



100
YEARS OF
CSMA
1923-2023

Rally Team CSMA

A record of the CSMA members who competed in the RAC Rally of Great Britain from 1961 to 2001

Entering as enthusiastic amateurs Team CSMA could not compete with the professional manufacturer teams for overall victory. Their aim was to finish as a Team and qualify for the Club Team Trophies whilst at the same time promoting the motorsport activities of the CSMA both to its overall membership and to the general public.



FRIZZELL



Rally Team CSMA in the RAC Rally

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The History of the RAC Rally of Great Britain

The first 'Royal Automobile Club Rally' was held in 1932 with 341 competitors in unmodified cars starting from nine different towns throughout England. Each followed a separate 1000 mile route, with a generous time schedule, to all finish in Torquay.

The first post-war rally was the 'RAC International Rally of Great Britain' in 1951 and included an 1800 mile route with tests of speed, hill-climbing and regularity sections. After a choice of multiple starting points there was a common route through England, Scotland and Wales finishing at Bournemouth. Over the next few years the number of tests increased along with requirement to be able to navigate night sections using Ordnance Survey maps. These skills did not appeal to anyone outside the UK and with no foreign entries it was difficult to justify its 'International' title.

Everything changed in 1960 when the competitive element moved from the road to forest tracks and what was the 'Rally of the Tests' now became the 'Rally of the Forests'. Over the next few years the number of forest stages increased along with the use of other private land and race circuits where target average speeds could be set well in excess of a 30mph average on public road sections. Performance was now based on the time taken on each competitive section and the objective of encouraging foreign crews was achieved as drivers from Scandinavia won the event outright for the next ten years.

As the status and reputation of the event grew more manufacturers were keen to promote their cars in front of the millions of spectators who turned up at stately home and forest stages to see the rally stars in action. Not only were sponsors interested supporting teams they also wanted to add their name to the event. The Daily Mirror added their name for two years in 1971. They were followed by Lombank Bank and for the next two decades the event became known as the 'Lombard RAC Rally'. Later, sponsored by Vauxhall, it became known as the 'Network Q RAC Rally'. By 1973 it had become a major international event which justified its inclusion in the new FIA World Rally Championship. Unlike other events in the Championship it retained an unique feature, the route remained secret, preventing practicing and pace notes. This worked to the advantage of the private entrants who still felt they had a fair chance against the professional teams.

In the 1980's and 1990's the event maintained its international reputation as for being a long, tough endurance event, often in difficult winter conditions. The event always made a point of visiting England, Scotland and Wales usually with a 2500 mile route and up to 500 miles of timed to the second special stages over 4 days and nights with only short periods to rest, eat and repair the cars. The average speed on the stages was 60mph and on the road sections up to 40 mph. Arriving at a Main Time Control more than 30 minutes late meant exclusion from the rally. As the cars became more specialised, expensive and the speeds increased it was increasingly difficult for the amateur drivers to make ends meet on the highlight of their rallying year. This is where the CSMA was able to help out both financially and by sharing resources amongst a team. Team CSMA provided members with the opportunity compete with the best in the world from 1961 to 2001.

From 2003 the name of the event changed to 'Wales Rally GB' and had become a shadow of its former self. Based around a single service area in Cardiff and only visiting Wales, both the road and stage mileage were significantly reduced. The last Team CSMA appearance was in 2001.

Over the years the name of the Rally changed in line with its current Sponsorship deal -

1932 Royal Automobile Club Rally

1951 RAC International Rally of Great Britain

1966 sponsorship from SUN newspaper

1971 Daily Mirror RAC International Rally

1972 Unipart sponsored the stages

1974 Lombard RAC Rally

1993 Network Q RAC Rally

1998 Network Q RAC Rally of Great Britain

2003 Wales Rally GB

In its heyday in the 1980's and 90's it was the biggest sporting event in the country with an estimated two million spectators turning out to watch the event as it travelled through England Scotland and Wales. For those at home there was a phone-in results service and up to 6 hours of prime TV time

CSMA involvement in the RAC Rally

There were many car rally enthusiasts among the CSMA membership who would compete on weekend rallies and the annual Curtis Bennett Rally. Many members had aspirations of competing at a higher level in an international rally, the most prestigious of which was the was the rally that visited England Scotland and Wales – the RAC Rally of Great Britain.

To enter as an individual required a considerable financial commitment- the entry fee, preparing a car to rally specification, and friends to help out with planning the route, keeping the car going and providing refreshments. In the 1950's a number of members competed as individuals with some success but as the event grew bigger and more expensive some help was needed to fly the CSMA flag.

It was realised by the CSMA Competitions Committee in 1961 that these expenses could be shared amongst more than one competitor by creating a team to coordinate the activities and provide financial support. Rally Team CSMA was born. A realistic aspiration was to win the RAC Rally Club Team Award in which case the three nominated cars all had to finish intact, not an easy task on such a demanding event with a high attrition rate amongst all the competitors.

The Club Team Award was won by the CSMA a number times and in 1991 with two 3 car teams they won finished in both first and third places.

Future Chairmen of the CSMA, Barbara Sabey, Tony Davies, and Ernst Golding competed themselves in the '60s and '70s and in subsequent years could still be found helping out the support crews.

Besides the Rally Team competitors many more members were involved. This may have been as part of the service, support, media and food crews who were all part of the Team, or as marshalling on forest stages, or providing local knowledge to help any competitors or the organisers at the start and finish, or as some of the many spectators as it passed through their part of the country. Every year the Rally Team featured on the front cover of Motoring & Leisure with comprehensive reports inside so those staying at home could follow the fortunes of 'their' Team.

The driver who competed the most times, with 11 consecutive finishes between 1989 and 1999, was Graeme Presswell when he was also a member of the winning Team 5 times. Having changed from a Vauxhall Astra to a Mitsubishi EVO his thirteenth was unlucky as he crashed out. He came back again, however, the following year and recorded his best and final result.

Dave Finch and Roger Hancock both competed in eight consecutive years and were in the winning Teams.

As a co-driver Alan Goodrick competed 12 times with a number of different drivers and was in the winning Team twice.

Team Managers and their role

To co-ordinate the activities of the Team both before and during the event a manager was required. He needed to be familiar with the rules, the format and the logistics of such a demanding event. Ideally, he would be a regular driver or co-driver with considerable rally experience. He needed to be resourceful and be able to motivate his Team when things did not go to plan, as often was the case.

His role would include:

Providing radios for on event communication

Time and route schedules for service crews, chase cars and food crews

Ensuring entry fees, entrant's licences, advertising permits were correct

Ensuring vehicle livery and signwriting correct

Obtaining and issuing Team attire

Booking on event accommodation

Negotiating with sponsors and controlling the budget

Presiding over scrutineering of the cars before the event

Issuing progress reports on the Team performance during the event.

Providing a post event report for the Competitions Committee

The following performed the Team Manager role over the years:

<i>1961 - 1963</i>	<i>Peter Munt</i>
<i>1964 - 1965</i>	<i>Tony Blackburn</i>
<i>1966 -1971</i>	<i>Deryck Smith</i>
<i>1972</i>	<i>Searle Siemssen</i>
<i>1973</i>	<i>Pete Bradford</i>
<i>1974</i>	<i>Tony Blackburn</i>
<i>1975 - 1976</i>	<i>Ernst Golding</i>
<i>1977 -1979</i>	
<i>1980 - 1993</i>	<i>Alan Thurbon</i>
<i>1994</i>	<i>Dave Patten</i>
<i>1995</i>	<i>Allan Goddard</i>
<i>1996 -1997</i>	<i>Dave Patten</i>
<i>1998 - 2001</i>	<i>Bob Hill</i>

Team selection

Each year well in advance of the rally, which traditionally took place in November, the Competitions Committee would ask for members to put their case forward for selection into the Team. The selection committee, including the Team Manager, had to make a judgement based on the suitability of the car chosen and the relevant previous rally experience of both the driver and co-driver. All the applicants would be expected to have had extensive experience of stage rallies at a lower level. When the entries were submitted there was no guarantee that they would be accepted by the organisers. To qualify for the Club Team Award all three cars had to be crewed by club members and finish the event intact

Team Budgets

The financial support provided by the CSMA did not cover all the costs of competing on the event. For example, the major expenditure was on purchasing and preparing a vehicle, the choice of which was left up to the driver.

The Team covered the expenses of :

Entrants licence, Event entry fee, Team entry fee

Team attire

Team manager expenses, Food crew expenses

Hire of radios, Hire of food crew vehicles

Signwriting and decals for the cars

Pre and post event briefings

As an example, in 1983 and 1984 BT Radiopaging provided sponsorship of £5000 which together with £1500 from the Competitions Committee covered the event expenses with a small surplus to be carried over the next year.

Team Sponsorship

The CSMA had a number of preferred suppliers, good examples being ATS Tyres and Frizzells Insurance. Besides providing discounted services to members they were keen to increase their exposure to a wider motoring interested audience. What better opportunity than to have your name emblazoned on a number of rally cars travelling the length and breadth of the country in front of crowds of spectators and with the chance of appearing in the press or even in televised reports. Over the four day event throughout the country it was estimated that more than a million spectators turned out to watch the cars in action whether in a forest or just passing through their town.

Over the years the main sponsors were :

1971 Yellow Pages

1980 – 1981 National Breakdown

1982 – Britannia Rescue

1983 – 1984 BT Radiopaging

1985 – 2001 Frizzell Insurance

Besides main sponsors of the Team deals were available from trade suppliers at favourable rates. For example in 1969 the following companies helped out – Albany tyres; Tudor Accessories; Kangol Magnet; Jet-Lube; Ferodo Brakes; Duckhams Oil; Nerus Engineering; Frizzell Insurance. Individual competitors also made their own deals for the supply of parts with their local garages.

Support crews

It was impracticable for the competitors themselves to have the time or the space to carry the equipment and spare parts to be able to service and repair their own cars. They had to enlist the help of friends to follow them around the route and to meet up at pre-arranged points. The rally kept to a relentless time schedule where there was very little time allowed to fix the car, eat and sleep during four days and nights.

Typically, each car in the Team would have their own service crew of mechanics who would travel from one Main Time control to the next where servicing facilities were available. Here they would do the major repairs such as welding up exhausts, rebuilding suspensions and changing tyres. Trade vans would be available for the purchase of tyres and spare parts. There were also chase cars who would leapfrog between each stage starts and finishes to see all the cars in and out. Their role was to carry out emergency roadside repairs and by radio contact keep in touch with 'their' car and report progress back Team Manager.

Car preparation

Whereas an ordinary family car could be used on local short road rallies with just the addition of a map light and a couple of spot lights and after a quick wash would be ready on Monday morning for the commute to work, something much more substantial was required for a gruelling 2500 mile route including many miles of forest tracks at high speed. The professionals would always be running at the head of the field and after 100 cars had been through the tracks became very rough and rutted. It was at the back of the field that an amateur outfit such Team CSMA would find themselves seeded.

The potential members of the Team would have a separate car dedicated to rallying which would be usually prepared by themselves with careful attention to detail. Penalties on the rally were based on timed performances on the forest stages so speed was important but not so much as strength and reliability.

Often the chosen rally car was stripped to a bare shell and seam welded and the suspension mounting points strengthened. The suspension itself would be upgraded along with the brakes, underbody protection would be added to protect the engine sump, the gearbox, the rear axle and the cables and fuel lines running under the car. Inside a rollover bar added rigidity and the seats were improved with fire extinguishers readily to hand. Any non-essential items such as the back seat and carpets would be discarded. Helmets had to be worn and intercoms between driver and co-driver made life in the car for four days and nights more acceptable.

Event preparation

Besides preparing the car it was very important to choose the co-driver very carefully. Two people coupled up in a noisy, bumpy rally car for 4 days and nights, often in very cold and wet conditions required resilience and understanding from both parties. There was no room for blame when the wrong route was taken or the car misbehaved again. Once they have found they get on together and a rapport is built up crews tend to stick together.

However well prepared the car takes a lot of punishment, components wear and break and the car can often find itself sliding off the tracks into the undergrowth. To carry all the spare parts that could possibly be required for any eventuality would be impracticable. This is where friends and families are called in as a favour to help out. A van or estate car would be loaded with spare tyres on the roof and as many spares that would fit inside. The job of this service crew was to follow the rally route and time schedule so as to rendezvous with the competing car at pre-arrange points. Inevitably these did not coincide where emergency repairs were required and the service crews would find themselves on their own rally to keep up.

After submitting an entry and hopefully being accepted, (there were always more entrants than places), a couple of weeks before the event an outline route was issued. This comprised lists of map references for the start and finish of each special stage and time that the first car was due. This did not indicate how long or difficult the stage in the forest maybe and without the opportunity to reconnoitre the competitors were driving the tracks on sight. There was also the question of how to navigate between these stages. As the route was often 2500 miles with 75 stages covering England, Scotland and Wales up to 60 1" Ordnance Survey maps were required. The crews and their friends and

families spent many happy hours marking up the maps and discussing where the best places would be to meet their service crews.

CSMA marshalling teams

Many CSMA members were motor sport enthusiasts but did not have the time, the money nor perhaps the inclination to actually take part in the event. However, they were still keen to be involved in supporting the Club on its biggest event of the year and they were always welcome to join one of the CSMA marshalling teams that were based around the country. They would be assigned jobs that ranged from time control marshals stamping the competitors time cards, sending these times back to the central results team, manning the forest stages to deal with any incidents and to keep the many thousands of spectators under control or manning the busy service areas to keep the way clear for the competing cars to get in and out, always in a hurry. The CSMA would be given the responsibility for running a complete stage and Stage Commanders such as Deryck Smith, Lloyd Bell and Ian Jarrett would be found at Clipstone, Hafren and Sweet Lamb every year. Spectating on the event was very popular and CSMA Groups would hire a minibus to dash around the country keeping up with the competitors and diving in and out of forests to see the rally stars in action and cheer on their fellow Club members.

RAC Club Team Award

Local motor clubs were encouraged to enter the rally and compete for the Club Team Award which was first presented in 1958. The only eligibility being that all team members must belong to the one motor club, using any make of car, unlike the Manufacturers team prize which required all the cars to be of the same make.

The three nominated cars from the same club had to all finish and the award went to the team with the lowest total time penalties. Often no manufacturer or club team finished intact due to the typically high attrition rate of about 50% of the total entry, which was due to mechanical failure, accident or just running out of time. To get the same three car to the finish intact was a major achievement and Team CSMA won awards on twelve occasions, being the overall winners four times in 1987, 1991, 1997 and 1998.

These were the successful years:

Year	Position	Award	Team
1963	3rd	Lombard North Central Club Shield	Cars 119, 128, 131
1970	2nd	Lombard North Central Club Salver	Cars 130, 138, 173.
1974	2nd	Lombard North Central Club Salver	Cars 189, 190, 191
1980	2nd	Lombard North Central Club Salver	Cars 90, 127, 153
1987	1st	Lombard North Central Club Trophy	Cars 94, 96, 198
1990	2nd	Lombard North Central Club Salver	Cars 103, 105, 147
1991	1st, 3rd	Lombard North Central Club Trophy Lombard North Central Club Shield	Cars 99, 102, 165, Cars 94, 115, 152
1995	2nd	Lombard North Central Club Salver	Cars 67, 141, 182,
1997	1st	Lombard North Central Club Trophy	Cars 67, 85, 129
1998	1st	Lombard North Central Club Trophy	Cars 74, 127, 131

With the resources of a Team Manager, service, support, food and media crews as well as the opportunity to call upon help from members throughout the country as the event passed through their area, Team CSMA were the envy of the other motor club teams.

Revival Time

By the turn of the Century the format of the RAC Rally had changed considerably with those features that had inspired the amateur clubman competitor no longer existing. The total distance and the number of stages had been reduced considerably, it only visited Wales returning to the same town each night, there was no longer any night driving and days without sleep, the cars had become much more expensive to prepare and to suit the TV audiences the number of cars competing had been drastically reduced.

Philip Young of the Endurance Rally Association decided to rectify the situation. Firstly, in 2001 he set about recreating the Rally of the Tests for standard cars built before 1962 (this excluded Mini Coopers, Ford Escorts and Porsche 911s) with a 3 day 1000 mile route around England, Scotland and Wales. True to the original events that ran in the 1950's and 60's the format of the event comprised day and night navigation and regularity sections and off road driving tests, often at the original venues.

Following this success in 2004 he set about recreating the Lombard RAC Rally of the 1970's, 80's and 90's with a 4 day 1250 mile route for 120 cars visiting England, Scotland and Wales with 50 special stages, often at the original venues. To appeal to those who may have been previous RAC Rally competitors and to keep the costs down the ground rules were straightforward. Any unmodified production car up to 1400cc, one control tyre for everyone to use, no service crews, night road rally navigation sections, off road and forest stages, no route recceing and no route book, it all had to be plotted onto Ordnance Survey maps.

This struck a chord with those CSMA competitors who hankered after the RAC Rally that they remembered of old, and still wanted to have another go. As it also coincided with decline in road and stage rallying opportunities for CSMA competitors and marshals the CSMA decided to throw their support behind the event as a way of maintaining its profile as an active motor sport club. The event was billed as "Supported by CSMA" and heavily promoted in the Motoring & Leisure magazine. CSMA clothing, rally bags and awards were provided. There were 14 CSMA crews in the first event and 38 crews in total between 2004 and 2007. The following members came back for more – Colin Francis, Tony Davies, Graeme Presswell, Alan Wakeman, and Mike Biss, who was the most successful, finishing on the podium twice. (see years 2004 - 2007)

The Early Days 1932 - 1960

The first RAC Rally took place in 1932 and the following year saw the first CSMA member taking part. Up until 1961, when the first entry was made for Team CSMA, individual members made their own arrangements.

Pre-war there were multiple starting points all converging on a common finish often at a seaside resort such as Torquay and Blackpool . The winners were then decided on a series of driving and manoeuvrability tests and Concours competition at the finish. Post-war the starting points were reduced, the tests were spread throughout the event and night navigation sections were introduced.

Event summaries year by year 1961 – 2001

1961	RAC International Rally of Great Britain		
	Blackpool – Kendal – Peebles - Inverness – Scarborough – Eppynt - Brighton		
Entries	150	Finishers	81
Total mileage	2123	24 Stages	200 miles
Overall Winners			
1	Erik Carlsson / John Brown	Saab 96	
2	Pat Moss / Ann Wisdom	Austin Healey 3000	
3	Peter Harper / Ian Hall	Sunbeam Rapier	
Rally Team CSMA			
154	Wally Hayes / Jim Bate	Ford Anglia	51 st
126	Harry Davies / Cyril Dart	VW Beetle	55 th
166	Jon Bennett / Don Clark	Ford Zephyr	60 th
Club Team Award			
Team Manager:		Peter Munt	
CSMA Support Teams: Peter Munt in his Austin Healey Sprite along with Arthur Holmes gave refreshments and moral support to the Team members. Many members of local Groups also turned out in support as the Rally passed through their area.			

In January 1961 Cyril Dart, the CSMA Captain, made a request for any Sporting Members with rally experience and FIA Competition Licences who would be interested in being included in an official CSMA Team. This was first RAC Rally with special stages on Forestry Commission land including those in Yorkshire, Wales and Kielder. Although none of the successful applicants had any experience of this type of event they were keen to give it a go.

Whilst it was not too difficult to remain on time on the road sections it was the forest sections that proved much more difficult with Car 166 leaving the track and losing 20 mins awaiting recovery. The Team tightened their safety belts (a first) and continued to keep out of trouble. It was a long five day event and the crews found keeping awake after 40 hours of continuous motoring required considerable effort.

Eighteen Club Teams entered and the CSMA finished 4th out of the 4 finishers.

1962	RAC International Rally of Great Britain		
Blackpool - Inverness – Peebles – Blackpool – Wales - Bournemouth			
Entries	157	Finishers	102
Total mileage	2000	38 Stages	300 miles
Overall Winners			
1	Erik Carlsson / David Stone	Saab 96	
2	Paddy Hopkirk / Jack Scott	Austin Healey 3000	
3	Pat Moss / Pauline Mayman	Austin Healey 3000	
Rally Team CSMA			
96	Wally Hayes / Jim Bate	Ford Anglia	75 th
144	Harry Davies / Cyril Dart	VW Beetle	DNF
156	Martin Freeman / Deryck Smith	Saab 96	65 th
Other CSMA members			
	D Chappell / A Mason	Saab 96	
Club Team Award			
Team Manager:	Peter Munt		
CSMA Support Teams: Map marking – Fin Lawlor and Ray Wiggle Support crews - Peter Munt, Arthur Holmes, Roy Bottomley, Peter Rowcroft			

Building on their experience from last year the CSMA Team were hoping for a good Team result. This was not to be the case as car 144 was soon stranded and retired with a broken fan belt pulley. However, the crew turned up later to help out the Team. Car 156 suffered some frontal damage hitting an obstruction sometime during the night and Car 96 hit a rock deranging the front suspension, both continued unabated to the finish in Bournemouth.

1963		RAC International Rally of Great Britain	
		Blackpool – Lake District – Turnberry – Peebles – Kielder - Blackpool – Maccynlleth – Porlock - Bournemouth	
Entries	163	Finishers	91
Total mileage	2000	43 Stages	400 miles
Overall Winners			
1	Tom Trana / Sven Lindstrum	Volvo PV544	
2	Harry Kallstrom / Gunnar Haggbom	VW 1500	
3	Erik Carlsson / Gunnar Palm	Saab 96	
Rally Team CSMA			
119	Oliver Smith / Deryck Smith	Mini Cooper	47 th
128	Arthur Holmes / Jim Bate	VW Beetle	63 rd
131	Harry Davies / Cyril Dart	VW Beetle	70 th
Other CSMA Members			
	Wally Hayes / George Alcorn	Ford Anglia	
	D Chappell / A Mason	Saab 96	
Club Team Award: 3rd place (Smith / Holmes / Davies)			
Team Manager:		Peter Munt	
CSMA Support Teams: Map marking – Fin Lawler, Ted Jeffries, Dennis Huckle Refreshments – Mary Walker in her Dormobile Support crews – Roy Bottomley, Paul Rowcroft, Martin Freeman, Tony Blackburn, John Avery, Dave Anstey, Peter Munt, Bob Stevens, Len Baldwin, Guy Belsey, Mr Hodgkiss			

For the third outing of Team CSMA even more support was made available for the competing crews, a total of 8 cars in all. The plan being for roving support crews to be available at the end of every special stage where help was most likely needed.

The weather was appalling with fog, heavy rain, flooding so bad that two stages had to be cancelled as deemed impassable even for rally cars.

Car 119 had a stone damage the radiator which needed constant replenishment until the end. Car 131 suffered a damaged and leaking fuel line which was repaired with a windscreen washer pipe and the support crew were on hand at the end of the stage with extra fuel to refill the tank.

Of the 19 Club Teams that started five were still running at the finish and the Team CSMA were very pleased to accept the Lombard North Central Club Shield for 3rd place

1964		RAC International Rally of Great Britain	
8-12 Nov	London (Chelsea) – Porlock - Tregaron – Carlisle – Perth – Helmsley – London (Chelsea)		
Entries	158	Finishers	89
Total mileage	2520	60 Stages	145 miles
Overall Winners			
1	Tom Trana / Gunnar Therminus	Volvo PV 544	
2	Timo Makinen / Don Barrow	Austin Healey 3000	
3	Vic Elford / David Stone	Ford Cortina GT	
Rally Team CSMA			
131	Wally Hayes / George Alcorn	Ford Anglia	DNF
148	Oliver Smith / Deryck Smith	Mini Cooper	DNF
174	Harry Davies / Cyril Dart	VW Beetle	65 th
Other CSMA members			
	Brian Stevens / Jim Bate	Mini 850	31 st
Club Team Award			
Team Manager:	Tony Blackburn		
CSMA Support Teams: Support crews - Peter Munt, Arthur Holmes, Tony Davies, Tony Dowler, Harold Palin, Vernon North, Les Baldwin			

The London start enabled more members to see their Team and to give them a good send off. Surprisingly there was no 'parc ferme' after scrutineering, consequently some crews took their cars home.

On Day I, Car 131 was badly damaged (write off) as it slid off the forest track whilst avoiding a huge rock.

After suffering the fumes from a damaged exhaust a large rock then damaged the rear suspension of Car 148 and they also had to retire. Car 174 had a trouble free run but unfortunately no Club Team award this year.

1965		RAC International Rally of Great Britain	
21-25 Nov		London (Heathrow) – Devils Bridge - Yorkshire – Scottish Borders - Perth – Lake District - Wales - London (Heathrow)	
Entries	163	Finishers	62
Total mileage	2000	57 Stages	343 miles
Overall Winners			
1	Rauno Aaltonen / Tony Ambrose		Mini Cooper
2	Timo Makinen / Paul Easter		Austin Healey 3000
3	Jery Larsson / Lars Lundblad		Saab 96
Rally Team CSMA			
153	Tony Davies / Brian Storey		Mini Cooper
154	Harry Davies / Cyril Dart		VW 1500
169	Oliver Smith / Deryck Smith		Mini Cooper
Club Team Award			
Team Manager:		Tony Blackburn	
CSMA Support Teams: Roy Baldwin, Ted Manktelow, Peter Munt, Charlie Turner, Howard Palin, Rex North			

The first stage at Bramshill was cancelled due to bad weather, an indication of things to come. The three crews found the roads very icy in mid-Wales and Car 153 only just made the breakfast halt at Devils Bridge on time after taking a wrong slot due the co-driver suffering from petrol fumes. Into Yorkshire the snow was up to 18 ins deep and along with many other competitors the CSMA crews just could not make it, getting buried in the snow. At Perth fifteen beds had been booked but with no one still running in the CSMA Team the hotel were not happy until the Wartburg Team, who had not booked any accommodation turned up and took the lot.

1966		RAC International Rally of Great Britain	
16-20 Nov		London (Heathrow) – Machynlleth – Blackpool – Turnberry – Aviemore - Edinburgh – Ingleby – London (Heathrow)	
Entries	146	Finishers	63
Total mileage	2400	60 Stages	532 miles
Overall Winners			
1	Bengt Soderstrom / Gunnar Palm	Lotus Cortina	
2	Harry Kallstrom / Hakansson Ragnar	Mini Cooper S	
3	Tom Trana / Adreasson Solve	Volvo 122	
Rally Team CSMA			
123	Stan Tinn / Cyril Dart	Renault	DNF
127	Searle Siemssen / Jim Bate	Mini Cooper	41 st
130	Tony Davies / Brian Storey	Mini Cooper	48 th
Other CSMA members			
160	Graham Rood / Roger Palethorpe	Mini Cooper	56 th
Club Team Award Only two of the three car team finished			
Team Manager:		Deryck Smith	
CSMA Support Teams: Service crews – Nev Cook/David Bone, Terry Wordingham/ Laurence Castledine, Keith Thacker/Tony Dowler Support crews – Tony Blackburn/Peter Skinner/Arthur Holmes, Vernon North/Harold Palin, Colin Payne/Richard Pennell Gazette crews – Barbara Sabey/Cicely Siemssen, Peter Munt/Charlie Turner, Jim Knight/Peter Evans, Ted Manktelow /George Hempson			

A team of 16 map markers from Essex and W.Middx groups volunteered to plot the 90 pages of 'tulip' diagrams in the road book, for the 2400 mile route, onto 66 1" OS maps. This resulted in a non-stop twelve hour session to produce a complete set of maps for each crew.

Huge crowds of spectators at Abergavenny and Machynlleth in the early hours caused delays for the competitors and difficulties locating their service crews. Too late for the 'official' breakfast in the hotel the support crews came to the rescue with soup and coffee brewed up in the street.

With a one hour break at Oulton Park the service crew for the Siemssen Mini got to work pumping up the hydrolastic suspension and fixing a faulty dynamo. The Davies Mini required suspension repairs at the next rest halt at Aviemore where there were 92 cars still running. Neither crew had any road time penalties just stage time penalties with Davies 4 mins ahead of Siemssen, who then raised his game to reverse the position and get ahead by 7 mins by the end of the event.

A good effort by both Minis and well organised service and support crews managed by Deryck Smith.

1967		RAC International Rally of Great Britain	
Entries	Finishers		
Total mileage	Stages	miles	
1			
2			
3			
Rally Team CSMA			
144	Tony Davies / Tony Blackburn	Mini Cooper	
145	Derek Burman / Cyril Dart	Mini Cooper	
147	Searle Siemssen / Barbara Sabey	Mini Cooper	
Club Team Award			
Team Manager:	Deryck Smith		
CSMA Support Teams: Service crews: (144) – Keith Thacker / Tony Dowler, (145) – Dave Berrecloth / Dave Bone, (147) Tony Wordingham / Laurence Castledine Support crews: Harold Palin, Vernon North, Brian Storey, Alan Turner, Charlie Mockridge, Graham Parker Mobile Café: Mitch Pratt, Cecile Siemssen Map Marking: Keith Eaton plus many others			

The event was cancelled at the last minute due to Foot and Mouth disease throughout Britain

Everyone was ready to go then the decision to cancel the rally was left right up until the last minute, just 15 hours before the first car was due to leave the start at London Airport

As a substitute event it was decided to enter two 2 car teams in the 1968 Gulf London Rally, an event with a very similar format to the RAC but even relentless and demanding

124 - Derek Burman / Cyril Dart (Mini Cooper S) retired with gearbox problems

122 - Searle Siemssen / Barbara Sabey (Mini Cooper) retired with broken suspension

115 - Brian Storey / Geoff Eteson (Sunbeam Stiletto) retired with damaged suspension

118 – Dave Berrecloth / Tony Blackburn (Ford Cortina GT) finished 35th

1968	RAC International Rally of Great Britain		
16-20 Nov	London (Heathrow) – Machynlleth – Blackpool – Turnberry - Edinburgh – Whitby – London (Heathrow)		
Entries	96	Finishers	32
Total mileage	2593	87 Stages	532 miles
Overall Winners			
1	Simo Lampinen / John Davenport		Saab 96 V4
2	Carl Orrenius / Gustaf Schroderheim		Saab 96 V4
3	Jim Bullough / Don Barrow		Ford Escort TC
Rally Team CSMA			
104	Searle Siemssen / Barbara Sabey		Mini Cooper 20 th
108	Derek Burman / Les Birkett		Mini Cooper S DNF
109	Dave Berrecloth / Tony Blackburn		Ford Cortina GT DNF
Other CSMA members			
6	Nev Cook / John Brundle		Ford Anglia
Club Team Award			
Team Manager:		Deryck Smith	
CSMA Support Teams: Food crew – Brian Prior, John Oldacre, Laurence Castledine Service crews – Terry Wordingham / Keith Lay, Chris Mainwaring / Cliff Chadd, Tony Mitchel / Malcolm Beak Chase cars - John Prior / A Tagg; Jim Cronshaw / Graham Parker; Harold Palin / Geoff Eteson plus Tony Davies assisting the Team Manager			

As entry costs were increasing sponsorship of the Rally from The SUN newspaper along with support from Lombank was very welcome.

1967 had seen a strong entry from British factory teams but the event was cancelled at the last moment. For 1968 there were fewer 'works' entries from BMC, Ford and Rootes due the proximity of the forthcoming London – Sydney Marathon.

Nev Cook must have been pleasantly surprised with his seeding at car no: 6 considering Timo Makinen and Pat Moss were seeded at 17 and 23 respectively.

1969		RAC International Rally of Great Britain	
16-20 Nov	London (Heathrow)- Thirsk – Forth Bridge – Prestwick – Dumfries – Blackpool – Machynlleth – Severn Bridge – London (Heathrow)		
Entries	156	Finishers	69
Total mileage	2500	60 Stages	miles
Overall Winners			
1	Harry Kallsrtom / Gunnar Haggbom		Lancia Fulvia
2	Carl Orrenius / David Stone		Saab 96 V4
3	Tony Fall / Henry Liddon		Lancia Fulvia
Rally Team CSMA			
85	Dave Finch / Tony Rumney	Mini	DNF
91	Nev Cooke / John Brundle	Ford Escort GT	DNF
97	Les Birkett / Colin Francis	Mini Cooper S	DNF
101	Searle Siemssen / Barbara Sabey	Mini Cooper	46 th
Other CSMA members			
52	Nick Ward / Jim Bate	Ford Escort	
156	Alan Capell / Roger Boughen	Wolseley Hornet	
Club Team Award			
Team Manager:		Deryck Smith	
CSMA Support Teams: Food crew – Brian Prior Chase cars x 3 Service crews – Terry Wordingham / Roy Reynolds, Keith Lay / Arthur Holmes, Graham Parker/Philip Hedges			

As the rally extended its route further into Scotland and Wales so the number of 1" OS maps increased, 61 this year. The whole route was marked on these, a set for each competing car and each service crew, by members of the W.Middx Group under the direction of Barbara Sabey.

By the time the route had reached Yorkshire Car 91 had suffered from water in the petrol which burnt out a piston and Car 97 lost the gearbox drain plug and all the oil. By the Borders Car 85 had to retire with a broken engine mounting. Better luck for Car 101 which was nearly new and with just the addition of a sumpguard and spotlights ran faultlessly to finish 46th overall out of 156 starters. This was the third consecutive finish for Searle and the second for Barbara.

The highly organised support organisation found themselves with very little to do and the end result was considered very disappointing.

1970		RAC International Rally of Great Britain	
14-18 Nov		London (Heathrow) – Flyingdales – Bathgate – Dumfries - Blackpool – Machynlleth – Severn Bridge – London (Heathrow)	
Entries	213	Finishers	67
Total mileage	2490	81 Stages	375 miles
Overall Winners			
1	Harry Kallstrom / Gunnar Haggbom		Lancia Fulvia
2	Ove Erikson / Hans Johansson		Opel Kadett
3	Lillebror Nasenius / Bjorn CederbergD		Opel Kadett
Rally Team CSMA			
130 (A)	Nev Cooke / Tony Blackburn		Mini Cooper 53 rd
138 (A)	Searle Siemssen / Barbara Sabey		Mini Cooper 46 th
173 (A)	Dave Finch / John Brundle		Ford Escort GT 56 th
131 (B)	John Penniston / Melvyn Long		Ford Escort TC 30 th
147 (B)	Les Birkett / Colin Francis		Mini Cooper S DNF
206 (B)	Pete Callow / Pete Bradford		Ford Escort TC 52 nd
Club Team Award 2nd place (Cook, Siemssen, Finch)			
Team Manager:		Deryck Smith	
CSMA Support Teams: More Team members required two food crews - Dick Dunsbury and Chris Marsden were in charge, both in rented VW Caravanettes, and there were also plenty of offers to help as general support crews / chase cars following the whole route.			

A bigger entry list this year, 213 cars, with six CSMA supported crews in two separate Teams, A&B

With more cars and more support the CSMA Teams were confident of a good successful rally. Quote from the Team Manager's briefing " *If by any chance you do not reach halfway , think of a good excuse, you will need it "*

As usual there was a complete mix of weather conditions, rain, fog, snow, as the rally went from England, to Scotland, to Wales and back to England. It was black ice that caught out the Service crew for Car 147 which left the road in Kielder. Even so they would have been unlikely to have been able to fix the terminal engine problems on the Mini. The remaining five CSMA crews remained in good spirits and all going well.

Starting with Teams from 23 motor clubs, as the rally left Scotland this had been reduced to just four clubs, Sutton and Cheam, the Army, the Police and the CSMA in contention for the Team Award. By the finish it was Sutton and Cheam who just beat the CSMA 'A' Team.

This was the fourth consecutive finish for Searle and the third for Barbara. The crew of Car 131, John Penniston and Melvyn Long, won the Benson & Hedges award for the best first- time entrant in an International Rally.

1971		Daily Mirror RAC Rally	
20-25 Nov		Harrogate – Boltby – Perth – Grantown – Carlisle – Harrogate – Machynlleth – Epynt - Harrogate	
Entries	231	Finishers	104
Total mileage	2000	77 Stages	403 miles
Overall Winners			
1	Stig Blomqvist / Arne Hertz		Saab 96
2	Bjorn Waldegard / Lars Nystrom		Porsche 911
3	Carl Orrenius / Lars Persson		Saab 96
Rally Team CSMA / Yellow Pages			
144 (A)	Pete Callow / Pete Bradford	Ford Escort TC	91 st
145 (A)	Nev Cooke / Geoff Eteson	Mini Cooper	DNF
150 (A)	Dave Finch / Laurence Castledine	Ford Escort GT	66 th
91 (B)	Graham Parker / Tony Blackburn	Mini Cooper	69 th
158 (B)	Les Birkett / Tony Baldwin	Mini Cooper	63 rd
171 (B)	Alan Thurbon / Ted Manktelow	Ford Escort GT	DNF
Other CSMA members			
59	Frank Pierson / Colin Francis	Ford Escort RS1600	26 th
111	John Jago / John Brundle	Ford Escort GT	58 th
151	Keith Guppy / Alan Goodrick	Ford Escort GT	?
207	John Bryant / Mike Betts	Mini Cooper	?
220	John Parsons / Graham Waller	Mini Clubman	80 th
Club Team Award			
Team Manager:		Deryck Smith	
CSMA Support Teams: More Team members required two food crews - Bob Harris/Pete Smith/Tony Blake, Chris Marsden/Ron Anderson/Mick Dunckley, both in rented VW Caravanettes. Also Dick Dunsbury/Ken Dobbs Support crews – Searle Siemssen/Harold Palin/K Brook			

The success of last year in the coveted Club Team Prize encouraged Yellow Pages to sponsor our Teams. All the cars were painted yellow and black together with 'TEAM CSMA with YELLOW PAGES' logos and the all the crew members were attired in similar yellow anoraks. There were another 21 Club Teams entered.

Harrogate Group provided chaperone crews for the Team cars utilising their knowledge of local facilities

A variation of the route this year – Harrogate, north to Scotland and back to Harrogate, then west to Wales and back to Harrogate. This was the first year that Stately Home stages were introduced to cater for the large crowds. Soon after the start the snow and ice caused problems for Cars 91, 145, 158 and 171 all sliding off the road on different stages. Cars 145 and 171 had to retire along with 80 other competitors in the blizzard conditions. Returning to Harrogate after 56 hours of driving for a well deserved night's sleep there were now just four CSMA cars that set off for Wales and better weather. Car 91 had to be pushed to the end of the last stage with engine problems and a temporary repair enabled then to join in the convoy to the finish ramp with the other Team members.

1972		Daily Mirror RAC Rally			
2 -5 Dec		York – Prestatyn – Machynlleth – Severn Bridge – York – Scotch Corner – Turnberry – Carlisle - York			
Entries	199	Finishers	80		
Total mileage	1828	72 Stages	362 miles		
Overall Winners					
1	Roger Clark – Tony Mason		Ford Escort RS 1600		
2	Stig Blomqvist / Arne Hertz		Saab 96		
3	Anders Kullang / Donald Karlsson		Opel Ascona		
Rally Team CSMA					
62	Frank Pierson / Colin Francis		Ford Escort RS 1600	25 th	
186	Les Birkett / Geoff Eteson		Mini	DNF	
189	Dave Finch / Laurence Castledine		Ford Escort GT	58 th	
Club Team Award					
Team Manager:		Searle Siemssen			
CSMA Support Teams: More Team members required two food crews - Dick Dunsbury/Ron Anderson/Ken Dobbs Bob Harris/Tony Blake/Paul Doodson, both crews in rented VW Caravanettes					

Starting from York rather than Harrogate the route followed a similar format to last year. This time the first loop went into Wales and the second up into Scotland. Just as in Harrogate members of the York group provided help with accommodation, local knowledge to run errands finding parts at the last minute and marshalling in the Yorkshire forests.

Always a popular event with spectators there were large crowds for all the Midland stages which caused delays for both the support and competing crews and some press on driving was required to ensure no road penalties were incurred.

Car 62 experienced some body damage, requiring a new steering rack and engine mounting bracket, then new shock absorbers along with new springs for Car 189. With Car 186 retiring with engine problems the three car Team was no longer. Pierson and Francis, however, won the Best Private Entrant Award.

1973		Daily Mirror RAC Rally			
17 -21 Nov		York – Llandrindod Wells – York – Erskine – York - York			
Entries	198 + 41 Clubmans	Finishers	91		
Total mileage	1887	80 Stages	339 miles		
Overall Winners					
1	Timo Makinen / Henry Liddon		Ford Escort RS1600		
2	Roger Clark / Tony Mason		Ford Escort RS1600		
3	Markku Alen / Ilkka Kivimaki		Ford Escort RS1600		
Rally Team CSMA					
67	Frank Pierson / Colin Francis		Ford Escort RS 1600	31 st	
131	Dave Finch / Sid Rudge		Ford Escort GT	49 th	
196	Geoff Eteson / Anthony Gregory		Hillman Imp	DNF	
Clubmans Trophy					
221	Pete Callow / Pete Bradford		Ford Escort TC	8 th	
226	Derek Smith / Tony Timms		Mini 1275 GT	17 th	
Other CSMA members					
139	Les Birkett / Tony Blore		Mini Cooper S	55 th	
Club Team Award					
Team Manager:		Pete Bradford and Tony Blackburn			
CSMA Support Teams: More Team members required two food crews - Dick Dunsbury/Ron Anderson/Mick Dunkley Bob Harris/Ken Dobbs/Charlie Turner both in rented Ford Transit caravans					

With so many potential entries a Clubmans section was introduced making up the numbers who had dropped out on the first two days. Cars 221 and 226 were entered in the Clubmans section of the rally competing for their own awards. Their event comprised just the second and third days, 1100 miles, after the first visit to York

Following government recommendations to save fuel ten special stages were cancelled.

Before reaching Wales Car 67 required a replacement radiator and after SS39 in Yorkshire Car 196 succumbed to a broken crankshaft and was out of the Team.

The CSMA contributed £30 to each competitor for general expenses and a contribution of £1 per head was requested for using the subsidised food crew.

As luck would have it when the Post office was approached to offer a telephone results service the man approached was Peter Donovan, so the deal was done and proved to be a great success

1974		Lombard RAC Rally	
16 -20 Nov		York- Ellesmere port – Machynlleth – Severn Bridge – York – Carlisle – Erskine - Edinburgh – York - York	
Entries	190 + 48 Clubman	Finishers	83 + 20
Total mileage	2202	84 Stages	400 miles
Overall Winners			
1	Timo Makinen / Henry Liddon	Ford Escort RS1600	
2	Stig Blomqvist / Hans Sylvan	Saab 96	
3	Sandro Munari / Piero Sodano	Lancia Stratos	
Rally Team CSMA			
189	Peter Skinner / Tony Baldwin	Ford Escort Mexico	55 th
190	Dave Finch / Sid Rudge	Ford Escort	58 th
191	Geoff Eteson / Ernst Golding	Hillman Imp	71 st
Clubmans Trophy			
236	David Slaney / Chris Oliver	Opel Ascona	DNF
Other CSMA members			
155	Keith Guppy / Alan Goodrick	Ford Escort GT	??
177	Les Birkett / Tony Blore	Mini Cooper S	??
Club Team Award 2nd place (Skinner / Finch / Eteson)			
Team Manager:		Tony Blackburn	
CSMA Support Teams: More Team members required two food crews - Dick Dunsbury/John Oldacre/Ray King Bob Harris /Ron Anderson/Charlie Turner both in rented Bedford caravans Support crews – V.North, H.Palin, K.Chadwick, D.Smith, M.Harvey, D.Bateman Pete Callow and Graham Parker also in attendance			

Securing an entry was often a bit of a lottery but this year the three preferred entrants all got a run in the main event. Those less fortunate found themselves in the Clubmans Trophy competing on the last two day only for their own awards.

On the first day and night with consecutive numbers the Team ran in convoy with the navigator in the first car showing the way whilst the other navigators got some sleep. The snow in Scotland and the Lake District caused a few off road excursions and besides some minor mechanical problems the Team remained intact and delivered a well earned result.

1975		Lombard RAC Rally			
22-26 Nov		York – York - Cricket St Thomas – Llandrindod Wells – York – Carlisle – Scotch Corner – York			
Entries	236	Finishers	104		
Total mileage	2000	72 Stages	miles		
Overall Winners					
1	Timo Makinen / Henry Liddon		Ford Escort RS 1800		
2	Roger Clark / Tony Mason		Ford Escort RS 1800		
3	Tony Fowkes / Bryan Harris		Ford Escort RS 1600		
Rally Team CSMA					
195	Geoff Eteson / Yvonne Chegwyn		Hillman Imp	89 th	
221	Dave Finch / Sid Rudge		Hillman Avenger GT	DNF	
231	Roger Hancock / Keith Lay		Ford Capri 1300 GT	98 th	
237	Ian Young / Laurence Castledine		Morris Marina TC	DNF	
Other CSMA members					
27	Markuu Sararisto / Colin Francis		Skoda 120	DNF	
Club Team Award					
Team Manager:		Ernst Golding			
CSMA Support Teams: Food crew A - Dick Dunsbury, John Oldacre, Charlie Turner Food crew B - Ken Dobbs, Jack Hiles, Ron Anderson Both in rented Bedford Motorhomes Service crew (237) Roger Newson, Steve Nutt, Malcolm Davis					

Cars 195, 221 and 231 made up the Team CSMA

On Day 2 as the rally headed to the Stages in the South West Car 221 had to retire with a broken water pump and heading back into Wales a drive shaft coupling on Car 195 had to be changed in record time. The rally continued relentlessly up through the Lake District and into Scotland and on the run back to the finish Car 237 needed a new steering rack but their service crew could not reach them in time and they were out of the event

With only two of the Team finishing there was no Club Team Award this year but Geoff and Yvonne won the Best Mixed Crew Award.

1976		Lombard RAC Rally	
27-30 Nov		Bath – Birmingham - York – Carlisle - Kielder – Liverpool - Bath – Exeter - Weston Super Mare – Bristol - Betws-y-Coed – Machynlleth - Bath	
Entries	259	Finishers	71
Total mileage	2030	76 stages	315 miles
Overall Winners			
1	Roger Clark / Stuart Pegg		Ford Escort RS1800
2	Stig Blomqvist / Hans Sylvan		Saab 99
3	Bjorn Waldegard / Hans Thorszelius		Ford escort RS 1800
Rally Team CSMA			
161	Ed Davies / Alan Goodrick	Ford Escort GT	53 rd
165	Roger Hancock / Keith Lay	Ford Capri	65 th
183	Dave Finch / Sid Rudge	Hillman Avenger	DNF
207	Norman Sutcliffe / Ken Pilborough	Ford Escort	70 th
Clubmans Trophy			
235	Bob Head / Pete Bradford	Ford Escort	11 th
236	David Bates / John Goode	Mini	20 th
258	Ian Young / Roger Newsom	Morris Marina	??
Other CSMA members			
37	Markuu Sararisto / Colin Francis	Ford Escort RS 2000	27 th
152	Brian Tarrant / Don Daly	SAAB 99	DNF
Club Team Award			
Team Manager:		Ernst Golding	
CSMA Support Teams: Food crew A - Dick Dunsbury/John Oldacre/Charlie Turner Food crew B - Ken Dobbs/Jack Hiles/Dave Wiles Both in rented Bedford Motorhomes			

Cars 235, 236, 258 competed in the Clubmans Trophy with good results

Cars 161, 165, 183, 207 competed in the main event with equally good results

This was the 8th consecutive RAC for Dave Finch, having twice finished in the winning Team but this year Car 183 retired in Kielder.

1977	Lombard RAC Rally		
20-24 Nov	London (Wembley) - York – Machynlleth – York – Moffat – Teesside - York		
Entries	182	Finishers	67
Total mileage	2028	69 Stages	395 miles
Overall Winners			
1	Bjorn Waldegard / Hans Thorszelius	Ford Escort RS 1800	
2	Hannu Mikkola / Arne Hertz	Toyota Celica	
3	Russell Brooks / John Brown	Ford Escort RS 1800	
CSMA members			
Clubmans			
205	Roger Hancock / Keith Lay	Ford Capri	67 th
209	Ed Davies / Alan Goodrick	Ford Escort 1300	?
231	Allan Jenkins / Colin Evans	Ford Escort 1800	?
232	Bob Head / Marilyn Tricker	Ford Escort 1600	?
Club Team Award			
Team Manager:			
CSMA Support Teams:			

None of the CSMA entrants were selected for the main event. They competed in the Clubmans event which comprised just the last two days.

There was no mention in the CSMA magazine before or after the event which suggests there was no Team entered this year and the members competed individually.

1978		Lombard RAC Rally			
18 – 23 Nov		Birmingham – Birmingham – Oulton Park – Wales -Birmingham			
Entries	168	Finishers	61		
Total mileage	1957	76 Stages	446 miles		
Overall Winners					
1	Hannu Mikkola / Arne Hertz		Ford Escort RS 1800		
2	Bjorn Waldegard / Hans Thorszelius		Ford Escort RS 1800		
3	Russell Brooks / Derek Tucker		Ford Escort RS 1800		
CSMA members					
179	Bob Head / Bill Barlow		Ford Escort RS2000	DNF	
Club Team Award					
Team Manager:					
CSMA Support Teams:					

There was no mention in the CSMA magazine before or after the event which suggests there was no Team entered this year and the members competed individually.

1979		Lombard RAC Rally			
18-21 Nov		Chester – Pickering – Carlisle - Chester – Llandrindod Wells - Chester			
Entries	175	Finishers	74		
Total mileage	1798	59 Stages	413 miles		
Overall Winners					
1	Hannu Mikkola / Arne Hertz		Ford Escort RS 1800		
2	Russell Brooks / Paul White		Ford Escort RS 1800		
3	Timo Salonen / Stuart Pegg		Datsun 160J		
CSMA members					
136	John Parsons / Alan Thurbon		Chrysler Avenger	DNF	
146	Alan Meyere / Pierre Rousseau		Ford RS 2000	27 th	
153	Bob Head / Marilyn Tricker		Ford RS 2000	DNF	
162	John Banks / Terry Thorpe		Ford RS 2000	39 th	
201	Roger Hancock /????				
Club Team Award					
Team Manager:					
CSMA Support Teams:					

Two loops out of Chester involving 66 hours of concentrated driving over 4 days

There was no mention in the CSMA magazine before or after the event which suggests there was no Team entered this year and the members competed individually. The lack of a Team Manager prompted Alan Thurbon to step up into the role which then performed for the next 14 years until 1994.

1980		Lombard RAC Rally			
16-19 Nov		Bath – Stockton – Chester - Windermere – Bath			
Entries	156	Finishers	47		
Total mileage	1810	70 Stages	467 miles		
Overall Winners					
1	Henri Toivonen / Paul White		Sunbeam Lotus		
2	Hannu Mikkola / Arne Hertz		Ford Escort RS 1800		
3	Guy Frequelin / Jean Todt		Sunbeam Lotus		
Rally Team CSMA with National Breakdown					
90	Ed Davies / Alan Goodrick		Ford Escort	41 st	
127	Roger Hancock / Colin Evans		Ford Escort Mexico	44 th	
153	Bob Head / Marilyn Tricker		Ford RS 2000	39 th	
Other CSMA members					
141	John Parsons / Alan Thurbon		Chrysler Avenger	32 nd	
135	John Banks / Terry Thorpe		Ford RS 2000	DNF	
49	Alan Meyere / Pierre Rousseau		Ford RS 2000	DNF	
Club Team Award 2nd place (Head / Davies / Hancock)					
Team Manager:		Alan Thurbon (also competing)			
CSMA Support Teams:					

This was the first year of sponsorship with National Breakdown. The Team comprised Cars 90, 127, 153.

A tough event this year as only one third of the entries 47 out of 156 made it to the finish. All the more satisfying for the CSMA to have 4 out of their 6 cars make to the finish and be rewarded with second place in the Club Team Award.

The Clipstone stage, run by Deryck Smith, involved 100 CSMA volunteer marshals.

1981		Lombard RAC Rally		
22-25 Nov		Chester – Brecon – Machynlleth – Chester – Carlisle - Chester		
Entries	151	Finishers	54	
Total mileage	1806	65 Stages	466 miles	
Overall Winners				
1	Hannu Mikkola / Arne Hertz		Audi Quattro	
2	Ari Vatanen / Dave Richards		Ford Escort RS 1800	
3	Stig Blomqvist / Bjorn Cederberg		Sunbeam Lotus	
Rally Team CSMA with National Breakdown				
108	Bob Head / Marilyn Tricker		Ford Escort RS 2000	DNF
109	Roger Hancock / Colin Newman		Ford Escort Mexico	46 th
149	Ed Davies / Alan Goodrick		Ford Escort Sport	DNF
Club Team Award				
Team Manager:		Alan Thurbon		
CSMA Support Teams: Food crew - Dick Dunsbury				

Sponsorship from National Breakdown again this year

Atrocious weather conditions torrential rain and thick fog heading to Scotland and snowstorms and icy roads on the way back to Chester

Car 108 retired early with differential failure, whilst Car 149 suffered front suspension failure before Kielder.

Car 109 kept going with no major problems but did need 20 tyres, 3 alternators and the complete replacement of the suspension and shock absorbers.

1982		Lombard RAC Rally	
21- 25 Nov	York – Wales – York – Scotland – York		
Entries	149	Finishers	63
Total mileage	1857	69 Stages	444 miles
Overall Winners			
1	Hannu Mikkola / Arne Hertz	Audi Quattro	
2	Michele Mouton / Fabrizia Pons	Audi Quattro	
3	Henri Toivonen / Fred Gallagher	Opel Ascona 400	
Rally Team CSMA with Britannia Rescue			
114	Bob Head / Marilyn Tricker	Ford Escort RS 2000	DNF
130	Roger Hancock / Nick Starkey	Toyota Starlet	60 th
160	Keith Lay / Alan Goodrick	Ford Escort RS 2000	61st
Club Team Award			
Team Manager:	Alan Thurbon		
CSMA Support Teams: Food crews – Dick Dunsbury in charge of Ron Anderson /Jack Hiles / Charlie Turner / Dave Wiles Media crew – Bernard Ward, Norman Hughes			

Sponsorship from Britannia Rescue, the CSMA's own breakdown recovery service

Bob Head in Car 114 had problems in the Forest of Dean stages. Firstly, a lot of time was expended repairing the damaged steering and then on the next stage Marilyn had to sit under the bonnet operating the broken throttle linkage. These problems took them over maximum lateness and they had to retire.

Car 130 burst an oil cooler which resulted in losing all the engine oil. Luckily this occurred near to a public road to where the service crew were summoned with a new gallon of oil for the co-driver to then run back a mile in the stage to the stricken car.

Car 160 managed to roll the car in Kielder but luckily the spectators were able to manhandle the car back onto the track and they continued battered and bruised.

1983		Lombard RAC Rally	
19-23 Nov		Bath – Bath – Birmingham - Middlesbrough - Windermere – Machynlleth – Bath	
Entries	139	Finishers	61
Total mileage	1870	Stages	59
		521 miles	
Overall Winners			
1	Stig Blomqvist / Bjorn Cederberg		Audi Quattro A2
2	Hannu Mikkola / Arne Hertz		Audi Quattro A2
3	Jimmy McRae / Ian Grindrod		Opel Manta 400
Rally Team CSMA British Telecom Radiopaging			
76	Michael Jordache / Alan Goodrick		Ford Escort DNF
122	Phil Mowles / Alistair Roe		Talbot Sunbeam 56th
133	Roger Hancock / David Deering		Toyota Starlet DNF
Club Team Award			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Food Crew - Charlie Turner / Jack Hiles / Dave Wiles Support crews - Alan Wilkinson / Alan Smith / Chris Pratt; John Herington / Tony Richardson Trevor Miller assisted the Team Manager			

The Team Manager, who worked for BT, had the right contacts to persuade the BT Radiopaging Division to sponsor the CSMA team. Radiopagers enabled people to keep in contact whilst on the move and using them on the rally was an ideal promotional opportunity to show how effective they could be. The team cars were painted black and gold to match the sponsors image and publicity for the team was given in adverts and magazine articles.

So that all the team personnel could keep in contact at all times whilst on the move, (no mobile phones in 1983), they were all issued with pagers on which text messages could be displayed giving news and updates about the crews, mechanical problems, the location of service crews and even the condition of the stages.

There were three team support crews in addition to the hard working food crew

Car 122 - did well to finish their first international rally in 56th place.

Car 76 - the clutch failed in North Yorkshire after 20 stages

Car 133 – crashed at Knowsley Park on day 4. The car was repaired and continued into Wales for the final night only to be excluded for the maximum lateness of one hour.

This was the 8th consecutive RAC for Roger Hancock, only failing to finish once.

1984		Lombard RAC Rally	
25-29 Nov		Chester – Chester – Hawick - Middlesbrough – Chester – Aberafan – Chester	
Entries	147+ 35 National entrants	Finishers	52
Total mileage	2015	56 Stages	542 miles
Overall Winners			
1	Ari Vatanen / Terry Harryman	Peugeot 205 T 16	
2	Hannu Mikkola / Arne Hertz	Audi Quattro A2	
3	Per Eklund / Dave Whittock	Toyota Celica	
Rally Team CSMA British Telecom Radiopaging			
74	Keith Lay / Roy McNeil	Ford Escort	42nd
117	Michael Jordache / Alan Goodrick	Ford Escort	DNF
122	Phil Mowles / Ian Marshal	Opel Manta	DNF
Other CSMA members			
132	Mike Biss / Ernie Clark	Rover 3500	DNF
218	Phil Harris / Rex Barton	Mini Clubman	
Club Team Award			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Food Crew - Charlie Turner / Jack Hiles / Ron Anderson In contrast to previous years no other support crews were provided. Alan Smith assisted the Team Manager			

BT Radiopaging continued their generous sponsorship for another year whilst Mike Biss arranged support from the BT International Division

This year the Radiopaging logo and colours schemes were changed from black / gold to white / blue.

Car 122 - after an 'off' the front suspension and brakes were rebuilt on day 2 which dropped them well done the field. Having made it to the finish they were very disappointed to find they had been excluded from the final results for failing to 'check in' at a Passage Control.

Car 177 - on the final day a halfshaft broke in a forest and they could not be rescued before running out of their time allowance.

Car 74 - had a faultless run and after a good wash looked as if it could have done it all again.

1985		Lombard RAC Rally	
24 -28 Nov		Nottingham – Nottingham – Swansea – Nottingham – Carlisle – Carlisle - Nottingham	
Entries	155	Finishers	62
Total mileage	2205	63 Stages	560 miles
Overall Winners			
1	Henri Toivonen / Neil Wilson		Lancia Delta S4
2	Markku Alen / Ilkka Kivimaki		Lancia Delta S4
3	Tony Pond / Rob Arthur		MG Metro 6R4
Rally Team CSMA – Frizzell Insurance			
129	Michael Jordache / Alan Goodrick		Ford Escort 2000 DNF
131	Clive Jones / David Morris		Ford Escort 2000 DNF
161	Alan Waterman / Bob Price		Lada Riva 1300 56 th
Club Team Award			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Food crew - Charlie Turner, Dave Wiles			

For the first time Frizzells came on board as the new Sponsor. The cars were painted white with blue signwriting decals and the name 'Rally Team CSMA – Frizzells Insurance'.

CSMA members out in force to man the help desk in Nottingham at the start and finish of the event

On Day 1 the two Escorts both had problems with their half shafts which had to be replaced. They both then had problems with their alternators, which were new for the event. Car 131 then suffered a head gasket failure and was unable to reach the first overnight halt in Swansea on time. It was dark when the alternator failed on Car 129 and with rapidly dimming lights they had to finish the stage by pointing a torch out of the window !

On Day 4 Kielder lived up to its 'killer' reputation. On an icy downhill bend Car 129 slid off the track and rolled over onto its roof. Surprisingly, neither the crew or the car suffered any damage and was still driveable but could not be retrieved before running out of time. The next day on a return visit to Kielder Car 161 spun and ended up in a ditch avoiding another car, luckily it was soon pushed out and continued without any damage

Just like Skodas the Ladas are not that fast but they are tough and just keep on going, 5 started and 5 finished.

The Food crew provided 250 meals, 200 packs of sandwiches and lots of cups of tea and coffee.

This was the tenth time that Alan Goodrick had competed .

1986		Lombard RAC Rally			
16-20 Nov		Bath – Harrogate – Edinburgh – Liverpool – Bath			
Entries	149	Finishers	83		
Total mileage	1585	45 Stages	321 miles		
Overall Winners					
1	Timo Salonen / Seppo Harjanne		Peugeot 205 T16		
2	Markku Alen / Ilkka Kivimaki		Lancia Delta S4		
3	Juha Kankkunen / Juha Piironen		Peugeot 205 T16		
Rally Team CSMA – Frizzell Insurance					
76	Phil Mowles / Alistair Roe		Opel Manta GTE	57 th	
130	Alan Waterman / Bob Price		Lada Riva	DNF	
155	Alex Banyard / Alan Goodrick		Toyota Corolla GT	79 th	
Club Team Award					
Team Manager:		Alan Thurbon			
CSMA Support Teams: Again Ralph Hackman assisted the Team Manager					

The team Manager was able to keep in contact with all the team members and file reports each night back to the CSMA and Frizzells with the use of radiopagers and radio telephones supplied by British Telecom.

Again 'killer' Kielder caused problems. Car 155 slid off the track and got stuck in the mud and by the time the marshals had got it back onto the track 43 minutes had been lost which meant they were now in last place. Spectator crowds prevented the service crew reaching Car 130 which had damaged its rear axle. The support crew also in a Lada did manage to reach them and this was stripped of parts to get the rally car going again. Unfortunately, this delay meant that they run out of time by just 3 minutes and were not able to continue.

The other two cars continued to move up the leader board with only minor problems to report, car 155 making a late charge posting very competitive time on the stages of the last day through Wales. Not all plain sailing as a series of 4 punctures in three stages left them without any spare wheels.

Event length shortened and more rest halts at the bequest of FISA world motor sport governing body foretaste of things to come.

1987		Lombard RAC Rally	
22-25 Nov		Chester – Chester – Carlisle – Chester	
Entries	176	Finishers	83
Total mileage	1639	48 Stages	320 miles
Overall Winners			
1	Juha Kankkunen / Juha Piironen	Lancia Delta H	
2	Stig Blomqvist / Bruno Berlund	Ford Sierra Cosworth	
3	Jimmy McRae / Ian Grindrod	Ford Sierra Cosworth	
Rally Team CSMA – Frizzell Insurance			
94	Graham Waite / Dexter Lewis	Skoda 130	78 th
96	Alan Waterman / Bob Price	Lada 1300	66 th
158	Phil Mowles / Alistair Roe	Toyota Corolla GT	40 th
Other CSMA members			
122	Steven Smith / John Nichols	Lancia Delta	28 th
67	Michael Jordache / Alan Goodrick	Opel Manta GT	75 th
Club Team Award 1st place (Waite / Waterman / Mowles)			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Media: Simon Lowe Ralph Hackman assisted the Team Manager			

This year there were 13 other club teams to beat. There were no major mechanical problems this year only minor 'offs' and minor maintenance issues, easily dealt with by the service crews

The very experienced team this year were able to deal with a whole range of issues and all their efforts were rewarded as the proud Team, resplendent in their CSMA- Frizzell team attire, received the Club Team Award.

As the Sunday special stages at Stately homes often even caught out the professional factory teams this year all competitors were permitted to recce the stages in ordinary cars the week before.

The CSMA Team were now being helped out by the factory Skoda Team. Why ? as one of the factory Skodas retired our Skoda Car 94 was co-opted into their team so that they could still qualify for the Manufactures Team Prize

Alan Goodrick has now competed 12 times with different drivers.

1988		Lombard RAC Rally	
20-24 Nov		Harrogate – Telford – Harrogate – Carlisle – Harrogate	
Entries	178	Finishers	87
Total mileage	1753	52 Stages	376 miles
Overall Winners			
1	Markku Alen / Ilkka Kivimaki		Lancia Delta Integrale
2	Timo Salonen / Voitto Salander		Mazda 323
3	Bjorn Waldegard / Fred Gallagher		Toyota Celica GT
Rally Team CSMA – Frizzell Insurance			
166	Graham Waite / Dexter Lewis		Toyota Corolla DNF
175	Alan Waterman / Bob Gardner		Toyota Corolla 61 st
181	Phil Mowles / Alistair Roe		Toyota Corolla 64 th
Other CSMA members			
Other 169	Tony Shields / Graham Whitaker		Ford Fiesta DNF
Club Team Award			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Ralph Hackman assisted the Team Manger John Herington, Graham Davis, Tony Davies, Simon Lowe and Bob Hill were all there to assist 3 Renault Espace were hired as support vehicles			

Same team members as last year only this time the whole team competed in the same make of car, Toyota Corolla. This made it easier for servicing the cars as parts could be swapped and interchanged. With the cars painted in the new white and red colour scheme and with all the team members in their similar smart CSMA/Frizzell clothing the team presented a very professional Image for their sponsor. Could they repeat the win of last year ?

An uneventful first day for the whole team. However, on Day two Car 166 crashed after sliding on an icy track, hit a rock which flipped the car onto its roof coming to rest against a tree which saved it from a much bigger drop. The car and crew were recovered safely. The rough tracks meant new front struts for Car 181 which was quickly completed in 12 minutes by the efficient service crew. Throughout the event icy tracks, the worst for many years, caused both remaining two cars to spin a few times without any damage.

On the rough tracks Car 169 suffered from a hole in the petrol tank so a temporary can in the boot was rigged up to keep them going, albeit in last place, until a new tank could be fitted. A failed suspension strut near the end of the penultimate stage, when in 64th position, sadly could not be repaired in time allowed.

All in all another good team effort with a total of 35 members involved in competing and supporting the Team

1989		Lombard RAC Rally	
19 -23 Nov		Nottingham – Telford – Nottingham – Carlisle – Newcastle – Nottingham	
Entries	187	Finishers	84
Total mileage	1925	55 Stages	376 miles
Overall Winners			
1	Pentti Airikkala / Ronan McNamee		Mitsubishi Galant
2	Carlos Sainz / Luis Moya		Toyota Celica GT
3	Juha Kankkunen / Juha Piironen		Toyota Celica GT
Rally Team CSMA – Frizzell Insurance			
139	Graham Waite / Dexter Lewis	Toyota Corolla	45 th
149	Alan Waterman/ Alistair Roe	Toyota Corolla	48 th
202	Martin Newson / Roy Vincent	Skoda 130	DNF
Other CSMA members			
159	Graeme Presswell / Phil Cottam	Vauxhall Astra	69 th
176	Barry Sugando / Martin Saunders	Toyota Corolla	59 th
Club Team Award			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Ralph Hackman assisted the Team Manager Tony Davies, Dave Patten, Bob Hill, Simon Lowe, John Herington, Tony Richardson, Ed Davies in support of the Team 3 Renault Espace were hired as support vehicles			

It was not only the Rally team that are involved, behind the scenes many other CSMA members played their part. Again, with a Nottingham start CSMA members were out in force to man the 24 hour help desk at the start and finish of the event, with their local knowledge they were able to assist competitors, officials and enthusiasts resolve all kinds of issues.

To prepare the marshalls for their important roles an intense training session for 30 marshals on stage organisation, fire fighting, first aid, radio usage and incident control was arranged before the event. CSMA marshals, under the direction of Lloyd Bell, could be found performing their important role on stages in Wales, the Midlands, Yorkshire and the Lake District.

In Car 159 it was not only the car that had problems, a starter motor, three alternators, a gearbox, and new front struts, but the crew were under the weather with flu and extreme toothache but they kept on going to make it to the finish.

On Day 2 Car 202 slid off the track seriously bending the steering, a temporary repair proved not to be good enough and the car slid off again only to become permanently stuck this time.

For the two finishers the rough stages caused the usual suspension problems, a number of punctures and just for a change a broken driver's seat and a broken rear window.

1990		Lombard RAC Rally	
25-28 Nov		Harrogate – Harrogate – Newcastle - Harrogate	
Entries	175	Finishers	94
Total mileage	1473	41 Stages	353 miles
Overall Winners			
1	Carlos Sainz / Luis Moya	Toyota Celica GT	
2	Kenneth Eriksson / Staffan Parmander	Mitsubishi Galant	
3	Miki Biasion / Tiziano Siviero	Lancia Delta Integrale	
Rally Team CSMA – Frizzell Insurance			
	Running as “CSMA – Frizzell Insurance”		
103 (A)	Graham Waite / Dexter Lewis	Toyota Corolla	33 rd
105 (A)	Tony Shields / Graham Whitaker	Toyota Corolla	30 th
142 (A)	Graeme Presswell / Phil Cottam	Vauxhall Astra	55 th
	Running as “Team CSMA”		
136 (B)	Roy Jude / Mike Glew	Peugeot 205 GTI	DNF
140 (B)	Chris Tilley / Brian Cammack	Vauxhall Nova	56 th
152 (B)	Stuart Hall / Richard Hudson	Vauxhall Nova	64 th
Club Team Award 2nd place (Waite / Shields / Presswell)			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Media reports – Simon Lowe, Tony Davies Support crews – Ralph Hackman, Bob Hill, Dave Patten Food crews x 2 In addition to the above there were another 30 friends and family following the rally as service and support crews for the six cars.			

Two teams this year, both benefiting from Frizzell sponsorship.

Changes to the event this year included, recceing and pace notes allowed, the CSMA crews using the very good ones provided by the Organisers, and servicing allowed after every stage rather than just designated areas.

No major issues and all crews returned intact at the end of Day1. The stages on Day 2 in Kielder and the Scottish borders lived up to their reputation for being rough and unforgiving not helped by having to drive in the ruts created by the 4WD cars at the front of the field. The road timing was tight with odd minutes being lost.

Car 136 broke its gearbox beyond repair and had to retire. Car 152 had serious front suspension problems towards the end of the last day but was determined to get to the finish. Car 142 had a steady run and finished unmarked.

It was a good effort to get 5 of the 6 cars to the finish and to finish second out of the eleven Club Teams entered .

Everyone attended the Prizegiving in their smart Frizzell attire prompting the compere Steve Rider to remark “ *the whole of the Civil Service appear to be here as back up* ”

1991		Lombard RAC Rally	
24-28 Nov		Harrogate - Chester – Chester – Carlisle - Harrogate - Harrogate	
Entries	177	Finishers	82
Total mileage	1471	37 Stages	353 miles
Overall Winners			
1	Juha Kankkunen / Juha Piironen	Lancia Delta Integrale	
2	Kenneth Eriksson / Staffan Parmander	Mitsubishi Galant	
3	Carlos Sainz / Luis Moya	Toyota Celica GT	
Rally Team CSMA – Frizzell Insurance			
	Running as “CSMA – Frizzell Insurance”		
94 (A)	Tony Shields / Graham Whitaker	Vauxhall Astra	40 th
115 (A)	Graeme Presswell / Phil Cottam	Vauxhall Astra	46 th
152 (A)	Colin Galvin / Robin Galvin	Toyota Corolla	72 nd
	Running as “Team CSMA”		
99 (B)	Roger Davies / Rowan Prentice	Peugeot 205 GTI	39 th
102 (B)	Graham Waite / Dexter Lewis	Toyota Corolla	35 th
165 (B)	John Brooks / Rob Dyson	Vauxhall Nova	63 rd
Club Team Award 1st and 3rd places			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Media reports – Simon Lowe, Tony Davies, Ed Davies (video) Support crews – Dave Patten / Allan Goddard / Bob Hill / Ralph Hackman Food crews x 2 In addition to the above there were 30 more friends and family following the rally as service and support crews for the six cars.			

Two teams entered, all finished intact giving the great result of 1st and 3rd in the Club Team and 4 Class awards.

It could be said that the CSMA was now the dominant Club in British rallying at International level

There were a number of spins and excursions around the stately home special stages on Day 1 as the crews got into the groove for the forthcoming forest stages.

At the start of the last day would the two teams remain intact? To remain within the tight time schedule the service crews had work quickly. Car 154 having the gearbox replaced in 26 minutes and Car 94 had a cracked sump repaired in less than 30 minutes

1992		Lombard RAC Rally	
22-25 Nov		Chester – Chester – Chester - Carlisle - Chester	
Entries	157	Finishers	101
Total mileage	1539	34 Stages	354 miles
Overall Winners			
1	Carlos Sainz / Luis Moya	Toyota Celica GT	
2	Ari Vatanen / Bruno Berglund	Subaru Legacy	
3	Juha Kankkunen / Juha Piironen	Lancia Delta Integrale	
Rally Team CSMA – Frizzell Insurance			
74 (B)	Tony Shields / Graham Whitaker	Vauxhall Nova	48 th
65 (B)	Dick Archer / Brian Cammack	Vauxhall Astra	DNF
95 (B)	Roger Davies / Rowan Prentice	Peugeot 205 GTi	38 th
98 (R)	John Brooks / Robert Dyson	Vauxhall Nova	DNF
127 (R)	Graeme Presswell / Phil Cottam	Vauxhall Astra	52 nd
134 (R)	Colin Galvin / Robin Galvin	Vauxhall Astra	DNF
Other CSMA members			
136	Stephen Atkinson / Martin Saunders	Peugeot 205 GTi	DNF
Club Team Award			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Media reports – Simon Lowe, Tony Davies, Ed Davies (video) Support crews – Dave Patten / Allan Goddard / Bob Hill / Ralph Hackman Food crews x 2 In addition to the above there were 30 more friends and family following the rally as service and support crews for the six cars.			

Two CSMA Teams again this year – Red and Blue, both suffering retirements. Interestingly, this year none of the other Club Teams finished intact either.

The first two days went well for both teams with just the expected maintenance and replacements. Day 3 was different with Cars 65, 98 and 134 all suffering problems and not being able to make the finish line.

1993		Network Q RAC Rally	
21-24 Nov		Birmingham – Birmingham – Lancaster – Gateshead - Birmingham	
Entries	165	Finishers	94
Total mileage	1642	35 Stages	339 miles
Overall Winners			
1	Juha Kankkunen / Nicky Grist		Toyota Celica GT
2	Kenneth Eriksson / Staffan Parmander		Mitsubishi Lancer
3	Malcolm Wilson / Bryan Thomas		Ford Sierra Cosworth
Rally Team CSMA – Frizzell Insurance			
101	Roger Davies / Tim Hobbs	Vauxhall Astra	58 th
123	Graeme Presswell / Phil Cottam	Vauxhall Astra	57 th
142	John Brooks / Robert Dyson	Vauxhall Nova	92 nd
Other CSMA members			
	Phil Spurge / Kevin Leaver	Toyota Corolla	72 nd
Club Team Award			
Team Manager:		Alan Thurbon	
CSMA Support Teams: Support crews – Ralph Hackman, Allan Goddard, Chris Pratt, Dave Patten Media crews - Tony Davies, Simon Lowe Service crews – 15 mechanics for the three cars			

The event has a new sponsor this year Network Q, the Vauxhall used car dealership organisation

Days 1 and 2 with bitterly cold weather and plenty of ice and snow, 6 inches in Kielder. All cars needed the usual maintenance, adjustments and replacements and as usual the support crews had a job sorting out at the chaos at Machynlleth.

Day 3 into Kielder and the snow and ice caused stage 24 to be blocked as 40 cars all became stuck at the same point. They had to be rescued by a fleet of 4x4s which took 5 hours. Those affected were not exclude on time penalties and were given notional times for the next 4 stages that had to be missed.

Day 4 more snow in Yorkshire made this one of the most difficult events for years. Not only were the competitors having problems but the Car 147 service van had total brake failure and this is where the strength in numbers of the whole CSMA effort came into play with Dave Patten and Allan Goddard taking over this role.

After 14 years, during which time he created and managed a very professional, efficient and comprehensive rally support organisation for the CSMA, Alan Thurbon has chosen to stand down from his Team Manager role.

1994		Network Q RAC Rally	
20-23 Nov		Harrogate – Chester – Chester – Chester	
Entries	178	Finishers	97
Total mileage	1478	29 Stages	325 miles
Overall Winners			
1	Colin McRae / Derek Ringer	Subaru Imprezza	
2	Juha Kankkunen / Nicky Grist	Toyota Celica GT	
3	Bruno Thiry / Stephane Prevot	Ford Sierra Cosworth	
Rally Team CSMA – Frizzell Insurance			
88	Roger Davies / Tim Hobbs	Vauxhall Astra	28 th
114	Andy Brown / John Brooks	Vauxhall Nova	DNF
133	Graeme Presswell / Phil Cottam	Vauxhall Astra	52 nd
Other CSMA members			
92	Steve Green / Alan Thomas	Vauxhall Corsa	???
107	Dick Archer / Brian Cammack	Vauxhall Astra	???
143	Don Whitehurst / Terry Atherton	Toyota Corolla	???
Club Team Award			
Team Manager:		Dave Patten	
CSMA Support Teams: Support crews – Allan Goddard, Chris Pratt, Bob Hill, Alan Thurbon Media crews - Tony Davies, Simon Lowe, Bob Hill			

Dave Patten who since 1991 has played a very useful supporting role now moved up to Team Manager CSMA marshalling teams out in force manning a number of forest stages. The weather did not present to same challenge as last year but a 28 mile stage in Kielder is a challenge for everyone.

Over the years the CSMA Team members have developed a great camaraderie and support for each other, for example Car 88 was prepared by fellow competitor Dick Archer, Car 133 by service mechanics Pete Gregory and Dave Smith whilst John Brooks prepared Car 114 to full works specification

No problems for the crews on Day 1 and Team CSMA was in 3rd place for the Club Team Award

Day 2 was disaster for all three cars. Car 88 who had to change a broken rear spring, change the clutch, weld up the front suspension and replace the windscreen. On Car 114 the crown wheel and pinion broke and although the service crew were able to walk into the stage with a spare it could not be replaced in time and their rally was over. The Service van for car containing all the spares broke down but a replacement was organised at very short notice which was just as well as cracked sump had to be replaced.

Day 3 saw a gearbox change for Car 88 and a front suspension change for Car 133 so two of the three cars finished with a Class win for Roger and Tim

1995		Network Q RAC Rally	
19-22 Nov	Chester – Leeds – Hawick – Wales - Chester		
Entries	176	Finishers	95
Total mileage	1453	28 Stages	318 miles
Overall Winners			
1	Colin McRae / Derek Ringer	Subaru Imprezza	
2	Carlos Sainz / Luis Moya	Subaru Imprezza	
3	Richard Burns / Robert Reid	Subaru Imprezza	
Rally Team CSMA – Frizzell Insurance			
67	Steve Green / Alan Thomas	Vauxhall Corsa	48 th
141	Graeme Presswell / Phil Cottam	Vauxhall Astra	42 nd
182	Alan Wakeman / Martin Saunders	Peugeot 205 GTi	88 th
Other CSMA Members			
120	Don Whitehurst / Terry Atherton	Toyota Corolla	51 st
Club Team Award 2nd place (Presswell / Wakeman / Green)			
Team Manager:		Allan Goddard	
CSMA Support Teams: Media: Tony Davies, Simon Lowe Support crews: Dave Patten, Chris Pratt, Stephen White, Bob Hill			

Day 1 to Leeds went smoothly with only intercom problems reported by both Cars 67 and 141.

Day 2 was difficult for Car 141 low oil pressure, damaged exhaust and a broken driveshaft and engine mounting.

On Day 3 all the crews reporting how rough and cut up the stages were.

Day 4 saw Car 67 drop 35 places when it took 33 minutes to diagnose and fix a fuel supply problem. Car 141 had a head gasket failure but managed to make it to the finish for the seventh time and Car 182 also made it to the finish on their first attempt at the event.

An excellent two part film of this year's event was produced by Stephen White and can be found on Youtube

<https://www.youtube.com/watch?v=AakXoPUAlxY>

<https://www.youtube.com/watch?v=mXUHBup-Pbg>

1996		Network Q RAC Rally			
23-25 Nov		Chester - Carlisle – Leeds – Chester - Chester			
Entries	182	Finishers	82		
Total mileage	1500	27 Stages	259 miles		
Overall Winners					
1	Armin Schwarz / Denis Giraudet		Toyota Celica GT		
2	Masao Kamioka / Kevin Gormley		Subaru Imprezza		
3	Stig Blomqvist / Benny Melander		Skoda Felicia		
Rally Team CSMA – Frizzell Insurance					
66	Steve Green / Alan Thomas		Nissan Sunny GTi	DNF	
85	Simon Chapman / Peter Foy		Vauxhall Nova GSi	45 th	
110	Graeme Presswell / Martin Saunders		Vauxhall Astra GSi	57 th	
Other CSMA Members					
96	Don Whitehurst / Terry Atherton		Vauxhall Nova	40 th	
Club Team Award					
Team Manager:		Dave Patten			
CSMA Support Teams: Support crews – Allan Goddard, Chris Pratt, Stephanie Hankinson, Stephen White Media - Tony Davies. Simon Lowe					

The event as popular as ever with spectators, estimated at 2 million throughout the country with 11,000 volunteer officials, many CSMA members, making everything run smoothly

The CSMA crews managed to recce some of the stages in the week before the rally but those notes made in rain and mud were little use a week later when it was all ice and snow. The latter caused the cancellation the service area and stages on Day 3

All was well with the CSMA Team until the last day when Car 66 broke its back axle leaving them stranded and out of the event. The crew of Car 110 spent a long retrieving the car after an unfortunate excursion off the track.

1997		Network Q RAC Rally			
23-25 Nov		Cheltenham – Cheltenham – Cheltenham - Cheltenham			
Entries	162	Finishers	92		
Total mileage	1152	26 Stages	238 miles		
Overall Winners					
1	Colin McRae / Nicky Grist		Subaru Imprezza		
2	Juha Kankkunen / Juha Repo		Ford Escort		
3	Carlos Sainz / Luis Moya		Ford Escort		
Rally Team CSMA – Frizzell Insurance					
67	Roger Davies / Robert Dyson		Ford Escort Cosworth	46 th	
85	Simon Chapman / Peter Foy		Vauxhall Astra	58 th	
129	Graeme Presswell / Martin Saunders		Vauxhall Astra	62 nd	
Other CSMA Members					
91	Don Whitehurst / Terry Atherton		Vauxhall Nova	39 th	
Club Team Award 1st place (Davies / Chapman / Presswell)					
Team Manager:		Dave Patten			
CSMA Support Teams: Support crews – Allan Goddard, Chris Pratt, Stephen White Media – Tony Davies, Simon Lowe					

With a compact route based around Cheltenham, returning there each night. There was also a 2 day Rally Show, which was an ideal location to set up the CSMA event support caravan as a central meeting point. Manned by David Arnold and Stephanie Hankinson from Brighton and personnel from Frizzells this proved a very successful marketing opportunity.

This was the year of gearbox problems. On Day 1 Car 85 broke the gear selector and car 129 broke a drive shaft, all soon fixed by the service crews and on Day 2 Car 67 required a complete gearbox change. On Day 3 all the cars made it through to the finish to be rewarded by winning the prestigious Club Team Award.

Having been involved with supporting the Team for 11 years, the last 3 as Team Manager, Dave Patten left on a high note having achieved the long awaited Team Prize.

1998		Network Q RAC Rally			
22-24 Nov		Cheltenham – Cheltenham – Cardiff – Cheltenham			
Entries	168	Finishers	82		
Total mileage	1175	28 Stages	237 miles		
Overall Winners					
1	Richard Burns / Robert Reid		Mitsubishi		
2	Juha Kankkunen / Juha Repo		Ford Escort		
3	Bruno Thiry / Stephane Prevot		Ford Escort		
Rally Team CSMA – Frizzell Insurance					
74	Roger Davies / Rob Dyson		Ford Escort Cosworth	32 nd	
127	Graeme Presswell / Martin Saunders		Vauxhall Astra	51 st	
131	John Brooks / Derrick Ramsdall		Vauxhall Corsa	64 th	
Other CSMA Members					
104	Don Whitehurst / Terry Atherton		Honda Civic	48 th	
Club Team Award 1st place (Davies / Presswell / Brooks)					
Team Manager:		Bob Hill			
CSMA Support Teams: Media : Andy Rowe, Stephen White Allan Goddard supported the Team Manager					
Total team effort 34 persons					

The event continues to attract a huge following by enthusiasts at the stately home stages and those who venture far into the forests to see the cars in get close up to action. This can create problems for the later running competitors who get delayed by spectators leaving the stages after watching the front running 'stars', leaving very little time for servicing. Those staying at home are can look forward to a total five hours prime time TV coverage.

Ian Jarrett and his team of CSMA was Stage Commander at the 25 mile Sweet Lamb complex.

Day 1 provided much fun as the cars, fitted with gravel tyres forest use, lacked any grip on the smooth tarmac of the racing circuits, test tracks and stately home stages. For Day 2 it was wet, muddy and foggy in Wales but all the crews made it back to Cheltenham. Day 3 was wet again but it didn't dampen the confidence of the Team. At the finish it was announced that Team CSMA had retained the Club Team Award they had won last year. Bob Hill and Allan Goddard were delighted with everyone's performance throughout the event.

1999		Network Q RAC Rally	
21-23 Nov		Cheltenham – Cheltenham – Builth Wells – Cheltenham – Cardiff - Cheltenham	
Entries	160	Finishers	89
Total mileage	1134	22 Stages	243 miles
Overall Winners			
1	Richard Burns /	Subaru Imprezza	
2	Juha Kankkunen /	Subaru Imprezza	
3	Harri Rovanpera /	Seat Cordoba	
Rally Team CSMA – Frizzell Insurance			
94	Roger Davies / Richard Skinner	Ford Escort Cosworth	DNF
141	Graeme Presswell / Martin Saunders	Vauxhall Astra	58 th
177	David Beesley / Rob Dyson	Vauxhall Corsa	69 th
Other CSMA Members			
114	Don Whitehurst / Terry Atherton	Hondas Civic	???
Club Team Award			
Team Manager:		Bob Hill	
CSMA Support Teams: Media – Tony Davies / Brian Macnamara / John Herington / Howard Paine Food crew – Dave Patten / David Rillie / Stephen White Allan Goddard supported the Team Manager			

Hopes were high to complete the hat trick of Club Team Awards

Service crews not only have to be very skilled and conversant with their cars they often have to work in bad weather and in muddy service areas against very tight timescales. As examples are - Car 94 had a turbo replace in 18 minutes and not to be out done Car 177 had a bent rear axle tube also replaced in 18 minutes.

So popular was the event that the last 3 stages on Day 2 had to be cancelled due to traffic jams caused by so many spectators.

After the Club Team award success over the last 2 years it was very disappointing that Car 94 suffered a terminal gearbox failure on the last day having to retire. There was no prize this year but the whole team had worked well together.

2000		Network Q RAC Rally	
23-26 Nov		Cardiff – Builth Wells – Cardiff – Cardiff	
Entries	150	Finishers	79
Total mileage	943	17 Stages	237 miles
Overall Winners			
1	Richard Burns /		Subaru Imprezza
2	Marcos Grunholm /		Peugeot 206
3	Tommi Makinen /		Mitsubishi Lancer
Rally Team CSMA – Frizzell Insurance			
124	Graeme Presswell / Martin Saunders		Mitsubishi EVO DNF
155	David Beesley / Derrick Ramsdell		Vauxhall Corsa DNF
156	John Brooks / Stephen White		Vauxhall Corsa 69 th
Other CSMA Members			
81	Don Whitehurst / Terry Atherton		Subarau Impreza 45 th
Club Team Award			
Team Manager:		Bob Hill	
CSMA Support Teams: Food crew: Dave Patten, Simon Collins, Andrew Hunter Media : Tony Davies, Brian Macnamara Sponsors : John Herington (CSMA), Howard Paine (Frizzells) Allan Goddard supported the Team Manager			

A revised event format this year starting with two super special stages in Cardiff. One centralised service area was established at the Builth Wells Showground where the CSMA set up their motorhome as a focal point for competitors and supporters.

The special stages turned out to be very rough and the weather wet and windy throughout

At the end of Day 3 Car 155 slid well off a forest track, without significant damage to the car or the crew, but it took 30 spectators pushing and shoving to get it back, by which time they had run out of time and were out of the event.

After 12 consecutive RAC Rallies finishes using Vauxhall Astras Graeme Presswell had treated himself to a state of the art 4WD Mitsubishi EVO, hoping for even greater success. It was not to be as Car 124 went one better coming to rest upside down 40ft down a hillside. There was not a straight panel left on the car and the crew were dazed but ok. After cutting down a couple of trees it still took over 5 hours to recover the car with the help of lifting gear and two 4WD trucks.

A fire in the starter motor of Car 156 meant a push start each time until it could be replaced, then broken engine mountings had to be fabricated out of scrap metal. Unhappy with the handling all the mechanics set about rebuilding the rear suspension using parts from the retired Car 155. In the end it was all worth while as they won the Vauxhall Irmischer Challenge and collected a cheque for £2000 which helped with the bar bill at the end of rally party

2001		Network Q RAC Rally	
23-25 Nov		Swansea – Swansea – Cardiff – Swansea	
Entries	121	Finishers	50
Total mileage	1055	17 Stages	237 miles
Overall Winners			
1	Marcus Grunholm /	Peugeot 206	
2	Harri Rovannerpa /	Peugeot 206	
3	Richard Burns /	Subaru Imprezza	
Rally Team CSMA – Frizzell Insurance			
96	Simon Redhead / Alan Thomas	Subaru Impreza	DNF
119	Graeme Presswell / Martin Saunders	Mitsubishi Lancer	46 th
103	Don Whitehurst / Terry Atherton	Subaru Impreza	DNF
Club Team Award			
Team Manager:		Bob Hill	
CSMA Support Teams:			

Everyone had high hopes for the Club Team award especially as this was the last year that ‘private’ teams were allowed to enter and success would mean retaining the silverware.


However, it was not long before problems struck – on stage 3 car 103 broke the gearbox and on stage 4 Car 96 broke a driveshaft .


It was, however, a good result for Graeme and Martin on an event with a very high attrition rate.


Revival Rally 2004



Organised by: Endurance Rally Association		Dates: 24 – 27 November 2004 (4 days)
Officials: Director: Philip Young Clerk of the Course: Martin Clark, Fred Bent Secretary: Heidi Winterbourne		Steward: John Richardson Route Designer: Fred Bent, Hywel Thomas
D/C of C: <i>Alan Smith</i> ; Course opening car: <i>Allan Goddard/Alan Smith</i> ; Clock car: <i>Roger Byford</i> <i>Many CSMA members took part in marshalling teams throughout the country</i>		
Route: York – Carlisle – Chester – Cheltenham Distance: 1200 Miles		
No of Starters: 116	No of Finishers: 89	
Categories: Production cars up to 1400cc. Limited modifications and Colway only tyres	Entry fee: £998 – 1,150	
Results: CSMA members <i>in italics</i>		
1 st	Matt Fowle / Peter Joy	1993 - Peugeot 106 Rallye
2 nd	Carl Hawkins / Iain Tullie	1994 - Peugeot 106 Rallye
3 rd	<i>Don Whitehurst / Terry Atherton</i>	1994 - Peugeot 106 Rallye
4 th	Christopher Day / Ric Chalmers	1968 - Mini Cooper Mk 2
5 th	Kevin Wilson / Paul Caunt	1990 - Citroen AX GTi
6 th	David Johnson / Keith Hounslow	2001 - Proton Satria
7 th	<i>Mike Biss / Cath Woodman</i>	1994 - Holden Barina SRi
8 th	<i>John Cotton / Gill Cotton</i>	1992 - Citroen AX GTi
9 th	Graham Parkinson / Andrew Duerden	2004 - Vauxhall Astra
10 th	Doug Brown / Alan Petit	1988 - Vauxhall Nova
16 th	Mike Corns / <i>Colin Francis</i>	1993 - Peugeot 106
17 th	Jamie Turner / Nigel Raeburn	1994 - Rover Metro GTI
18 th	<i>Malcolm Grubb / Steven Grubb</i>	1993 - Vauxhall Nova SRi
22 nd	Gwynfaf Evans / <i>Pauline Gullick</i>	2004 - MG ZR
27 th	<i>Dave Smith / Pete Johnson</i>	1994 - Vauxhall Corsa
32 nd	<i>Stephen Powell / Alan Thomas</i>	1991 - VW Polo
34 th	Neil Wilson / <i>Tony Davies</i>	2002 - Ford Puma
43 rd	<i>James Campbell / Thomas Campbell</i>	1996 - Proton
74 th	<i>Alan Wakeman / Ian Perry</i>	1991 - Citroen AX
82 nd	<i>Doug Powell / Tevor Holland</i>	1992 - Peugeot 106
83 rd	<i>Alan Bale / Trudi Silvey</i>	1994 - Rover Metro
85 th	<i>Pete Gregory / Graeme Presswell</i>	1993 - Vauxhall Corsa SRi

<h1>Lombard Rally 2005</h1>			
Organised by: Endurance Rally Association (Philip Young)		Dates: 24 – 27 November 2005 (4 days)	
Officials: Director: Philip Young Clerk of the Course: Kenny Owen Secretary: Kim Bannister Competitor Liaison : <i>Alan Smith and Alan Thurbon</i>		Stewards: John Richardson/Rod Parkin Route Designer: Kenny Owen	
Route: Oxford – Oxford – Oxford – Chester – Newport – Llandudno			
Distance: 1250 miles			
No of Starters: 140		No of Finishers: 94	
Categories: Production cars up to 1400cc Limited modifications and Colway only tyres		Entry fee: £ 998 – 1,275	
Results: CSMA members <i>in italics</i>			
1 st	Jamie Turner / Graham Dance	1993 - Rover Metro GTi	
2 nd	Matt Fowle / Peter Joy	1993 - Peugeot 106 Rallye	
3 rd	<i>Mike Biss / Cath Woodman</i>	1994 - Vauxhall Corsa	
4 th	Richard Pashley / Steve Pashley	2000 - Vauxhall Nova	
5 th	Duncan Williams / Nick Darkin	1993 - Peugeot 106XSi	
6 th	Andrew Duerden / Graham Parkinson	2004 - Vauxhall Astra	
7 th	<i>Dave Smith / Peter Johnson</i>	1999 - Vauxhall Astra	
8 th	Roy Gravestock / Tim Ball	1992 - Vauxhall Nova SRi	
9 th	Paul Heal / Matt Heal	2004 - MG ZR	
10 th	Keith Farrance / Dick Lines	1994 - Peugeot 106 Rallye	
19 th	<i>John Cotton / Gill Cotton</i>	1992 - Citroen AX GTi	
31 st	<i>Doug Powell / Alan Thomas</i>	xxxx - VW Polo	
37 th	<i>Alan Wakeman / Ian Perry</i>	Xxxx - Citroen AX GTi	
41 st	<i>Pete Gregory / Graeme Presswell</i>	Xxxx - Vauxhall Corsa SRi	
91 st	Neil Wilson / Tony Davies	2004 - Ford Puma	
94 th	Nicky Porter / Colin Francis	Xxxx - Mitsubishi Spacestar	

<h1>Lombard Rally 2006</h1>		
Organised by: Endurance Rally Association (Philip Young)		Dates: 26 - 29 October 2006 (4 days)
Officials: Director: Philip Young Clerk of the Course: Kenny Owen Secretary: Kim Bannister		Stewards: John Richardson/Rod Parkin Route Designer: Kenny Owen
Route: York – Scarborough – Carlisle – Carlisle – Blackpool		
Distance : 1250 miles		
No of Starters: 110		No of Finishers: 85
Categories: Production cars up to 1400cc Limited modifications and Colway tyres		Entry fee: £1,150 – 1,400
Results: CSMA members <i>in italics</i>		
1 st	Dale Glover / Sean Ward	Vauxhall Nova Sri
2 nd	Carl Hawkins / Iain Tullie	Vauxhall Corsa
3 rd	Jamie Turner / Graham Dance	Rover 200
4 th	Matt Fowle / Mark Appleton	Peugeot 106 Rallye
5 th	<i>Don Whitehurst / Terry Atherton</i>	Peugeot 106 Rallye
6 th	Owen Turner / Andrew Dadswell	Rover 200
7 th	<i>Mike Biss / Cath Woodman</i>	Vauxhall Corsa Sport
20 th	<i>Dave Smith / Pete Johnson</i>	Vauxhall Astra
23 rd	<i>Malcolm Grubb / Stephen Grubb</i>	Vauxhall Nova SRi
30 th	Neil Wilson / Tony Davies	Ford Puma
51 st	<i>Pete Gregory / Graeme Presswell</i>	Vauxhall Corsa SRi
68 th	<i>John Stephens / Paul Stephens</i>	Suzuki Swift GTi
84 th	<i>James Attwood / Alan Smith</i>	Ford Ka

<h1>Lombard Rally 2007</h1>			
Organised by: Wales Endurance Rally Association (Kenny Owen)		Dates: 8 – 11 November 2007 (4 days)	
Officials: Director: Kenny Owen Clerk of the Course: Kenny Owen Secretary: Kim Bannister		Steward: Roger Beales Route Designer: Kenny Owen	
Route: Gaydon Museum – Gloucester – Llandrindrod Wells – Newport			
Distance : 1250 miles			
No of Starters: 120		No of Finishers: 77	
Categories: Production cars up to 1400cc		Entry fee: £1,250 - 1,400	
Results: CSMA members <i>in italics</i>			
1 st	Owen Turner / Andy Ballantyne	Rover 214	
2 nd	Matt Fowle / Mark Appleton	Rover 200	
3 rd	<i>Mike Biss / Cath Woodman</i>	Vauxhall Corsa	
4 th	Robin Ryre-Maunsell / Peter Scott	Daihatsu Sirion	
5 th	Rob Evett / Richard Wise	Vauxhall Nova SRi	
6 th	Jamie Turner / Mike Turner	Rover 214	
7 th	Andrew Lees / Simon Lassam	Vauxhall Nova	
8 th	Phil Harris / Roger Gillard	Daihatsu Sirion	
9 th	John Davies / Edryd Evans	Peugeot 205	
10 th	Martin Clark / Bob Rutherford	MG ZR	
12 th	<i>Dave Smith / Pete Johnson</i>	Vauxhall Astra	
34 th	<i>Gordon McCree / Tony Davies</i>	Peugeot 106	
38 th	<i>Graeme Presswell / Phil Cottam</i>	Vauxhall Corsa SRi	
48 th	<i>John Stephens / Paul Stephens</i>	Rover 25	
60 th	<i>John Griffiths / John Broughall</i>	MG ZR	
71 st	<i>Paul Cunningham / Ian Perry</i>	Peugeot 205	

RAC RALLY DRIVERS TROPHY
AWARDED TO THE
HIGHEST PLACED CSMA DRIVER
COMPETING ON THE RAC RALLY

Presented by

G.Presswell, P.Cottam, T.Shields, G.Whittaker, G.Waite, D.Lewis

2nd Club Team – Lombard RAC Rally 1990

WINNERS

1990	Tony Shields	1996	Simon Chapman
1991	Graham Waite	1997	Roger Davies
1992	Roger Davies	1998	Roger Davies
1993	Graeme Presswell	1999	Graeme Presswell
1994	Roger Davies	2000	John Brooks
1995	Graeme Presswell	2001	Graeme Presswell

THE DON DALY TROPHY
AWARDED TO THE
HIGHEST PLACED CSMA CO-DRIVER
COMPETING ON THE RAC RALLY

Presented by

The CSMA Bath Group in memory of Don Daly who had accident on the 1976 RAC Rally at Sutton Park and sadly died in hospital two weeks later from his injuries.

WINNERS

1977	Keith Lay	1990	Graham Whittaker
1979	Terry Thorpe	1991	Dexter Lewis
1980	Alan Thurbon	1992	Rowland Prentice
1981	Colin Newman	1993	Phil Cottam
1982	Alan Goodrick	1994	Tim Hobbs
1983	Alastair Roe	1995	Phil Cottam
1984	Roy McNeill	1996	Peter Foy
1985	Bob Price	1997	Rob Dyson
1986	Alastair Roe	1998	Rob Dyson
1987	Alastair Roe	1999	Martin Saunders
1988	Bob Gardner	2000	Stephen White
1989	Dexter Lewis	2001	Martin Saunders

Each year the CSMA set their sights on winning the Club Team Award. This was presented to the best nominated team of 3 cars, all of whom had to finish. This was not always easy as it was not unusual for two thirds of the total entry not to make it to the end. Competing against other amateur teams from motor clubs, the Police and the Army, etc, TEAM CSMA became the one to beat each year:

Year	Position	Award	Team
1963	3rd	Lombard North Central Club Shield	Cars 119, 128, 131
1970	2nd	Lombard North Central Club Salver	Cars 130, 138, 173.
1974	2nd	Lombard North Central Club Salver	Cars 189, 190, 191
1980	2nd	Lombard North Central Club Salver	Cars 90, 127, 153
1987	1st	Lombard North Central Club Trophy	Cars 94, 96, 198
1990	2nd	Lombard North Central Club Salver	Cars 103, 105, 147
1991	1st, 3rd	Lombard North Central Club Trophy Lombard North Central Club Shield	Cars 99, 102, 165, Cars 94, 115, 152
1995	2nd	Lombard North Central Club Salver	Cars 67, 141, 182,
1997	1st	Lombard North Central Club Trophy	Cars 67, 85, 129
1998	1st	Lombard North Central Club Trophy	Cars 74, 1327, 131

The main source of reference for these records were the Club magazines, 'CSMA Gazette', 'Civil Service Motoring' and 'Motoring and Leisure' copies of which are held in the archive at the Cotswold Motor Museum. These featured in their Nov/Dec and Jan/Feb editions previews and full reports and pictures of the success of the CSMA Team. The Museum archive also holds many photos and the personal collections of those were competing as part of the Team.

More information via Google and the Official Rally Programmes

https://en.wikipedia.org/wiki/Wales_Rally_GB

https://www.juwra.com/great_britain.html

https://www.ewrc-results.com/events/?find_event=RAC+RALLY

The CSMA videos, parts 1&2 from 1995, on YouTube

<https://www.youtube.com/watch?v=AakXoPUAlxY>

<https://www.youtube.com/watch?v=mXUHBup-Pbg>



100
YEARS OF
CSMA
1923-2023



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MOTORING MUSEUM
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Over the last 100 years many thousands of CSMA members have enjoyed a wide range of Motoring, Motorsport and Leisure activities. These are all recorded in the CSMA Archive held in the Cotswold Motor Museum at Bourton on the Water, GL54 2BY

www.cotswoldmotormuseum.co.uk

