chris co-drove Ian Barnard to 10th Overall and 1st class A on this event last year.

26. Nick Mauger/Dan Cammack – 1.4 Nissan Micra

Shrinking violets, but we do know that Nick, like brother Simon, started motor racing with motorcross, then progressed to karting, before doing his first rally at Rockingham in 2000.

27. Brian Farminer/Josie Mullen - 1.4 Ford Puma

Brian won the Fiesta Racing 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. This year he is celebrating 25 years of instructing for Mithril Racing based at Goodwood Motor Circuit so he definitely knows his way around here better than anyone else! Brian was also the driver of the support race safety car on the British Touring Car Championship for 9 years. He has also competed on the South Downs Stages every year since it began in 2005.

Just as Brian started working for Mithril, the boss of the organisation was celebrating the birth of a daughter Josie, and as a mark of the occasion she is sitting alongside Brian today calling the shots. Although she has grown up in motor sport environment this will be her first attempt herself. It's up to Brian to make sure it isn't her last!

28. Steve Hancke/Tom Pile – 2.0 Peugeot 206 GTi 180

Taunton based Steve is a 'Project Co-Ordinator for a specialist waterside and flood defence contractor' (Ed: I'll bet two things – 1) He's the only one of them here today and 2) He is a very very busy man currently)

He started rallying in 1992 in a Mk2 Escort powered by a 2.0 Fiat twin cam engine. Used the same car for the 1993 BTRDA forest championship finishing the year 10th overall and 5th in class. In 1994 he switched to a Peugeot 205GTi and contested the Peugeot Challenge competing against the likes of the David Higgins and Justin Dale receiving driver and media training from Peugeot and making the Shell Scholarship selection list. In '96 he entered the FIA Middle East Championship in a 205GTi and finished the opening event in Abu Dhabi 9th overall and 3rd in class. The second round in Jordan was less successful with the car being destroyed in a high speed crash ending his rallying for the year.

After a few years break from rallying he returned in 2000 with a Subaru Legacy RS contesting several rounds of the Southern Tarmac Championship.

From 2005 to 2007 Steve contested the Peugeot Challenge, winning the novice category in 2005 and going on to be a constant top 3 finisher. He took his first outright class win in the forests winning the 1600 class on the 2007 Tempest 2 and netting 10th overall. Another break in stage action came whilst he built a new car, the 206GTi180. The new car had it's first outing last February which did not go to plan as hitting a bale in a chicane did extensive front end damage resulting in no further events in 2012 with the car being repaired and undergoing further development. Steve's plan for 2013 is to do selected tarmac events to develop the car and improve his tarmac pace building up to a few European Events in 2014 and beyond

Other pass times include, Mountain Biking, Road Bikes, surfing, windsurfing and snowboarding.

18 year old apprentice mechanic Tom from Devon started co-driving in 2010 by navigating on 12 car rallies, then progressed on to competing in road / stage rallies all over the place from Cornwall to west Wales competing in all types of cars to gain experience and move forward in the sport. This will be his second time co-driving for Steve.

The 206GTi180 has been built to FIA Group N production class rules (Basically a standard car with safety equipment). It has a standard 1998cc engine with variable cam timing and produces around 180bhp. Suspension features AVO adjustable dampers with Faulkner Springs. The South Downs Stages will be its second competitive outing with the aim of the day being to work on set up for future events.

29. Stuart Diaper/Dennis Suttwood – 2.0 Ford Escort

Stuart who is from Stowmarket in Suffolk bought his part-built Escort in the Summer of 2011 and in true rally enthusiast style finished it the day before his first event last April which was the Cadman Construction Stages at RAF Honnington in Suffolk on which he sadly only completed four stages. However things improved in September when he finished 23rd on the Mark Ellis Motorsport Woodbridge Stages.

30. Austin McKinlay/TBC – 1.9 Peugeot 205 GTi

Austin started out in the 205 Challenge in 2005 and again in 2006 achieving a best result of 3rd at Down Ampney from a start number of 45. He then moved on to the BRC Challenge in 2009. The 205 churns out 175bhp and runs a standard gearbox but is solidly built and has seen Austin good since 2005.

31. Robert Dillon/Pete Weston – 1.6 Honda Civic

Rob competed on this event 5 or 6 years ago in a 205 GTi which he used in the 205 Challenge at the time but has since moved on to the popular Honda Civic which is quick even in standard guise. This Civic has a standard Type R engine, producing 160bhp, and also runs a standard gearbox. Upgraded Brembo brakes bring it to a stop a little quicker. Pete Weston is in the co-driver's seat and is normally delivering Warburtons bread but has taken the time to enjoy the sport he loves alongside Robert.

32. Jack Brazil/Martin Brazil – 1.9 Peugeot 205 GTi

This is one of several father/son crews with Martin's son Jack behind the wheel despite Martin's history driving Mini's on both track and stage. Martin claims Jack is quicker and only tells him he is doing it wrong when he does get behind the wheel. The car is a 1.9 version of the 205 with Dellorto induction.

33. Harry Sherrard/Ivor Heading – 1.6 Mini Cooper

Two years ago Harry came to watch the South Downs Stages. He enjoyed that so much that he decided to compete the next year. Enjoying it even more he decided that as well as competing he would like to sponsor the event. So, as you can see, this year Sherrards Solicitors are our primary sponsor.

Harry's first fifteen years in motorsport were all about racing in Formula Ford and Sports 2000 off and on. He then decided to have a go at Cross Country and competed on the British Championship in 2011/12 in a Land Rover Freelander. Sadly that culminated by rolling into a Welsh ravine and writing it off. Having got the rallying bug he contested several events in the Mini, whilst also doing Historic Saloon Racing in his Sunbeam Rapier – which included the St Mary's

Trophy Race at the Goodwood Revival last year. He also won the Targa (modern) section of the Mini Britannia at Silverstone in October.

Co-driver Ivor Heading from Crowborough, began his competitive motorsport life in 2011 partnering Harry on his rallies and Cross Country events.

The car was a Mini Challenge race car which was converted to rally spec in 2011 and is powered by a standard 1600 Cooper engine.

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

Gary and John have become regulars at Goodwood and are always welcome in one of the more unusual cars you will see on the rally stages in the form of the FT Bonito Special. Visually it looks similar to a Ford GT40 but is actually a modified floor plan of a 1967 VW Beetle. Power comes from a 1.8 16v Golf engine with an Audi gearbox and is an ongoing project. Last year they finished in the high 20's here at Goodwood, as well as other good performances. Let's see what they can do this year.

36. Richard Phillipson/Stefan Arnt – 1.6 Honda Civic

Richard is a consultant from Fleet in Hampshire and began his motor sport career by doing road rallies in Devon in 1987. Most of his rallying has been done in the British forests where he won his class on the 1999 and 2001 BTRDA Championships. He has also done some Belgian and French Tarmac events and having recently been living in Middle East, did the 2011 Ha'il Rally in Saudi Arabia over the desert in a Nissan Patrol. Last year he took part in the London to Cape Town Rally in a Peugeot 504 and was mighty relieved to make the finish.

His worst moment has been running out of fuel whilst leading his class on the Pirelli International Rally. His first rally car was an ex-police Escort 1300 which he bought after it had been crashed, rebuilt it and then went out and crashed it again! The Civic has a standard engine with close ratio gears and an LSD. It is suspended courtesy of Proflex but is otherwise standard including air conditioning (Unlikely to have much use for that today I would have thought?) Richard built the car originally for he and his wife to do a rally from London to New Delhi in 2007, but fighting in Pakistan meant that the event was cancelled so he kept it and has done a few UK events with it since.

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

Rob is a nail beautician from Winchester who has been stage rallying with son Ashley for a couple of years now in a 205 proudly constructed from a generous collection of donor cars. They have been steadily getting quicker and quicker as events go by and with partner Sharon now dragging Rob kicking and screaming to the gym at 6am each morning their performance at Goodwood should be as polished as Rob's clients nails.

38. Oliver Howard/Simon Howard – 1.3 Nissan Micra

Olly and his Dad Simon spent most of 2012 building their Micra teaching themselves all the skills required from mechanics, welding, spray painting, and generally getting on each others nerves! The end product was a very tidy and purposeful looking Micra which has finished its first two events at Carfax Stages and Brands Hatch. They are aiming to continue the learning curve and improve upon their last results at Goodwood.

39. Stephen/Michael Bowie – 1.6 Ford Escort

Engineer Stephen started competing in 2010 when he did four single venue events, gaining top twenty finishes when the car was reliable. Sadly that wasn't always the case and the guys are looking forward to a more successful 2013 now that they have a new car.

40. James Avis/Julian Avis – Ford Focus WRC.

This is James's first ever stage rally. Many competitors start out in something small and low powered but James is wielding a beast of a car in the form of an ex-works Ford Focus WRC! The car has a great history, starting life in the hands of Carlos Sainz in 2001 and finishing 4th overall on Rally New Zealand. After a couple of brief outings in the hands of Markko Martin the car went on to be used on many WRC events by German driver Anthony Warmbold.

41. Jim Boxall/Allan Brown – 1.6 Peugeot 205 GTi

Jim, who is a Peugeot parts manager from Billingshurst did a lot of rallying in the 80's but gave up not long after his son started rallying. He has had 10 years off but is now back in his second year of rallying with a new co-driver. He clearly hasn't lost his touch as he finished second in class in the 2012 ACSMC rally championship. Jim has a burning desire to go back to Epynt, as he had a bad event there over ten years ago and needs to finish it. Co-driver Allan started in Sprints and Hillclimbs in 2001 but last year started co-driving for Jim. He went one better and won the class for co-drivers last year's Championship. The Pug has a standard 205 Gti engine and gearbox, with just a bigger front brake conversion.

42. Andy Lawson/Jason Gooding – 1.6 Ford Fiesta

Andy is a Meter Engineer for E-ON energy who hales from Clacton-on-Sea. He began by co-driving at the age of 18 and then driving in 1995. In 2001 he managed to roll his first car at Snetterton. He set about building a new one and competed for the next two years before having a nine year lay-off. Today will be his debut re-appearance on stage. He says that the car has remained rust free but he's not so sure about himself! His best performance was a second in class in the snow at the Wethersfield Stages in 2000 and has competed at Goodwood before in 1996 but only managed 200yards before retiring with a blocked fuel line. (Ed - We hope two things today – 1) They get further than 200yards and 2) they may get another good result in the snow!) Incidentally Andy says that it is Stig Blomqvist's fault that he is here today as watching him behind the wheel of an Audi Quattro inspired him to go rallying.

Civil Servant Jason began competing back in 2000 but had to stop after a couple of years of appearing mainly at Snetterton. Welcome back.

The Fiesta runs a 1600 Zetec engine.

43. Ian Broadfoot/Keith Edwards – 2.0 Ford Escort MkV

Ian and Keith began rallying in 2001 and did about eight events in a MkII Escort until they rolled it in Cornwall. This will be their second event in the MkV having completed Brands Hatch in January. The car is rear wheel drive and is pushed along by a Vauxhall Red Top engine.

44. Derek Webb/'Archie' Pelling – 2.0 Ford Escort MkI

Medical Electronics Engineer Derek started competing in 1983 in club 12 Car Navigational rallies, before turning to national Tarmac Stage events throughout the South East. He also tried Sprints and Speed Hill Climbs, latterly returning to Tarmac Stage events and also competing in International Rally-Sprints and road events in Belgium. He has come second in Class on the Monteberg Rally-Sprint and was Hastings 1066 & East Sussex Car Club Rally Championship winner eight years in succession, He has also claimed a class win at the Brighton Speed Trials. His worst moment was viewing a conrod through a hole in the block on the final stage at a Cosmopolitan Car Club event at Thorney Island. (Ah the heady days of Cosmo)

45. Hugh & Debby Myers – 1.8 Saab 96 V4

Hugh & Debby are regular supporters of this event, being members of the co-organising club Bognor Regis MC. They won the historic class in 2008 driving a beautiful Datsun 240Z but are now part of the Saab Historic Rally Team with their 'kermit' coloured Saab 96 V4, which has a party piece of cocking a wheel in the bends to make it a three wheeler!

46. Suze/Matt Endean – 1.3 Nissan Micra

Suze began competing in 2007 in the Micra (Muriel) on grassroot motorsport events before moving on to do her first road rally – The Preston – the next year. Her experience with that encouraged her to up the car to Endurance spec and in 2011 she completed a full season of Endurance Rallying with a best finish of tenth on the Great Bustard. That year the car was logbooked as a Stage Rally car and she did her first event as a driver on the Hutton Kitchens Woodbridge Stages. She also does Autosolos in the car. As well as competing Suze is Media Officer for the two Stage Rallies at Brands Hatch and says that she will be tweeting during the event (marshals had better take cover when they see this one coming!) on @racer09. Notable successes so far have been second overall in the Louise Aitken Walker Trophy 2011 and Best Lady in the 2011 Endurance Road Rally Championship.

Matt is the Assistant Director of a schools advisory service and has competed on most types of motorsport events as both driver and navigator. He began as a student doing small events and building and running his own cars. He also becomes involved in the running of motorsport events including being Chief Marshal for the Brands Hatch Stages last August. He says that his worst experience so far has been retiring from the 2007 Lombard Rally (an Endurance event) whilst lying 6th overall and having been as high as 2nd overall, losing a chance of winning the team trophy with many many top rallying names on it..... Oh and writing off his first rally car which took 4 years to build and he wrote it off on it's first event chasing down a potentially great result..... Ended up in his biggest crash to date!

Muriel has a standard engine and gearbox, but boasts a Grp A exhaust manifold and system, Grp A airbox, uprated 'Whiteline' ARB's. Spax forest spec fully adjustable suspension. uprated injectors, hydraulic handbrake and bias valve, and finally the all-important weight-saving carbon fibre lamp pod.

47. Tom/James Horn - 1.4 Ford Ka

With the whole family (apart from mum) having competed in this car on this event at some time it is Tom's turn behind the wheel again this year with brother James pointing the way. Southsea Motor Club members the Horns are regulars on this event and we look forward to seeing Dad Les out next year in another Ka that he is building.

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

48. Dave Hockaday/Steve Frost – 2.0 VW Golf MK3

Dave is a cover and canvas goods manufacturer and Steve is a Skoda technician. This will be their second rally, having spent the last two years Sprinting and doing Autosolos. Their first Rally was the MGJ Brands Hatch Winter Stages in January this year where they came home 56th having gone off on a very slippery Graham Hill bend on the first stage and stuck in the gravel. The first class marshals got them out though and they continued the Rally (They weren't the only ones to fall foul of this bend as fellow Golf driver Terry Luckings did the same and whacked the tyre wall, re-shaping the left hand side of the car – hence his non-appearance today!).

The Golf is home built on a shoestring with a standard engine and gearbox. True grass-roots motorsport! As long as they finish they stand an excellent chance of improving their overall position today!

49. Mick Rose/Bill Smith – 1.3 Skoda Felicia

Mick has been competing in motorsport since 1999, doing autotests, sprints, production car trials, road rallying and now stage events. This will be his second crack at the South Downs having come third in class in a 1.0 Mini in 2009. This will be Bill's second season in the hot seat.

The Skoda is a 1300cc model and standard throughout, kicking out a massive 68 bhp! It is an ex Shropshire Rally School car which had been used for many years for gravel and endurance rallying and Mick has been the proud owner for the last two years.

50. Tilly Powell/Eliot Retalick – 1.8 MG ZR

A mysterious crew who like to remain incognito.

51. Paul Haines/Tom Clare – 1.4 Peugeot 106

Paul is an accountant from Tunbridge Wells and began by doing club level events and a few sprints. In Jan 2012 he entered my first stage event (TRS Brands Hatch Stages) & spent the rest of the season competing in the ASEMC stage championship where he ended up winning the 1400 class and coming second overall in the championship.

Co-driver Tom began his motorsport experience Karting in the early '90s through to 2002. He made his co-driving debut in April last year at RAF Honnington and must have had a successful first season as he ended up as runner up co-driver in the 1400 class of the ASEMC Championship.

Paul had originally entered in his Peugeot 106 in which he had also entered the Brands Hatch event a few weeks ago. Unfortunately a last minute electrical problem meant that they didn't even reach scrutineering, and with the problem not yet fixed they have brought his other car – a Rover 200 which Paul bought about four years ago and gradually built up to stage rally spec. He says that he hasn't driven the car for almost a year so the early stages should be interesting.

52. Richard/Liz Pugh – 1.8 MGB

Husband and wife team Richard and Liz have been Historic rallying for twenty years. They began with a Jaguar XK140 on the Circuit of Ireland in '91 and moved the next year to a Frogeye Sprite on the Monte Carlo Challenge which started from Berlin. In the same car they finished second overall the following year in the Welsh Speed Sport night rally championships. In '93 an MGA arrived and stayed to give stirring service for several years including 10th on the Monte Challenge and 13th on the Classic Marathon (even though the clutch went at the start on Tower Bridge!)

After awards too numerous to mention the MG was replaced with a Volvo Amazon to tackle the forest stages of the Historic Rally Championships, but also ended up taking part on the 50th anniversary of the East African Safari Rally in Kenya where they say that their most memorable moment in rallying was arriving on the beach at the end in Mombasa. They then took a few years off and returned with the MGB. Oh and they also race a Formula Junior Stanguellini and Hill Climb a Sebring Sprite.

826 FRX was discovered as a 'basket case' in 2009 and was discovered to have been an ex-works press car, although it never competed in period. It was restored by MG Motorsport to as near works spec as possible and had its debut on last year's South Downs Stages.

53. Simon McKenzie/Matt Bentley – 1.9 Peugeot 205 GTi

This will be Simon's first event in his tarmac spec Pug which is an ex Welsh road rally championship winning car. He and co-driver Matt both hail from nearby Waterlooville and are Southsea MC members.

54. Chris Molloy/Nick Yoward – 2.0 Ford Escort MkII

Chris is new to stage rallying and this will be his first event in the recently purchased Escort which less than year ago was a beige 1.1 Popular! He does however have alongside him a navigator with a history dating back to the 70's in both rallying and autotesting. Nick navigated Allan Allard to a win on the 1974 Southern Stages in a supercharged Pinto engined MkI Escort and another win on the '77 Isle of Wight Stages alongside Islander Maurice Flux in a BDA engined MkII Escort with an 8 speed gearbox! Hopefully this experience will guide Chris round Goodwood to a good result on his first event.



**MOTOR SPORT CAN BE DANGEROUS.
DESPITE THE ORGANISERS TAKING ALL
REASONABLE PRECAUTIONS UNAVOIDABLE
ACCIDENTS CAN HAPPEN. IN RESPECT OF
THESE YOU ARE PRESENT AT YOUR OWN RISK.**