





**The Noel Curtis-Bennett Challenge Trophy**

# **A Short History of the Curtis-Bennett Rally**

A year by year of account of the premier  
CSMA event from 1935 to 2007

## **The Curtis-Bennett Rally**



Compiled by Alan Smith, based on the earlier research by Peter Donovan and  
Peter Jones

*Published January 2011*

*(Edition 1)*

## ***Did you know that ..... ?***

The most successful Groups at having their names engraved on the CB Trophy have been –

N.W. London - 15 times, 1958-59, 74, 94-00, 02-03, 05-07

N.E.London - 11 times, 1978, 83-84, 86-93

West Middx - 9 times, 1967-71, 76-77, 82, 85

The best runners up have been –

West Middx - 16 times

N.W.London - 8 times

S.E.London - 6 times

The most successful winning driver has been Mike Biss on 12 occasions, representing NEL and NWL – 1981, 83, 88-92, 95, 2003-07

Bob Head from W.Middx has won twice and the been the runner up 5 times

The most successful navigator in the 70's was Colin Francis with 5 wins, 1970, 72-73, 76, 84, each time representing a different Group and in the 90's Cath Woodman had 7 wins between 1996 and 2007

The record for competing the most times is held by Allan Goddard of West Middx Group who did not miss a single event from 1964 - 2007

The longest serving Clerk of the Course was Peter Donovan who for 23 years partnered firstly Cyril Dart from 1958-71 and then Peter Munt from 1972-80

The rally was based at the Hotel Metropole, Llandrindod Wells, every year, except one, from 1959 to 2003.

# **A Short History of the Curtis-Bennett Rally**

## **Contents**

Introduction

The All Centres and CSMA Rally (1935 - 1939)

The Curtis-Bennett Rally (1951- 2007)

Venues (1935 - 2007)

The Championship Cup (1959 - 2007)

The Collins Cup (1961 - 2005)

The Glynn Samuel Trophy (1965 - 2003)

The Metropole Trophy (1973 - 2005)

Paul Brown Memorial Trophies (1981 - 2005)

Curtis-Bennett Rally Clerks of the Course (1958 - 2007)

CSMA Captains (1951 - 2011)

Timing and Navigation over the years (50's - 90's)

Sports Membership (1956 - 2010)

CSMA HQ and Group Rallies (60's,70's, 80's)

Southern Counties Rally Championship (1962 - 1986)

## Introduction

For any Motor Club to have run a road rally every year for 72 years, albeit with brief interruptions for the Second World War and petrol rationing is a remarkable achievement. Even more so, when unlike other Motor Clubs, the CSMA always resisted opening up the entry to anyone who was not a member. It started and remained basically a social event at which members representing Groups and Centres from throughout the Country could get together for a weekend once a year to compete against each other. It very quickly became fierce but friendly competition for the chance to win the coveted CB Trophy.

Before the War members from local CSMA Groups jumped into their cars and onto their motorcycles and set out to meet up for the 'CSMA Rally', an annual social weekend. This involved a surprisingly long road run to get to Castle Donington in the first place but, once there the members, families and friends, in their thousands, were entertained by driving tests, car gymkhanas, car and motorcycle displays, usually followed by a Dinner Dance.

When the event resumed, after the War and the end of petrol rationing, the social activities and the event format continued, firstly at the Post Office Training School at Stone in Staffordshire and then at the Prestatyn Holiday Camp in North Wales. In the early years there were as many motorcyclists as motorists and often the riders were victorious over the drivers.

The move to the Metropole Hotel in Llandrindod Wells in 1959, where it was to remain for the next 44 years, and the opportunities presented by the great local rallying roads saw the night road rally for cars become the dominant feature of the weekend. The driving tests around the lake, the gymkhana, the evening dance and prize-giving attended by local dignitaries, still brought everyone together for a social occasion. Reports and pictures of the weekend were featured prominently in the CSMA Gazettes of the day.

In the 60's,70's and early 80's the event became more demanding, the cars became quicker and the competitors more skilful, (the long runs to the common starting point had now been dropped and the motorcyclists had been left behind). As a straightforward night road rally the event was as good as any other club rally in Wales at that time.

The battle to win the CB Trophy remained as intense as ever and the fortunes of the Groups often went in phases, some achieving a hat trick of wins before fading away - Newcastle, (50's), W.Middx, (60's), Portsmouth, (70's), N.E.London, (80's). In the latter years N.W.London dominated with a total of 15 wins, no other Groups being able to muster any effective competition against them.

In the 90's the weekend still comprised the night road rally and the Dunlop autotest but it was proving less and less of a 'must do' event for many reasons: increased regulation and the perceived anti-social nature of road rallying had seen the demise of the individual Group events from which the competitors were drawn; more restrictive rally rules encouraged trickier navigation techniques; reports of the event no longer featured in the revamped CSMA magazine 'Motoring and Leisure' so that the existence of the event was only known to rally enthusiasts; and members were increasingly faced with a wide range of alternative activities competing for their leisure time.

In the last few years efforts were made to halt the slow decline of the event by widening the range of weekend attractions but it was too late to save it. A lack of organisers, finance, competitors and increased regulation all proved too much in the end and the event did not run after 2007.

# The Curtis-Bennett Rally

## Sir Noel Curtis-Bennett

In 1922 Frank Edwards, recognised as the founder of the CSMA, approached the Civil Service Sports Council, with a view to setting up a section for motorcyclists to compete as a team on motor cycle trials. Noel Curtis-Bennett suggested setting up an independant motoring association and following this the inaugural meeting of what was then to become the CSMA was held at the Treasury in 1923.

At the first meeting Noel Curtis-Bennett was appointed as a Vice President of the CSMA. He was knighted in 1932 and made a life member of the CSMA in 1933. In 1934 he was elected as its President, a post he held until his death in 1950.

In 1937 whilst Chairman of the Civil Service Sports Council Sir Noel received a magnificent trophy from the Guild of Master Motorists. He donated this to the CSMA who chose to present it for the best performance by a Centre or Group on the CSMA Rally.

Following the death of Sir Noel the CSMA received a letter from the Guild of Master Motorists requesting the return of the Trophy which they claimed had been on loan on the basis that CSMA members were recruited into the Guild. When this failed to materialise they asked for it back. Needless to say the Trophy is still in the hands of the CSMA.

## Whitchurch (Shropshire) 1935

This was the year it all started .....

Manchester Centre organised a car Gymkhana at Whitchurch in Shropshire and called the event the '**All Centres Rally**'. The Saturday social event was attended by 300 people and the following day 120 members paid 3d to take part in the 10 tests.



<b>Donington</b> (Leicestershire)	<b>1936</b>
-----------------------------------	-------------

Due to its popularity Manchester Centre suggested that the event be taken over by CSMA HQ. The weekend event was called the '**CSMA Rally**' and comprised both a 500 mile road event converging on Donnington , and a Gymkhana known as the '**Donnington Rally**'. The road event attracted 265 mostly motorcycle entrants whilst the Gymkhana with its displays by the Royal Corps of Signals 'Trick Riders Team' on both motorcycles and horseback attracted 1500 members, their families and friends.

<b>Donington</b> (Leicestershire)	<b>1937</b>
-----------------------------------	-------------

The weekend attracted an estimated 2000 spectators for the Gymkhana and the road rally. Starting from various points throughout the Country the 550 mile night and day route was advertised as being run on "*good road surfaces*" and as a result 56 of the 80 starters made it to the finish. The newly acquired '**Noel Curtis-Bennett Trophy**' was presented for the best overall performance. Norwich and Manchester Centres can claim to be the first joint holders of the '**CB Trophy**'.

<b>Donington</b> (Leicestershire )	<b>1938</b>
------------------------------------	-------------

Centres arranged their own starting points which converged at Worcester and then followed a common route via North Wales, a total of 450 miles. Of the 93 entries only 21 were penalty free and qualified for souvenir awards. Leeds were the winning Group.

<b>Donington</b> (Leicestershire)	<b>1939</b>
-----------------------------------	-------------

Again from various start locations the 450 mile overnight route converged on Donnington for a series of tests on arrival. 60 crews paid 3/6d to enter and 23 made it without penalty. The CB Trophy was jointly won by Portsmouth and Essex Groups and held by them until after the War and the end of petrol rationing allowed the CB Weekend to resume again.

<b>Stone</b> (Staffordshire)	<b>1951</b>
------------------------------	-------------

CB		89 entries 300 miles
<u>CB Winners</u> <b>South London Centre</b> J Richmond H Perring J Price		<u>Runners-up</u> <b>Manchester Centre</b> F Ridyard A Lilley
C Wells J Richmond H Perring F Ridyard A Lilley J Price A Cope J Latimer G Maddick	BSA 500 Singer 8 Vauxhall 18 BSA 350 Ford 10 AJS 500 BSA 500 MG Brough	Bath S.London S.London Manchester Manchester S.London Merseyside Yorkshire Southern

After a lapse of 12 years during the War a new venue was found at the PO Training School at Stone, the previous one at Donnington was still a disused POW camp! There were 89 competitors with crews from 19 Centres entered in the road rally, 52 using cars and the rest solo and sidecar motorcycles. There was a common route from Macclesfield, after those starting in the north had gone via Penrith and those from the south had gone via Gloucester. The total distance overnight was 300 miles at an average of 24mph for small cars and motorcycles and 26 mph for the larger cars. Most of the 69 finishers were penalty free on the road and the result was decided on the short tarmac and gravel manoeuvrability driving tests. The CSMA Gazette reported that, *"there were some very good performances in the approved rally manner, i.e. much wheel screech, wheel-spinning on the gravel and hectic steering"*.

<b>Stone</b> (Staffordshire)	<b>1952</b>
------------------------------	-------------

CB		111 entries 300 miles
<u>CB Winners</u> <b>Newcastle on Tyne Group</b> P Ramsden H Mays E Myers J Henderson		<u>Runners-up</u> <b>North London Centre</b>
P Shorer D Garrard H Eldridge D Edwards H Mays M Boulton F Davies J Banks J Bell	Ariel 500 Healey 2.5 litre Triumph 500 BSA 125 BSA 500 Ariel 500 Enfield 350 AJS 500 Morris 9	Essex N.W.London Essex Mersyside Newcastle N London N. London Glasgow N.W.London

Starting from 14 points all over the country the larger entry comprised mainly motorcycles, the winning team were four motorcyclists. The entry was divided into eight classes ranging from solos under 250cc to cars over 1200cc made after 1947 and so included everything from a BSA Bantam to a Jaguar XK120. Although many found the overnight time schedule a bit too tight and a number of motorcyclists had to retire after running out of petrol, the route certainly sorted out the best crews before they attempted the two acceleration/braking tests at the finish. A new innovation this year was the award of the Attendance Shield to the Group/Centre who had the most members travelling the most miles to the event, this was awarded to South London Centre.

<b>Stone</b> (Staffordshire)	<b>1953</b>
------------------------------	-------------

CB		125 entries 300 miles
<u>CB Winners</u> <b>Newcastle on Tyne Group</b> P Ramsden E Myers G Potter G Armstrong		<u>Runners-up</u> <b>North West London Group</b> D Garrard J Bell J McClelland K Wheeler
P Ramsden P Horrocks J Bell E Myers M Bennett R Birnie G Potter	Norton 500 Jaguar SS100 Morris 9 BSA 500 Fiat MG Magnette BSA 600	Newcastle Birmingham N. W. London Newcastle S.E. London Merseyside Newcastle

Thirteen Centre/Group Teams started but only three made it to the finish intact in what is essentially a team event. The very wet weather made the going tough especially for the solo motorcyclists and for the first time some of the sidecar outfits had rigged up an inter-com between the rider and the navigator. The regularity section on the common route had to be cancelled when the marshals failed to make it on time so the overall result depended on the performances on the two driving tests at the finish. After the event the Competitions Committee concluded that *“the poor weather conditions encountered during the night run resulted in undue mental fatigue and a subsequent deterioration in general performance on the common course in the morning”*.

<b>Stone</b> (Staffordshire)	<b>1954</b>
------------------------------	-------------

CB		116 entries 300 miles
<u>CB Winners</u> <b>Newcastle on Tyne Group</b> S Forrester E Clemison P Ramsden E Myers		<u>Runners-up</u> <b>Midland Centre</b>
D Baird P Horrocks K Wheeler K Christian S Forrester E Clemison P Ramsden J McClelland	Singer 9 Jaguar SS100 MG Ford Prefect Austin 10 Matchless 350 Norton 500 Austin Somerset	Glasgow Birmingham N.W.London Midland Newcastle Newcastle Newcastle N.W.London

Although for the first time the multiple start run-up route details were published the previous month in CSMA Gazette this did not help other Groups in their bid to beat Newcastle Group who went on to achieve a hat trick of wins. They reported that *“the route from Newcastle to Penrith was over clear and well known, if hilly, roads and the only bickering between navigators and drivers were domestic on ‘ whether ’ or ‘ when ’ to take the ‘ wakey-wakey ’ pill. The only untoward incident was when Mr Coulson on his motorcycle was struck in the face by a tennis ball before reaching Corbridge! Fortunately, he retained his balance”*.

<b>Prestatyn</b> (North Wales)	<b>1955</b>
--------------------------------	-------------

CB	Guy Belsey	entries 300 miles
<u><i>CB Winners</i></u> <b>Yorkshire Centre</b> D Noble J Timms ?		<u><i>Runners-up</i></u> <b>Newcastle on Tyne Group</b> M McPherson S Forrester P Jefford
D Noble D Baird J Timms E Rose M McPherson S Forrester E Jenner B Meyer P Jefford J Richmond		Singer 9 MG  Jowett Jupiter Ford Consul  Yorkshire Glasgow Yorkshire S.London Newcastle Newcastle S.London Gloucester Newcastle S.London

All the routes converged at Wrexham in the early hours of the morning when competitors were handed the details of the final 57 mile common route to the holiday camp at Prestatyn. It was a scenic, twisty and hilly route but shrouded in mist and rain, a slight let up from the torrential rain throughout the night that caused half the motorcycle entry to retire. The bad wet weather contributed to one or incidents during the night – one competitor was taken to hospital, two cars overturned and one competitor went through a gate without opening it. It was also reported that there had been a problem finding enough people to man some of the checkpoints. To make it fairer for the smaller Groups it was decide that teams had to be nominated in advance rather than being made up from the best three on the day.

**Prestatyn** (North Wales)

**1956**

CB		133 entries 300 miles
<b><u>CB Winners</u></b> <b>Midland Centre</b> Mr and Mrs R Johnson Mr and Mrs R Williams Mr and Mrs A Speed		<b><u>Runners-up</u></b> <b>Yorkshire Centre</b> D Noble J Timms ?
R Thain R Johnson R Williams D Clarke E Cleminson D Noble J Timms S Forrester F Davies B Barratt	BSA 650 Vincent 1000  Matchless	Midland Midland  Newcastle Yorkshire Yorkshire Newcastle Essex

A record number of entrants representing 20 Centres and Groups started from 14 different points, those from the south met up at Tewkesbury and those from the north at Penrith. A slight change of format this year so that after converging at Chester competitors tackled the hill start driving tests on the road before reaching the finish venue from where they were sent out again on the 'Navigation Course'. This comprised a 60 mile route down a maze of narrow tortuous lanes south of Rhyl requiring accurate navigating to find the nine route checks. This year, not only were the winning team all on motorcycles - they were all married couples !

	<b>1957</b>
--	-------------

CB		
<u>CB Winners</u>		<u>Runners-up</u>

This year the event was cancelled due the petrol rationing still in place after the Suez Crisis.

The Competition Committee in considering their plans for the following year had to take into account new regulations from the RAC. These included the requirement to provide a manned control at intervals of not more than one hour apart, to have two undisclosed checks to observe competitors' speed, driving manners and noise and to carry competition numbers, no more than two inches high.



<b>Prestatyn</b> (North Wales)	<b>1958</b>
--------------------------------	-------------

CB	Cyril Dart / Peter Donovan	120 entries 300 miles
<u>CB Winners</u> <b>North West London Group</b> E Coleman J Deauville D Robinson		<u>Runners-up</u> <b>Midland Centre</b> R Johnson R Williams H Snook
E Coleman F Davies G Dennis T Jenkins J Ramsay R Stainton F Norris R Gorton J Scott E Jenner	Volkswagen  Austin Somerset Jaguar  Morris Minor Morris Minor  Volkswagen	N.W.London Essex  London Southern  N.W Centre N.W.Centre Farnborough S.London

Eight starting points from Cardiff to Moffat saw the 120 entries line up for the early evening start. Interestingly the entry this year only included ten motorcycles. The common course commenced at Llangollen where the competitors were handed a 1" map, already marked with the 7 route checks and the 11 time controls, and the task was to plot the shortest route between them. Once they set off this turned out to be a tough challenge as the "*short distances of unsurfaced roads*" turned out to be considerable distances through farm yards and quarries over rock, mud and grass following a route only defined by the wheel tracks of previous competitors. Opinions were mixed at the finish as to whether it had all been too difficult as only 57 very muddy cars and motorcycles had visited all the controls and completed the whole route. It was fortunate that this year the winner was found on the road rather than on the test at the finish - as it was a question of estimating the altitude of the highest point on the route! Peter Donovan had joined Cyril Dart on the organising team for the first of 14 years.

<b>Llandrindod Wells</b> ( Mid Wales )	<b>1959</b>
--	-------------

CB	Cyril Dart / Peter Donovan	114 entries 300 miles
<u>CB Winners</u> <b>North West London Group</b> J Deauville D Robinson E Coleman		<u>Runners-up</u> <b>Bedford Group</b> P Rowcroft R Bottomley E Draycott
V Roberts / Mrs L Roberts J Dennett G Crossley W Bardsley J Beamont J Wennell R Bottomley M Freeman D Wakefield P Munt		S.Worcester S.E.London S.Worcester S.Worcester  W. Middx Bedford  N.W.London

As in previous years the overnight runs of about 200 miles from the 12 starting points were deliberately kept simple due to the impossibility of making each route of equal difficulty. After all the routes converged at Kidderminster there was a common route to Llandrindod Wells. After breakfast the map reading section, a copy of map 128 with the controls marked, was issued to each competitor. The roads were smoother this year but the navigation was trickier. The ability to assess whether a 'white' road on the map was in fact passable and ensuring the controls were approached from the right direction were the keys to success. Back at the Metropole Hotel finish six young ladies 'borrowed' from the local telephone exchange were to be found in the Wedgewood Room busy working on the results. The outcome was that the same three team members from North West London Group had won for the second time. It was reported that "*the new venue seems to be a great success and we look forward to next year*", quite an accurate prophecy considering the event remained based at the Metropole for the next 44 years.

<b>Llandrindod Wells</b> ( Mid Wales )	<b>1960</b>
--	-------------

CB	Cyril Dart / Peter Donovan	entries 300 miles
<u>CB Winners</u> <b>South Worcester Group</b> W Bardsley G Crossley V Roberts		<u>Runners-up</u> <b>South East London Group</b> D Keen / Mrs J Vaughan J Dennett S.Bate
Dr Scott-Murray = R Munn = W Bardsley G Crossley D Keen / Mrs J Vaughan J Dennett D Wakefield J Deauville D Robinson V Roberts		S.Worcester (B) Glasgow S.Worcester(A) S.Worcester(A) S.E.London S.E. London  N.W.London N.W.London S.Worcester(A)

It was a 5pm start for the Glasgow crews who had to drive 150 miles more to reach the start of the common route at Droitwich. Following a tulip route card eighteen crews had lost time or missed a control whilst others arrived at Llandrindod Wells in plenty of time *“a previous winner had time for a sleep before clocking in, but slept 8 minutes too long!”*. The 120 mile daylight Mountain Course started at 7am, competitors being issued with copies of the map with 21 controls marked. Straightforward enough, except that the direction of approach to each was not known until the preceding control and even then the correct route was not obvious, often involving finding small obscure tracks to arrive correctly. The one control without a defined approach resulted in two competitors having a head on collision. As usual the rally was well received by the locals, the marshals in one farmyard *“were given a flagon of cider to comfort them in their long vigil”*. At the finish two crews with penalties of 8 minutes tied for first place. There was just one motorcycle entry and this was the last time any entered.

*“ One of the outstanding performances of the rally was by Daphne Pritchard – as she is the daughter of the former CSMA Treasurer we may be permitted to use her Christian name – who lost the services of her navigator entirely, except that he was able to shine a torch on the map. So Daphne bravely carried on regardless to the end, following the map on her lap at the same time. Fine show, indeed ! “*

<b>Llandrindod Wells</b> ( Mid Wales )	<b>1961</b>
--	-------------

CB	Cyril Dart / Peter Donovan	94 entries 300 miles
<u>CB Winners</u> <b>Bedford Group</b> P Rowcroft / R Bottomley H Curnow / D Huckle /		<u>Runners-up</u> <b>South Worcester Group</b> R Gill / D Wooler / A Holt Mrs J Callan / N Guest
Dr Scott Murray / A Moore P Rowcroft / R Bottomley I Whyte V Roberts Mrs J Callan H Polden J Anslow S Hattersley A Mason R Thain		S. Worcester Bedford N. Cotswolds S. Worcester S. Worcester N. London  Birmingham N. London

The crews met up at Droitwich for the start of the next section which was a 70 mile run at an average of 25-30mph following 63 tulip diagrams to reach the secret location of Control 'X'. It was here that the map reading section was issued and from previous experience this was expected to be on map 128 (S.London Centre had even spent a weekend doing a recce of the local area to establish which of the 'whites' were 'go-ers'). Imagine their surprise when they realised that in fact they were starting from near Brecon, in the middle of map 141. The route was described as "*110 miles of hard mountain motoring* " and at an average speed of 30 mph with 27 time controls it was going to be tight, especially as there were 3 controls in the first five miles. During the night there was a 'special stage' - a 1½ mile hillclimb timed to the second and then two driving tests around the lake at Llandrindod Wells before breakfast at the Metropole. This was a tough event but with two hours maximum permitted lateness 46 crews managed to report to all the controls and be classified as finishers. As reported in the CSMA Gazette South Worcester Group thought they had won for the second year but a protest by Bedford Group was upheld by the Stewards and the result was changed.

<b>Llandrindod Wells</b> ( Mid Wales )	<b>1962</b>
--	-------------

CB	Cyril Dart / Peter Donovan	entries 300 miles	
<u>CB Winners</u> <b>South East London Group</b> D Keen / Mrs J Vaughan J Dennet / S Bate T Scruton / P Gall		<u>Runners-up</u> <b>West Middx Group</b>	
D Keen / Mrs J Vaughan R Fail / E Jeffries O Smith / R Davies R Coppage / D Keen R Borman / P Munt W Bardsley / J Arthur C Skinner / P Skinner J Deaville / B Coleman M Freeman / C Vernon I Whyte / A Davis		Austin Healey Sprite Ford Anglia Mini Cooper  Renault Morris Minor Volvo 122 Saab Austin Mini	S.E.London  Nottingham  N.W.London S. Worcester  N.W.London  Gloucester

As darkness fell the competitors, some well ahead of schedule, started to arrive after their 120 mile run at the secret Control 'X' near Welshpool. Just before their due start time each competitor was handed a copy of map 117 and a time schedule showing the 31 controls that had to be visited at an average speed of 30 mph to avoid penalties, a tall order - *"with head lamps blazing the first car, an Anglia, hove into sight and tore into the control, it was noted that once again he had his usual 3 navigators in attendance"*. Although nine minutes late at this control he went onto finish second overall. A 'special stage' formed part of the 'tulip' section back to the finish. This was divided into ½ mile sections with one minute allowed for each. It was a very rough, loose surface section and everyone lost time. Each year the standards are raised not only in the toughness, the timing and the number of marshals required, 120 this year, but also in the preparation of the crews and their cars which are now equipped with seat belts, spot lights, helphos lights, map lights, watches and Halda tripmeters. This year it was considered that with some of the rough roads it was just too much for the ordinary member in his standard family car.

<b>Llandrindod Wells</b> (Powys)	<b>1963</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	92 entries 200 miles		
<u><b>CB Winners</b></u> <b>Portsmouth Group</b> K Dubois / E Pattenden T Pilbeam / A Yoward G Hayles / J Bennett		<u><b>Runners-up</b></u> <b>West Middx Group</b> J Wennell / Miss B Sabey Mrs J Tinn / S Tinn K Foster / Miss Clouter		
K Dubois / E Pattenden J Wennell / Miss B Sabey T Pilbeam / A Yoward H Holmes / C Bonneywell D Keen / Mrs J Vaughan W Hayes / G Alcorn G Nobles / A Holt R Bottomley / R Rowcroft D Parsons / M Pratt R Stevens / P Munt		<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">           Mini Cooper            Simca 1300             Austin Healey Sprite            Ford Anglia            Triumph TR4            Saab            Ford Anglia         </td> <td style="width: 50%; border: none; vertical-align: top;">           Portsmouth            W.Middx            Portsmouth             S.E.London            S.E London             N.Cotswolds             N.W.London         </td> </tr> </table>	Mini Cooper Simca 1300  Austin Healey Sprite Ford Anglia Triumph TR4 Saab Ford Anglia	Portsmouth W.Middx Portsmouth  S.E.London S.E London  N.Cotswolds  N.W.London
Mini Cooper Simca 1300  Austin Healey Sprite Ford Anglia Triumph TR4 Saab Ford Anglia	Portsmouth W.Middx Portsmouth  S.E.London S.E London  N.Cotswolds  N.W.London			

Although an overall national speed limit of 50 mph had recently been imposed to save petrol this did not deter 92 crews entering the event. Four changes had been introduced to make the event more acceptable – a shorter concentration run; the details for the common route being issued at the various starting points for plotting en route; an easier and shorter route for the novices and seeding of the experts based upon their previous rally results. Having had the opportunity of comparing their route against the organisers marked map before the start at Bromyard there were those who thought it was all going to be too easy in comparison with previous years. However, with roads and junctions not as shown on the map and with controls located up what appeared to be footpaths the navigators still had a job to do and just four managed to get their drivers round without losing any time. The usual driving tests around the lake favoured the Mini Coopers and it was a close result for the CB Trophy with Portsmouth Group just beating West Middx Group by one penalty mark.

<b>Llandrindod Wells</b> (Powys)	<b>1964</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	80 entries 200 miles on maps 127,128,129
<u>CB Winners</u> <b>Hereford Group</b> W Evans / M Like R Barker / K Evans G Rye / G Till		<u>Runners-up</u> <b>Nottingham Group</b> D Smith / R Clark H Pallin / D Hall A Blackburn / G Gibson
R Bottomley / P Rowcroft R Fail / E Jeffries A Davies / T Dowler D Parsons / M Pratt W Hayes / G Alcorn V Roberts / B Arthur H Davies / J Bate Miss R Lapage / E Brundle W Evans / M Like D Smith / R Clark P Munt / R Baldwin	Ford Cortina Ford Anglia Mini Cooper  Volkswagen Beetle Sunbeam Rapier	Bedford  N.Cotswolds W.Middx S.E.London S.Worcester Southampton Reading Hereford Nottingham N.W.London

The 80 entries this year represented 26 different Groups. To tighten up on the previous year's route definition the competitors were given a vast list of grid refs to plot on their way to Leominster. Only as they were due to start were they told which related to controls, which were dummies and the sequence in which to visit the controls. The first half contained quite a few 'whites' but 12 top crews lost no time. Then the first control after changing over to map 127 proved to be the toughest of the event – “ a 5 minute thrash up the side of a hill, through a farmyard and down some tight hairpin bends“ where everyone lost time. More time was expected to be lost along the Elan Valley where there was a sequence of ten controls, two at 2 minute and seven at 1 minute intervals. Thanks to the efficient marshals the experts still managed to avoid losing any more time. A tie at the finish with two crews both with a one minute penalty had to be decided on the driving test around the lake where the Cortina just beat the Anglia by 2 seconds to win overall.

<b>Llandrindod Wells</b> (Powys)	<b>1965</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	85 entries 200 miles on map 140
<b><i>CB Winners</i></b> <b>Cardiff Group</b> G John / L Evans B Parker / G Jones N Davies / D Smallridge		<b><i>Runners-up</i></b> <b>South Worcester Group</b> G Nobles / F Dent V Roberts / J Arthur W Bardsley / J Wood
G John / L Evans B Parker / G Jones W Evans / M Like B Prior / S Tinn R Bottomley / A Johnson G Nobles / F Dent C Mockeridge / H Thomas Miss R Lapage / E Brundle A Davies / T Dowler V Roberts / J Arthur		Ford Cortina GT  Triumph TR4  Mini Cooper  Cardiff Cardiff Hereford W.Middx Bedford S. Worcester Bristol Reading N.Cotswolds S.Worcester

For those 23 crews starting their rally from Llandrindod Wells the Abergwesyn mountain road *“must have been a very pleasant run on such a fine evening”* At the start of the common route from Glasbury on Wye *“the squad of girls spared no efforts for the comfort of the marshals”* whilst the organisers were hastily adjusting the sealed watches, which had been set incorrectly, before the first car was due. The route headed off to Talgarth, Brecon, Trecastle, Llangadog, and long loop round to the halfway halt at Llandeilo. Time was being lost on some of the longer white roads but at the finish three crews were still penalty free. The infamous tree at the end of the lake did not feature this year in the three tie deciding driving tests. With good performances from Cardiff Group they emerged as surprise winners to secure the CB Trophy for the first time. The Chairman of the Council and the MP for Brecon both presented awards at the evening social get-together and *“paid tribute to the proper organisation of our rallies and the general good behaviour of those taking part”*.



<b>Llandrindod Wells</b> (Powys)	<b>1966</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	71 entries 200 miles
<u>CB Winners</u> <b>Cardiff Group</b> B Parker / R Morgan G John / L Evans G Francis / W Evans		<u>Runners-up</u> <b>North Cotswolds Group</b> A Davies / T Dowler K Thacker / A Preece K Dudley / T McMahon
B Parker / R Morgan A Blackburn / J Bate G John / L Evans H Williams / J Ottaway G Francis / W Evans J Thomas / G Andrews C Mockridge / H Thomas K Dudley / T McMahon G Harrop / R Gartside W Bardsley / F Dent	Ford Cortina GT Hillman Imp Morris 1100 Mini Cooper Ford Cortina GT Ford Cortina GT Ford Cortina GT Austin Healey Sprite Ford Cortina Mini Cooper	Cardiff Nottingham Cardiff Bath Cardiff Leeds Bristol N.Cotswolds Manchester S.Worcester

A major change occurred in the format of the event as the multiple starting points and run up routes had to be dropped due to the introduction of mileage based authorisation fees (Chesham Report). All the competitors therefore started and finished at the Hotel Metropole. The route headed west once again over the Abergwesyn pass to Tregaron, onto New Quay on the coast and south to the halfway halt at Newcastle Emlyn, where only two cars were penalty free. On the way back the 'special stage' planned in a forest between Llandovery and Llanwrtyd Wells had to be cancelled and so the driving tests around the lake back at the finish were run as the 'special stage'. This was intended to be the tie decider for the rally but in fact there were no ties on the road but there were three on the test. It had been a tough event with 28 retirements and the team from Cardiff put in a very strong performance to have all their crews finish in the top five and so easily beat their nearest rivals North Cotswolds. The winning navigator, Randall Morgan, commented that *"it was an excellent route with no trickery and with sections on a par with a good Motoring News event. The marshalling and organisation was excellent and goes to show that good rallies can still be organised within the new regulations without resorting to car breaking events"*.

<b>Llandrindod Wells</b> (Powys)	<b>1967</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	entries 250 miles
<u><b>CB Winners</b></u> <b>West Middx Group</b> L Castledine / E Garner Miss B Sabey / K Eaton T Hancock / G Eteson		<u><b>Runners-up</b></u> <b>Cardiff Group</b> B Parker / R Morgan R Girvan / J Girvan C Francis / N Salt
B Parker / R Morgan D Berrecloth / D Medhurst F Holmes / J Wood A Blackburn / P Skinner K Dudley / T McMahon C Mockridge / H Thomas L Castledine / E Garner D Burman / A Turner Miss B Sabey / K Eaton T Hancock / G Eteson		Ford Cortina GT Ford Cortina GT  Hillman Imp Mini Cooper  Mini Cooper Mini Cooper Mini Cooper Sunbeam Chamois
		Cardiff S.E.London S.Worcester Nottingham N.Cotswolds Taunton W.Middx Nottingham W.Middx W.Middx

Cardiff entered a strong team hoping to come out on top again but West Middx also fancied their chances of winning the Trophy. This year there were crews from Scotland and Belfast the latter spending their Group Frizzell money on preparing their car. The route headed north to Newtown and then east to cross the border into England as far as Ludlow. Although Cardiff and West Middx both lost valuable team members due to slight accidents on the two 'selectives' the other action of the night was down a 'white' where the ford looked harmless enough but the drop into it, the deep water and rocks caused many a car to cough and splutter its way along the track that climbed up through a quarry and back onto the main road. The driving tests around the lake no longer ended the rally. Repeating their excellent performance of last year the top Cardiff crew were the only ones to remain penalty free all night but at the end it was West Middx who just piped them by one penalty mark to claim the Trophy.

<b>Llandrindod Wells</b> (Powys)	<b>1968</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	53 entries 250 miles on maps 127 and 128
<u>CB Winners</u> <b>West Middx Group</b> N Cook / E Brundle S Siemssen / Mrs C Siemssen Miss B Sabey / K Eaton		<u>Runners-up</u> <b>Cardiff Group</b> D Bowlis / C Francis G John / L Evans R Girvan / J Girvan
D Burman / A Turner N Cook / E Brundle D Bowlis / C Francis S Siemssen / Mrs C Siemssen J Birkett / M Price R Stevens / R Abbott G John / L Evans Miss B Sabey / K Eaton P Munt / T Baldwin M Carter / A Dowler	Mini Cooper Ford Anglia Vauxhall Viva GT Mini Cooper Austin Mini Volvo 122 Hillman Hunter Mini Cooper Volkswagen Beetle Austin Mini	Nottingham W.Middx Cardiff W.Middx Nottingham N.W.London Cardiff W.Middx N.W. London N. Cotswold

Another change in format this year, aimed at those who could not get time off work, the event moved from Friday to Saturday night, still over the Whitsun weekend. In the battle of the teams West Middx went for quantity with nine crews whilst Cardiff were banking on quality with just three crews. *“Could Cardiff provide the best individual performer for the fourth successive year?”* Pre-event plotting consisted of a list of 75 map references of ‘goers’ that might be on the route and another 60 references of rough roads not on the route. The first half of the route went east of the Llanidloes start, returning there for halfway and then west towards Aberystwyth and back via Devils Bridge and the Elan Valley. One driver knew he had to press on more *“so for the second half he took off his jacket and tie and got down to business with some effect”*. The top crews battled all through the wet night to stay on time, particularly when it came to finding their way amongst the maze of ‘whites’ through a series of disused quarries. At the end West Middx emerged victorious with Cardiff runners up again.

<b>Llandrindod Wells</b> (Powys)	<b>1969</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	89 entries 225 miles
<u>CB Winners</u> <b>West Middx Group</b> Miss B Sabey / K Eaton S Tinn / E Garner S Siemssen / Mrs C Siemssen		<u>Runners-up</u> <b>South East London Group</b> D Berecloth / D Medhurst P Skinner / J Bate J Barnard / P Beeson
K Dudley / T McMahon P Skinner / J Bate D Berecloth / D Medhurst J Birkett / M Price D Davies / C Mainwaring Miss B Sabey / K Eaton S Tinn / E Garner S Siemssen / Mrs C Siemssen P Munt / A Baldwin	Honda S800 Ford Cortina GT Austin Mini Ford Escort GT Mini Cooper Mini Cooper Mini Cooper	N .Cotswolds S.E.London S.E.London  Hereford W.Middx W.Middx W.Middx N.W.London

The change to a Saturday night event was not popular so it was another Friday night start from Llanwrda as the route headed off towards Lampeter. This year there were sufficient entries for nine Groups to make up teams. *“The supper and refuel break was near Newcastle Emlyn and as each car arrived it was virtually mobbed by spectators”*. There were obviously some tricky junctions to find as cars were reported to be going in all directions and with others missing controls and experiencing mechanical problems the leading runners were rapidly falling by the wayside. The team from West Middx just managed to hold off South East London, who went away with most of the other trophies.

<b>Llandrindod Wells</b> (Powys)	<b>1970</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	88 entries 170 miles on map 140																		
<b>CB Winners</b> <b>West Middx Group</b> D Finch / M Haywood Miss B Sabey / K Eaton S Siemssen / Mrs C Siemssen		<b>Runners-up</b> <b>South East London Group</b> J Campion / P Bradford J Barnard / P Beeson P Skinner / J Bate																		
D Burman / C Francis D Finch / M Haywood Miss B Sabey / K Eaton S Siemssen / Mrs C Siemssen N Cook / L Andrews P Munt / A Baldwin J Campion / P Bradford R Girvan / J Girvan C Marsden / K Lay K Hindle / L Castledine		<table style="width: 100%; border: none;"> <tr> <td style="width: 33%; padding: 5px;">Mini Cooper</td> <td style="width: 33%; padding: 5px;">Nottingham</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">W.Middx</td> </tr> <tr> <td style="padding: 5px;">Mini Cooper</td> <td style="padding: 5px;">W.Middx</td> </tr> <tr> <td style="padding: 5px;">Mini Cooper</td> <td style="padding: 5px;">W.Middx</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">N.W.London</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">S.E.London</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">Cardiff</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">W.Middx</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">W.Middx</td> </tr> </table>	Mini Cooper	Nottingham		W.Middx	Mini Cooper	W.Middx	Mini Cooper	W.Middx		N.W.London		S.E.London		Cardiff		W.Middx		W.Middx
Mini Cooper	Nottingham																			
	W.Middx																			
Mini Cooper	W.Middx																			
Mini Cooper	W.Middx																			
	N.W.London																			
	S.E.London																			
	Cardiff																			
	W.Middx																			
	W.Middx																			

Encouragingly for the future there were crews from 25 different Groups and more novice than expert entries lined up at the Llanwrda for the start of a compact route all on one map. Times on the only 'selective' were no longer significant as *"all the seeded crews were struggling unsuccessfully to keep to time and even among the higher numbers the penalties accumulated rapidly"* After 100 miles of intensive rallying the competitors found themselves back at the start for the supper halt. A run over the Abergwesyn pass featured in the second half to the penultimate control at Sugar Loaf before the run back to Llandrindod Wells. *"West Middx had had eleven crews in at the start and most of them were still running well so the destination of the enormous trophy was never really in doubt"*

<b>Llandrindod Wells</b> (Powys)	<b>1971</b>
----------------------------------	-------------

CB	Cyril Dart / Peter Donovan	119 entries 170 miles on map 140
<u>CB Winners</u> <b>West Middx Group</b> D Finch / M Haywood R Harris / A Morrell C Marsden / K Lay		<u>Runners-up</u> <b>South East London Group</b> D Berrecloth / D Medhurst J Barnard / P Beeson G Alexander / G Savage
D Finch / M Haywood D Burman / C Francis N Cook / L Andrews D Davies / C Mainwaring D Berrecloth / D Medhurst E Manktelow / J Evans R Allen / R Smith J Birkett / M Price B Maddox / D Patten D Goulden / N Mackenzie		Ford Escort  Mini Cooper  Thames Van  Mini Cooper  Vauxhall Viva GT  W. Middx Nottingham  S.E.London N.W.London Bedford  Tunbridge Wells N.Cotswold

A considerably bigger entry this year with North West London in particular entering 15 crews, to make up 5 teams, and 16 other Groups entered at least one team in a determined effort to stop the West Middx winning streak. Besides the Minis, Cortinas and Escorts there was plenty of variety in the start line up – Morris Minor, Hillman Minx, Jowett Jupiter and a Ford van. In the first half there were some uncharacteristic mistakes from the leading crews finding the controls and passage checks first time and into the second half on the long loops in Clun Forest leading down to Kerry the winners piled on the pressure to consolidate the lead they had maintained from the start. So West Middx had made it 5 wins in a row

After 14 years Cyril Dart stood down as C of C. So ended an era when the Dart / Donovan duo had transformed the event into a respected night road rally equal to any other event available in Wales at the time.

<b>Llandrindod Wells</b> (Powys)	<b>1972</b>
----------------------------------	-------------

CB	Dave Finch / Peter Donovan	100 entries 180 miles on map 139
<u><i>CB Winners</i></u> <b>South East London Group</b> J Campion / P Claydon R Peto / N Ashford D Berrecloth / D Medhurst		<u><i>Runners-up</i></u> <b>Nottingham Group</b> J Birkett / M Woodward P Brown / P Haynes P Swift / R McDonald
N Cook / C Francis J Campion / P Claydon P Callow / P Bradford J Birkett / M Woodward D Germaney / T McMahon P Brown / P Haynes D Smith / T Timms Miss D Pritchard / B Smith A Thurbon / R Baldwin R Haywood / P Gurney		S.E.London Tunbridge Wells Nottingham N Cotswold Nottingham Coventry S.W.London N.W. London Hereford

With rally HQ again based at Rock Park, just down the road from the Metropole, the actual start from Llanwrda saw the rain lashing down and a forecast of fallen trees and flooded roads. The route headed west to Cardigan Bay and then south into Pembrokeshire. Just three crews had lost no time at halfway before the route looped back through Carmarthenshire. Despite the tough wet conditions only 6 crews failed to finish and it was soon clear that after 5 years the CB Trophy had found a new home south of the river. After 3 years of being runner-up South East London Group had won.

**Llandrindod Wells** (Powys)**1973**

CB	Dave Finch / Peter Donovan	entries miles
<u>CB Winners</u> <b>South East London Group</b> P Callow / P Bradford J Campion / P Claydon J Barnard / P Beeson		<u>Runners-up</u> <b>Nottingham Group</b> P Brown / P Haynes P Burns / D Burns A Dixon / R McDonald
N Cook / C Francis P Callow / P Bradford J Campion / P Claydon C Dewel // R Smith R Head / R Girvan P Brown / P Haynes D Ray / E Russell J Abele / E Garner J Barnard / P Beeson Miss B Sabey / L Castledine		Reading S.E.London S.E.London Bedford W.Middx Nottingham Portsmouth N.W. London S.E.London W.Middx

To commemorate the 50<sup>th</sup> Golden Jubilee of the CSMA the rally plates were printed in gold. There was a gentle run out from Whitchurch along the main roads to the hills south of Abergavenny. Starting with a series of short, tight and twisty sections all crews lost at least two minutes and then less time on the longer faster sections until by TC 13 a clear leader had emerged. The next half dozen sections up to the first 'selective' saw a number of leading crews drop behind due to accidents or wrong approach to controls. The first and second places had been closely fought over throughout the event and a moment's hesitation by the leaders on the very last section dropped them one minute and lost them the overall win. Unlike many rallies the timecards were marked in front of the competitors so that queries could be resolved immediately, a successful system adopted in all future years. Bill Boddy of Motorsport magazine made a witty speech and presented the awards.



<b>Stamford</b> (Lincolnshire)	<b>1974</b>
--------------------------------	-------------

CB	Peter Munt / Peter Donovan	67 entries 160 miles
<u>CB Winners</u> <b>North West London Group</b> Peter Parrey / Tony Baldwin Ted Manktelow / John Evans John Waugh/ P Evans		<u>Runners-up</u> <b>South East London Group</b> Jack Barnard / Paul Beeson Norman Carter / John Broughall John Monks / Keith Latham
Peter Parrey / Tony Baldwin Bob Head / Bob Girvan Malcolm Grubb / Martin Quaintance Ted Manktelow / John Evans Jack Barnard / Paul Beeson Norman Carter / John Broughall Barbara Sabey / Laurence Castledine John Monks / Keith Latham John Waugh / P Evans		N.W.London W.Middx S.W.London N.W.London S.E.London S.E.London W.Middx S.E.London N.W.London

The early part of the year saw a ban on rallying during a petrol shortage and so plans for the normal CB date were put on hold. Due to popular demand it was decided to run an event later in the year but outside Wales. The different terrain meant a very different format had to be adopted in Lincolnshire - the concept of the social weekend had to be dropped and the navigation changed from the straightforward grid references to the more unfamiliar 'not as map' tulips, circular herringbones, barred roads, etc, to keep the navigators on their toes. The notification of a closed road half an hour before the off meant some quick work by the organisers to arrange a re-route and to notify all the competitors. Starting near Stamford on the A1 the first 'easy' competitive section caused all sorts of problems as only 19 crews were still without penalty at TC2 and only 3 by TC7. At half way this was down to one crew holding a three minute lead and North West London were the leading Group. With the majority of the second half dependant on five 'selective' sections there was not much chance of crews regaining those lost minutes. North West London just managed to stay ahead of South East London who had now amassed two outrights wins and four runner up slots in the last six years. The C of C remarked that *"the changed style made it difficult to recognise it as the CB, let's hope that next year it will be possible to return to the mountains of Wales"*

**Llandrindod Wells** (Powys)**1975**

CB	Peter Donovan / Peter Munt	68 entries 150 miles on map 136
<u><i>CB Winners</i></u> <b>South West London Group</b> David Hill / John Grimson Malcolm Grubb / Martin Quaintance Mrs Daphne Pritchard / Brian Smith		<u><i>Runners-up</i></u> <b>North West London Group</b> J Waugh / Colin Francis Alan Thurbon / Roy Baldwin Ralph Hackman / Barry Sparks
David Hill / John Grimson Dave Thompson / Tony Timms Bob Wilkinson / Laurie Gay Richard Lewis / Don Froude Sid Rudge / Dave Finch John Waugh / Colin Francis Jack Barnard / Paul Beeson Malcolm Grubb / Martin Quaintance Norman Carter / John Broughall Michael Budgen / Chris White	Ford Escort GT Ford Escort Mexico Ford Escort Mexico Renault 5 Ford Escort Mexico Saab V4 Ford Escort TC Ford Escort Sport Cooper S Saab 99	S W. London Salop N. E. London Salop W. Middx N.W.London S.E.London S.W.London S.E.London Basingstoke

The event returned to mid-Wales, and its base at the Metropole Hotel. The actual start was from near Llanidloes for 150 miles of 'plot and bash' grid refs and six 'selective' sections timed to the second. Twenty or so crews collected fails in quiet zones either for noise or failing to stop at a Give Way sign, which no doubt had a bearing on the overall results.

<b>Llandrindod Wells</b> (Powys)	<b>1976</b>
----------------------------------	-------------

CB	Peter Donovan / Peter Munt	76 entries 172 miles on map 146
<u><i>CB Winners</i></u> <b>West Middx Group</b> Dave Finch / Colin Francis Bob Head / Jim Wilkinson Charlie Turner / Eddie Garner		<u><i>Runners-up</i></u> <b>North West London Group</b> Ted Manktelow / John Evans Alan Thurbon / John Dandy Norman Sutcliffe / Ken Pilborough
Dave Finch / Colin Francis Ted Manktelow / John Evans Bob Head / Jim Wilkinson Dave Berrecloth / Derek Midhurst Michael Budgen / Chris White Alan Thurbon / John Dandy Norman Carter / John Broughall Charlie Turner / Eddie Garner Norman Sutcliffe / Ken Pilborough Alan Everitt / Keith Endersbee	Hillman Avenger GT Ford Escort Mexico Ford Escort RS2000 Ford Anglia TC Opel Ascona Ford Escort Sport Cooper S Ford Escort Mexico Ford Escort GT Ford Escort GT	W.Middx N.W.London W.Middx S.E.London Basingstoke N.W.London S.E.London W.Middx N.W.London N.E.London

A longer route this year but all on one map. This coincided with the change from the change from the old 1" to the new metric 1:50000 scale maps with their much improved clarity. Starting from Llanwrda and going via Lampeter and Llandovery with a one hour refuel halt at Ystrad Aeron it included were 20 miles of smooth 'whites' and three 'selectives'. Sixteen crews retired and failed to make the finish where West Middx edged North West London into the runner up position again.

<b>Llandrindod Wells</b> (Powys)	<b>1977</b>
----------------------------------	-------------

CB	Peter Donovan / Peter Munt	75 entries 195 miles on maps 147,148
<u>CB Winners</u> <b>West Middx Group</b> Bob Head / Jim Wilkinson Sid Rudge / Laurence Castledine Charlie Turner / Eddie Garner		<u>Runners-up</u> <b>South East London Group</b> Brian Savage / Paul Claydon Peter Jackson / Richard Hughes Ted Venables / John Monks
Brian Savage / Paul Claydon Bob Head / Jim Wilkinson Malcolm Grubb / Brian Smith Alan Waterman / Chris Bone Sid Rudge / Laurence Castledine Dave Ray / Mick Waterman Charlie Turner / Eddie Garner Peter Jackson / Richard Hughes Alan Thurbon / Roy Baldwin Ted Manktelow / John Evans	Ford Escort Mexico Ford Escort RS2000 Hillman Avenger GT Ford Escort RS2000 Ford Escort Mexico Ford Escort TC Ford Escort Mexico Hillman Avenger GT Ford Escort Sport Ford Escort Mexico	S.E.London W.Middx S.W.London Salisbury W.Middx Portsmouth W.Middx S.E.London N.W.London N.W.London

This was the year of the Queen’s Silver Jubilee and the Official Starter was “Miss Llandrindod Motor Club” – otherwise known as Irene. Competitors were encouraged to patronise the Automobile Palace for fuel and Sandra’s Cafe for refreshments and to carry a supply of 50p pieces to use in the self service petrol pump in the second half. The whole route which was contained within a 20 mile radius of LW made life simpler for the organisers, proved popular with the competitors and caused few difficulties with local residents. Unfortunately, two of the three ‘selectives’ had to be cancelled, due to circumstances outside the control of the Organisers, but this did not prevent West Middx from winning again.

<b>Llandrindod Wells</b> (Powys)	<b>1978</b>
----------------------------------	-------------

CB	Peter Donovan / Peter Munt	61 entries
Dunlop	John Chubb	200 miles on maps 136,147,148
<u><i>CB Winners</i></u>		<u><i>Runners-up</i></u>
<b>North East London Group</b>		<b>West Middx Group</b>
Eric Swan / Tony Timms		Bob Head / Jim Wilkinson
Bernard Ward / Norman Hughes		Kevin Tricker / Marilyn Tricker
Stafford Steed / Alan Kerry		Barbara Sabey / Laurence Castledine
Eric Swan / Tony Timms	Ford Escort TC	N.E.London
Brian Greenward / P Hayes	Vauxhall Magnum	Leeds
Dick Westlake / Len Westlake	Hillman Avenger	S.E.London
Dave Finch / Peter Bradford	GT	Reading
Chris Pratt / Alan Smith	Hillman Avenger	Reading
Malcolm Grubb / Madeline Grubb	GT	S.W.London
Bernard Ward / Norman Hughes	Hillman Hunter	N.E.London
Richard Lewis / Don Froude	Hillman Avenger	Salop
Dave Ray / Mick Watson	GT	Portsmouth
Mrs Yvonne Quaintance / John Grimson	Ford Cortina GT	S.W.London
	Ford Escort Mexico	
	Ford Escort TC	
	Vauxhall Viva GT	

The date of the event moved forward from the Whitsun Weekend to the new May Day Bank Holiday which had the advantage of an extra hour of darkness. The format of the rally was the same as last year with 200 miles of tarmac roads defined by in order grid refs issued at intervals along the route ('plot and bash'). As a finale the last section was 40 competitive miles. Rivalry between the Groups to win the CB Trophy was intense as illustrated by the warning in the regulations, *"last year considerable effort and ingenuity was expended in divining which roads were to be used. We would ask that any reconnaissance be done without annoyance to residents and farmers; practising is not permitted"*. Although the Dunlop Autotest was a long established event this was the first year that it was run as part of the CB Weekend.

<b>Llandrindod Wells</b> (Powys)	<b>1979</b>
----------------------------------	-------------

CB	Peter Donovan / Peter Munt	57 entries
Dunlop	John Chubb	150 miles on maps 147,148,161
<u><b>CB Winners</b></u>		<u><b>Runners-up</b></u>
<b>Portsmouth Group</b>		<b>North West London Group</b>
Dave Ray / Mike Watson		Norman Sutcliffe / Nick Verney
Malcolm Davis / Barry Hyett		Nigel Jennings / Roy Baldwin
John Beynon / John Broughall		John Evans / Ted Manktelow
Dave Ray / Mike Watson	Ford Escort TC	Portsmouth
Bob Head / Jim Wilkinson	Ford Escort RS2000	W.Middx
Dick Westlake / Len Westlake	Hillman Avenger GT	S.E.London
Norman Sutcliffe / Nick Verney	Ford Escort RS2000	N.W.London
Chris Pratt / Alan Smith	Hillman Avenger GT	Reading
Malcolm Davis / Barry Hyett	Ford Escort TC	Portsmouth
Nigel Jennings / Roy Baldwin	Vauxhall Chevette	N.W.London
John Beynon / John Broughall	Ford Escort RS2000	Portsmouth
David Sutcliffe / Mike Kidd	Ford Escort	Leeds
John Evans / Ted Manktelow	Ford Escort Mexico	N.W.London

Whereas the mileage had been reduced the route covered a much wider area this year, from Devils Bridge in the west to Leominster in the east. The organisers stipulated that for 24 hours prior to the event all the roads around the Elan Valley were out of bounds and any competitor found on them would not be allowed to start. As a finale there was a 13 mile 'selective' section. After a good result last year and their team seeded at 1, 2 & 8 Reading Group looked favourites but their challenge came to nothing when their car 1 non-started and it was Portsmouth who came through as winners for only the second time. For the first time all the cars in the winning team were of the same model – the ever popular Mk1 Ford Escort. It is never an easy task for the organisers to achieve the right balance between tricky navigation and tight timing whilst at the same time giving everyone a chance of a good result. However, the format this year must have been about right as it enabled 3 semi-experts to finish in the top 10 and be part of the winning teams.

<b>Llandrindod Wells</b> (Powys)	<b>1980</b>
----------------------------------	-------------

CB	Peter Donovan / Peter Munt	66 entries
Dunlop	John Chubb	140 miles on maps 136,147,148
<u><b>CB Winners</b></u>		<u><b>Runners-up</b></u>
<b>Portsmouth Group</b>		<b>West Middx Group</b>
Dave Ray / Mike Watson		Bob Head / Jim Wilkinson
Malcolm Davis / Barry Hyett		Allan Goddard / David Head
Roger Newson / Steve Nutt		Jerry Lake / Nigel Bloor
Bob Head / Jim Wilkinson	Dick Westlake / Len Westlake	Ford Escort RS2000
Brian Greenwood / Graham Whitaker	Edward Palmer / Charles Wheeldon	Ford Escort TC
John Evans / Ted Manktelow	Mike Biss / Derek Rothwell	Vauxhall Chevette
Brian Savage / Colleen Ryan	Phil Holmes / Paul Collins	2300
Mike Biss / Derek Rothwell	Malcolm Grubb / Brian Smith	Vauxhall Magnum
Dave Ray / Mike Watson	Malcolm Davis / Barry Hyett	2300
Phil Holmes / Paul Collins	Dave Patten / Alan Smith	Ford Escort Mexico
Malcolm Grubb / Brian Smith		Ford Escort RS2000
Malcolm Davis / Barry Hyett		Hillman Avenger GT
Dave Patten / Alan Smith		Ford Escort TC
		Ford Escort TC
		Ford Capri 1600
		Hillman Avenger GT
		Ford Escort TC
		Hillman Avenger GT
		W.Middx
		S.E.London
		Leeds
		Leeds
		N.W.London
		S.W.London
		N.E.London
		Portsmouth
		Ipswich
		S.E.London
		Portsmouth
		Reading

Changes in the rally rules meant stricter PR visits and a ban on making up time in non-competitive sections, but other than that, the event followed the normal successful format – all tarmac route, a couple of ‘selectives’ timed to the second, ‘targa’ timing and map references all in order. For the first half these were issued at signing on and for the second half they were handed out at individual controls. For the first time the timing was by digital watches. One competitor was unfortunate enough to invert his car so blocking the route resulting in penalties at the next controls being cancelled. Ten groups put up their own trophies for best performances for anyone in that Group not winning any other CB award.

<b>Llandrindod Wells</b> (Powys)	<b>1981</b>
----------------------------------	-------------

CB	Peter Munt	74 entries
Dunlop	John Chubb	150 miles on maps 147,148,161
<u><b>CB Winners</b></u> <b>Portsmouth Group</b> Roger Newson / Steve Nutt John Beynon / John Broughall Trevor Salt / Mike Watson		<u><b>Runners-up</b></u> <b>West Middx Group</b> Bob Head / Jim Wilkinson Jerry Lake / Jon Jeffrey Allan Goddard / David Head
Mike Biss / Keith Woodard Brian Greenwood / Graham Whitaker Bob Head / Jim Wilkinson Phil Holmes / Paul Collins Dave Patten / Alan Smith Terry Davis / John Herington Roger Newson / Steve Nutt John Evans / Ted Manktelow Pete Callow / Ann Callow John Burton / Alan Hill	Hillman Avenger GT Vauxhall Chevette 2300 Ford Escort RS2000 Ford Escort TC Opel Ascona Ford Escort 1600 Ford Escort 1300 Ford Escort Mexico Ford Escort RS2000 Vauxhall Cavalier	N.E.London . Leeds W.Middx Ipswich Reading Ipswich Portsmouth N.W.London S.W.Wales Leeds

An innovation this year was the introduction of a 'touring class' to not only attract regulars in their 'shopping' cars but also newcomers who did not have the inclination or resources to prepare a 'rally' car. Seventeen cars in this new class resulted in a significant increase in the entry. Starting in Builth Wells the first half comprised a series of non-stop competitive sections followed by a recovery control to make up lost time followed by 3 'selectives' timed to the second. In memory of the late Paul Brown, a previous competitor, Nottingham Group kindly donated a pair of Trophies which were to be awarded for the best performance of anyone on their first CB, irrespective of Class. At the finish the Clerk of the Course was heard to comment - *"What really made the 1981 event stand out in CB history – toast for breakfast ! If we can make this an annual occurrence, the future of the rally is assured"*





<b>Llandrindod Wells</b> (Powys)	<b>1983</b>
----------------------------------	-------------

CB	Peter Munt / Keith Freak	57 entries
Dunlop	John Chubb	140 miles on maps 136,147
<u>CB Winners</u>		<u>Runners-up</u>
<b>North East London Group</b>		<b>North West London Group</b>
Mike Biss / Ernie Clark Phil Spurge / Roy Hurst Bernard Ward / Norman Hughes		Norman Sutcliffe / Tony Baldwin Clive Seagers / Andy Grimm David Arnold / Alan Thurbon
Mike Biss / Ernie Clark Jerry Lake / Jim Wilkinson Norman Sutcliffe / Tony Baldwin Phil Spurge / Roy Hurst Brian Greenwood / Graham Whitaker Clive Seagers / Andy Grimm Terry Davis / John Herington Bernard Ward / Norman Hughes Roger Newson / Steve Nutt Allan Goddard / David Head	Hillman Avenger GT Vauxhall Chevette 2300 Ford Escort RS2000 Ford Escort RS2000 Vauxhall Chevette 2300 Ford Escort 1600 Ford Escort 1600 Ford Escort 1600 Ford Escort 1600 Triumph 2.5 TC	N.E.London West Middx N.W.London N.E.London Leeds N.W.London Ipswich N.E.London Portsmouth W.Middx

A new start venue this year at The Vulcan Arms, north of Rhayader, and again the Organisers issued a warning that: *“Practising in any form is not permitted; checks may be set up in likely areas. The crew of any car seen driving at high speed before the rally may be disqualified”*. There were nine controls where route cards were issued and spectator information was provided suggesting that they could see the cars as they circled Clywedog Reservoir north of Llanidloes around midnight. In the second half a blanket of fog descended making it difficult for the marshals to reach their controls on time and the competitors to find the second ‘selective’ at Nantmel where the roads were not as shown on the map. To make the timing more achievable the Course opening car did re-set some of the watches, which might explain how one crew, leading by 10 minutes, were penalised for leaving a control early and dropped 20 places.

<b>Llandrindod Wells</b> (Powys)	<b>1984</b>
----------------------------------	-------------

CB	Peter Munt / Keith Freak	44 entries
Dunlop	John Chubb	150 miles on maps 147,148
<u><b>CB Winners</b></u>		<u><b>Runners-up</b></u>
<b>North East London Group</b>		<b>West Middx Group</b>
Mike Biss / Pat Gadsby Phil Spurge / Roy Hurst Bernard Ward / Alan Smith		Bob Head / Chris Jones Charlie Turner / Ian Orford Allan Goddard / David Head
Pete Callow / Colin Francis Bob Head / Chris Jones Mike Biss / Pat Gadsby Phil Spurge / Roy Hurst Chris Pratt / Laurence Castledine Bernard Ward / Alan Smith Ted Palmer / Charles Wheeldon Norman Sutcliffe / Nick Verney Tony Biss / Jeff Kenyon Sheridan Williams / Ann Callow	Ford Escort RS2000 Ford Escort RS2000 Sunbeam 1500 Ford Escort Mk3 Ford Escort RS2000 Ford Escort 1600 - Ford Escort 1300 Mazda 818 Volkswagen Golf GTi	Maidstone W.Middx N.E.London N.E.London Reading N.E.London Leeds N.W.London N.E.London Maidstone

A disappointing entry of only 44 cars prompted the Clerk of the Course to remark *"this hardly justifies the enormous amount of work involved in running the rally, if you want it to continue each one of you needs to persuade one extra crew to have a go next year"*. Again the start was from the Vulcan Arms using some classic CB roads as well as some sections that had never been used before, whilst never travelling too far from Llandrindod Wells. Navigation was the usual straight forward in order grid refs with a couple of 'selectives' in each half. This year saw both the 50<sup>th</sup> anniversary of the Dunlop Autotest and the 25<sup>th</sup> anniversary of using the Hotel Metropole as the base for the rally. Anyone involved with the weekend from the past and present was invited to an informal drinks and a buffet on the night before the rally.

<b>Llandrindod Wells</b> (Powys)	<b>1985</b>
----------------------------------	-------------

CB	Keith Freak	36 entries
Dunlop	Tony Biss	150 miles on maps 135,136,146
<u><b>CB Winners</b></u>		<u><b>Runners-up</b></u>
<b>West Middx Group</b>		<b>North East London Group</b>
Alan Goddard / David Head James Hall / Nigel Bloor Kevin Tricker / Marilyn Tricker		Phil Spurge / Roy Hurst Pete Gregory / Graeme Presswell John Christian / Derek Harris
Phil Spurge / Roy Hurst Pete Gregory / Graeme Presswell Allan Goddard / David Head John Burton / Graham Whitaker Chris Pratt / Laurence Castledine James Hall / Nigel Bloor Kevin Tricker / Marilyn Tricker Charlie Turner / Ian Orford Sheridan Williams / Ann Callow Alan Wilkinson / Alan Smith	Ford Orion Sunbeam Ti Vauxhall Astra 1300 Vauxhall Chevette 2300 Ford Escort RS2000 Singer Chamois Ford Escort XR3i Renault Gordini Volkswagen Golf GTi Honda Prelude	N.E.London N.E.London W.Middx Leeds Reading W.Middx W.Middx W.Middx Maidstone Reading

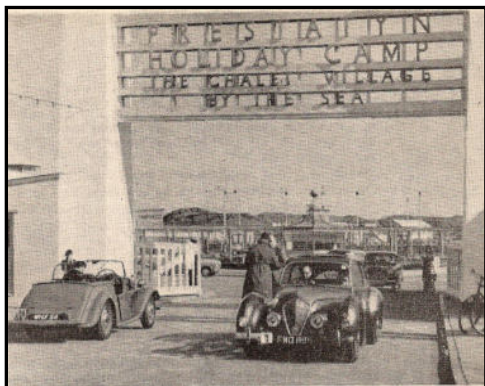
Competitors failed to react to the request from the Clerk of the Course and entries were down to 36. This led to a post-event meeting of competitors and organisers to discuss changes that could increase its appeal. On the night a phone call from the local Police two hours before the start called for a very hurried re-route and relocation of controls. With no snow, rain, drizzle or fog this year the only excuse for those excursions into the Welsh countryside would be driver brain fade. Starting from Llanwrda the route kept much further west than usual heading towards Carmarthen and following a rest halt at Lampeter it continued up to Devils Bridge and Llangurig returning via Rhayader. Three short 'selectives' were tackled along the way. The outright winners drove a Ford Orion which qualified for the 'Touring' car class. This crew had been 4<sup>th</sup> overall a couple of times before and in the winning team for the last 2 years so they knew their way around the lanes. A quarter of the entry came from West Middx and they deserved their win after being the runner up Group several times previously.



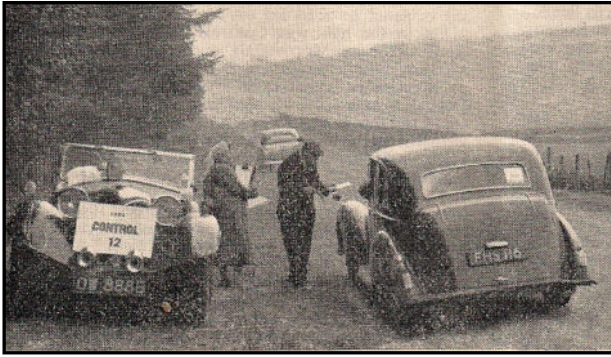
1952 – Newcastle Group



1954 – Newcastle Group



1956 - Prestatyn

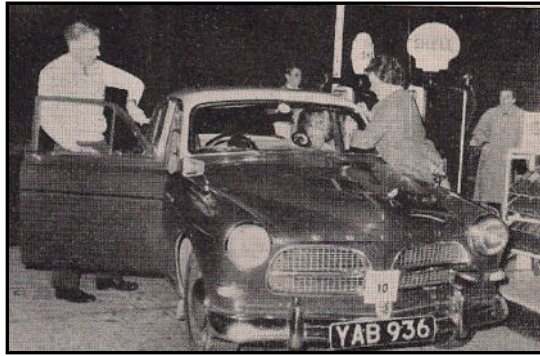


1959



1958





1961



1963





1963 – Portsmouth Group



1964







1964 – Hereford Group



1965 – Cardiff Group



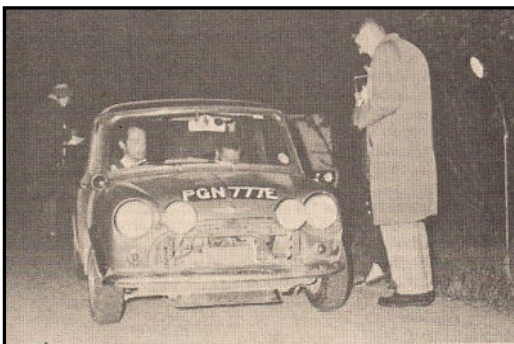
1966



5



1970



1971



1972

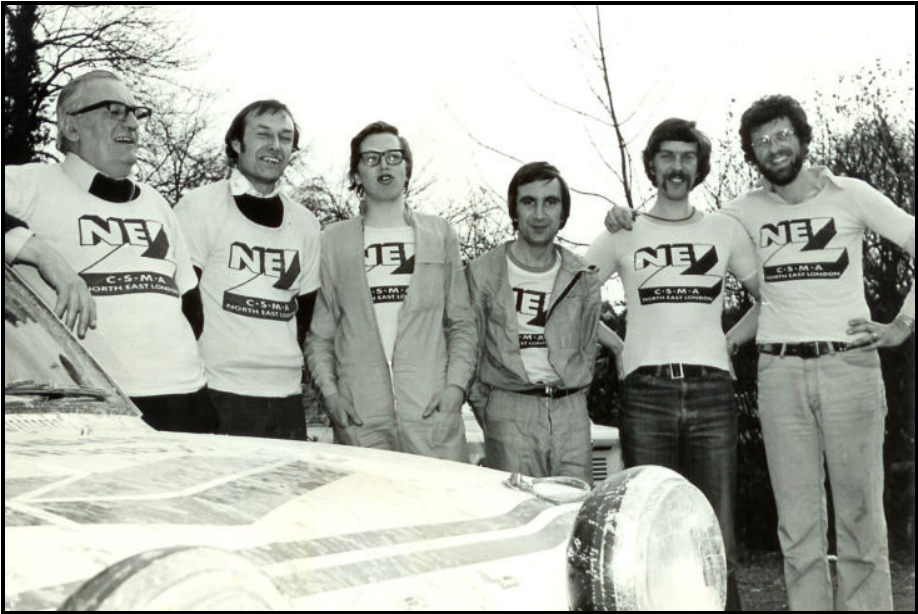


1972 – South East London Group



1975 – South West London Group

1978 – North East London Group



1974 and 1979





1979 – Portsmouth Group



1982 – West Middx Group



1982

1984



10

1992 - Signing-on



1984 – Maidstone Group winners



1984 – North East London Group



1985 – West Middx Group



1994 – North West London Group



1994



1996



1999 – North West London



<b>Llandrindod Wells</b> (Powys)	<b>1986</b>
----------------------------------	-------------

CB	Keith Freak	52 entries
Dunlop	Tony Biss	150 miles on maps 136,147,148
<u><i>CB Winners</i></u>		<u><i>Runners-up</i></u>
<b>North East London Group</b> Phil Spurge / Barry Cooper Mike Biss / Eddie Scott Roy Hurst / Malcolm Barber		<b>West Middx Group</b> Malcolm Grubb / Terry Schraider Allan Goddard / David Head James Hall / Nigel Bloor
Sheridan Williams / Alan Askew Phil Spurge / Barry Cooper Mike Biss / Eddie Scott Roy Hurst / Malcolm Barber Pete Callow / Ann Callow Bernard Ward / Norman Hughes Pete Gregory / Graeme Presswell Malcolm Grubb / Terry Schraider Allan Goddard / David Head Chris Pratt / Alan Smith		Peugeot 205GTi Vauxhall Astra GTE Vauxhall Astra 1300 Peugeot 205GTi Ford Escort XR3i Ford Escort RS2000 Sunbeam Ti Ford Escort Mexico Vauxhall Astra 1300 Ford Escort RS2000
		Maidstone N.E.London N.E.London N.E.London Maidstone N.E.London N.E.London W.Middx W.Middx Reading

With the event returning to the Bank holiday weekend, and with the rally on the Saturday night this helped to bring the entries back up to previous levels. A new innovation was substantial sponsorship and cash prizes kindly donated by Frizzell Credit Services. Each year the list of black spots and quiet zones seemed to get bigger which gave some clues as to where the route might go. Soon after the Metropole start there were two 10 mile sections, firstly around the Elan valley to Rhayader and then secondly onto Llangurig. A long section through Hafren Forest led to Lyn Clywedog before halfway after which the route visited Llanidloes, Llanbister and Felindre before ending at Crossgates. All the competitors were reported to have behaved themselves during the night with no Give Way, Quiet Zone or noise penalties issued. The position of the winning Groups was reversed from last year with North East London comfortably beating West Middx.

<b>Llandrindod Wells</b> (Powys)	<b>1987</b>
----------------------------------	-------------

CB	Keith Freak/ Norman Hughes	60 entries
Dunlop	Tony Biss	150 miles on maps 147,148
<u>CB Winners</u>		Runners-up
<b>North East London Group</b> Phil Spurge / Eddie Scott Pete Gregory / Graeme Presswell Jim Perkins / Malcolm Barber		<b>West Middx Group</b> Trevor Whitehead / Graham Tuer Allan Goddard / David Head Jim Hall / Nigel Bloor
Phil Spurge / Eddie Scott Sheridan Williams / Roy Hurst Pete Gregory / Graeme Presswell Nicholas Hallwood / Stuart Robinson Jim Perkins / Malcolm Barber Simon Richards / Adrian Gladwin Chris Collier / Jeremy Buckle Trevor Whitehead / Graham Tuer Chris Pratt / Alan Smith Allan Goddard / David Head	Ford Escort RS2000 Peugeot 205 GTi Talbot Sunbeam TI Opel Ascona Volkswagen Golf GTi Opel Kadet SR Ford Escort Mexico Talbot Sunbeam TI Peugeot 205 GTi Vauxhall Astra	N.E.London Maidstone N.E.London Ipswich N.E.London N.E.London Reading W.Middx Reading W.Middx

Renewed interest this year produced a full entry, the first time for many years and plenty of marshals to man the 31 time controls and 10 passage checks. The first half was one for the drivers with a fast route around the Elan Valley and up to Llangurig returning to Crossgates for halfway with only the odd minute dropped. The second half was for the navigators who had to ensure they found all the passage checks from the correct direction. Although the major trophies were again won by the same two Groups there was still plenty of competition from other Groups in the top ten.

<b>Llandrindod Wells</b> (Powys)	<b>1988</b>
----------------------------------	-------------

CB	Norman Hughes / Keith Freak	59 entries
Dunlop	Tony Biss	150 miles on maps 136,137,147,148
<u><b>CB Winners</b></u>		<u><b>Runners-up</b></u>
<b>North East London Group</b> Mike Biss / Pete Tilling Jim Perkins / Malcolm Barber Pete Gregory / Graeme Presswell		<b>Maidstone Group</b> Sheridan Williams / Paul Chevasse Pete Callow / Ann Callow Steve Sylge / Ray Sylge
Mike Biss / Pete Tilling Sheridan Williams / Paul Chevasse Jim Perkins / Malcolm Barber Pete Gregory / Graeme Presswell Phil Holmes / John Zoller Simon Emmens / John Bennett Ken Fry / Brian Chamberlain Pete Callow / Ann Callow Kevin Tricker / Marilyn Tricker Tony Biss / Jeff Kenyon	Vauxhall Nova SR Peugeot 205GTi Volkswagen Golf GTi Vauxhall Nova SR Ford Escort TC Mini Cooper Ford Escort 1600 Audi Quattro Ford Sierra 4x4 Ford Fiesta 1100	N.E.London Maidstone N.E.London N.E.London Ipswich Salisbury N.W.London Maidstone W.Middx N.E.London

There were significant changes to the rules for Rally organisers this year, the aim being to curtail the ever rising speeds on the public highway and to reduce the adverse Police and public reaction in certain parts of the country. Timing had to be the same as BBC time rather than the more flexible 'targa' timing and running under a 'navigational' permit allowed a greater variety of standard cars to take part. So that competitors would still lose time on a 30mph schedule more complex and time consuming route instructions were issued. The idea being that this would put a greater emphasis on team work and accuracy rather than outright speed but it was questionable whether this was achieved. Only the top four expert crews visited all the controls to complete the whole route. For all the other competitors the problems started towards the end of the first half when they failed to find a route issuing control and had to cut the next part of the route to reach halfway. For most it was a much more difficult night than expected as they also failed to find many controls in the second half with 22 crews either retired or unclassified at the finish. Maidstone Group finally made it to the runner up spot. One interesting outcome was the wider variety of cars with the entry list showing Alfa Romeo, MGB, Suzuki, Mazda, Renault, a Triumph Herald and an Audi Quattro as a change from the usual Ford Escort.

<b>Llandrindod Wells</b> (Powys)	<b>1989</b>
----------------------------------	-------------

CB	John Zoller / Keith Freak	48 entries		
Dunlop	John Chubb	130 miles on maps 136,137, 147,148		
<u><i>CB Winners</i></u>		<u><i>Runners-up</i></u>		
<p style="text-align: center;"><b>North East London Group</b></p> <p style="text-align: center;">Mike Biss / Pete Tilling Bernard Ward / Keith Endersbee Pete Gregory / Graeme Presswell</p>		<p style="text-align: center;"><b>West Middx Group</b></p> <p style="text-align: center;">Allan Goddard / David Head Malcolm Grubb / Chas Davies Andrew Tearle / Simon Jones</p>		
<p>Mike Biss / Pete Tilling Bernard Ward / Keith Endersbee Pete Gregory / Graeme Presswell Colin Galvin / Graham Harper Jim Perkins / Malcolm Barber Jenny Collins / Paul Collins Allan Goddard / David Head Malcolm Grubb / Chas Davies Paul Wright / Jeff Kenyon Doug Harrison / Mike Harrison</p>		<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <p>Vauxhall Nova SR Honda Accord Talbot Sunbeam TI - Volkswagen Golf GTi Ford Escort 1300 - Ford Escort XR3i Ford Escort 1600 Ford Escort RS2000</p> </td> <td style="width: 50%; border: none;"> <p>N.E.London N.E.London N.E.London Farnborough N.E.London Ipswich W.Middx W.Middx N.E.London N.W.London</p> </td> </tr> </table>	<p>Vauxhall Nova SR Honda Accord Talbot Sunbeam TI - Volkswagen Golf GTi Ford Escort 1300 - Ford Escort XR3i Ford Escort 1600 Ford Escort RS2000</p>	<p>N.E.London N.E.London N.E.London Farnborough N.E.London Ipswich W.Middx W.Middx N.E.London N.W.London</p>
<p>Vauxhall Nova SR Honda Accord Talbot Sunbeam TI - Volkswagen Golf GTi Ford Escort 1300 - Ford Escort XR3i Ford Escort 1600 Ford Escort RS2000</p>	<p>N.E.London N.E.London N.E.London Farnborough N.E.London Ipswich W.Middx W.Middx N.E.London N.W.London</p>			

The days of straightforward route handouts containing just a list of grid refs were becoming a distant memory as this year the handouts, containing jumbled up grid refs, spot heights, tulips and herringbones, tracings, and lists of apparently random numbers, appeared to be even more time consuming and often could not be plotted on the move. The first two expert crews tied on total penalties after they had both lost 15 mins solving one route card that involved 'tulips' that had two arrows and no balls. Only the first three crews managed the route without missing a control and everyone else seemed to lose time at every control. The first three crews overall also formed the winning team, a first, and they easily beat the runners up West Middx. The new Clerk of the Course conceded that adopting a much more 'navigational' format to define the route and to comply with the new rules had not been easy and needed even further refinement for next year.

<b>Llandrindod Wells</b> (Powys)	<b>1990</b>
----------------------------------	-------------

CB	John Zoller / Clive Jones	47 entries
Dunlop	John Chubb	160 miles on maps 147, 148
<u><b>CB Winners</b></u>		<u><b>Runners-up</b></u>
<b>North East London Group</b>		<b>West Middx Group</b>
Mike Biss / Pete Tilling		Malcolm Grubb / Chas Davies
Malcolm Barber / Jim Perkins		Bob Head / David Head
Pete Gregory / Graeme Presswell		Andrew Tearle / Simon Jones
Mike Biss / Pete Tilling	Malcolm Grubb / Chas Davies	N.E.London
Bob Head / David Head	Ford Escort XR3i	W.Middx
Malcolm Barber / Jim Perkins	Peugeot 309GTi	W.Middx
Pete Gregory / Graeme Presswell	Ford Sierra	N.E.London
Stuart Woodsford / Andrew Howe	Vauxhall Nova SR	N.E.London
Derek Newbould / Richard Watts	Vauxhall Cavalier	Ipswich
Andrew Tearle / Simon Jones	Volkswagen Golf	N.E.London
Ros Flood / Phil Holmes	Austin Maestro	W.Middx
Kenneth Fry / Brian Chamberlain	Renault 5 Gordini	Ipswich
	Talbot Sunbeam	N.W.London

Experience from the last two years had shown that whereas a small group of the top expert crews could still deal with the trickier route cards, albeit losing a lot of time, the less experienced crews were getting left behind and failing to complete the whole route. This was resolved by generally making the route instructions less devious and giving the 'novices' an easier set of instructions. The slightly longer route this year started from Crossgates looping north east and then back to Newbridge and down to Builth Wells for the halfway halt. Then heading east again around Painscastle and back to the finish via Hundred House and Shaky Bridge. This was the fifth time in recent years that West Middx had been the runners up to North East London, however, this year the time penalties were fewer and the winning margin much reduced.

<b>Llandrindod Wells</b> (Powys)	<b>1991</b>
----------------------------------	-------------

CB	John Zoller / Clive Jones	30 entries
Dunlop	John Chubb	140 miles on map 136, 147
<u><i>CB Winners</i></u>		<u><i>Runners-up</i></u>
<b>North East London Group</b>		<b>Ipswich Group</b>
Mike Biss / Pete Tilling		Jennie Collins / Paul Collins
Pete Gregory / Graeme Presswell		Steve Sylge / Ray Sylge
Derek Newbould / Richard Watts		Ros Flood / Phil Holmes
Mike Biss / Pete Tilling	Vauxhall Astra	N.E.London
Jennie Collins / Paul Collins	Ford Escort 1300	Ipswich
Pete Gregory / Graeme Presswell	Vauxhall Nova GTE	N.E.London
Derek Newbould / Richard Watts	Volkswagen Golf	N.E.London
Andrew Tearle / Simon Jones	Austin Maestro	W.Middx
Tony Biss / Norman Hughes	Peugeot 309	N.E.London
Steve Sylge / Ray Sylge	Ford escort 1600	Ipswich
Ros Flood / Phil Holmes	Renault 5 Gordini	Ipswich
Stuart Woodsford / Ian Cameron	Vauxhall Cavalier	Ipswich
Allan Goddard / David Ellis	-	W.Middx

Frizzell Banking Services continued their sponsorship, which helped to keep down the cost of the entry fee and a new class was introduced for 'Beginners'. Despite this, and one Group, West Middx, supplying a third of the entries the number of starters hit an all time low. Starting again from Crossgates the route went to Llanbister and Felindre and north east before the halfway halt at Newtown. By now the eventual winners had built up a 10 minute lead and continuing their quick pace back via Llanidloes and Rhayader they only lost 2 more minutes to win comfortably. There were only 20 finishers as a number of crews either retired or were excluded for failing to stop correctly at Give Way junctions. The four entries from Ipswich Group all made the top ten, enough to claim the runner up spot but still not quite good enough to prevent yet another win by North East London.

<b>Llandrindod Wells</b> (Powys)	<b>1992</b>
----------------------------------	-------------

CB	John Zoller / Clive Jones	50 entries
Dunlop	Phil Cork	120 miles on maps 137, 148
<u><i>CB Winners</i></u>		<u><i>Runners-up</i></u>
<b>North East London Group</b>		<b>North West London Group</b>
Mike Biss / Pete Tilling		Alan Thurbon / Ian Buxton
Malcolm Barber / Jim Perkins		Kenneth Fry / Brian Chamberlain
Tony Biss / Graeme Presswell		Graham Smith / Lee Craker
Mike Biss / Pete Tilling	Malcolm Barber / Jim Perkins	Alan Thurbon / Ian Buxton
Kenneth Fry / Brian Chamberlain	Tony Biss / Graeme Presswell	Paul Simmonds / Dave Wilson
Paul Simmonds / Dave Wilson	Jennie Collins / Paul Collins	Alan Waterman / Nevill Breach
Alan Waterman / Nevill Breach	Graham Smith / Lee Craker	Bob Head / David Head
Bob Head / David Head	Vauxhall Astra GTE	Ford Sierra
	Ford Sierra 4x4	Ford Escort RS2000
	Peugeot 309	Toyota Corolla
	Toyota Corolla	Ford escort 1300
	Ford escort 1300	Toyota MR2
	Toyota MR2	Vauxhall Nova
	Vauxhall Nova	Peugeot 309 GTi
	Peugeot 309 GTi	N.E.London
		N.E.London
		N.W.London
		N.W.London
		N.E.London
		Salisbury
		Ipswich
		Salisbury
		N.W.London
		W.Middx

The Organisers plea for more entries was successful, up from 30 to 50. This was partly due to a Rally Scholarship weekend for beginners held in Llandrindod Wells a few months before the event and repeated in subsequent years. This helped to encourage fourteen entries in the Beginners class who were attracted by the reduced entry fees, and easier route cards whilst everyone was attracted by the cash prizes, courtesy of Frizzell Banking Services. The route headed east this year to Kington then north to Knighton and into Shropshire. It was a repeat performance from the winning crew who established a comfortable lead by halfway which they maintained to the finish to win for the fifth consecutive year. North West London finished as runners up, perhaps in future they could challenge the dominance of their neighbours in North East London?

<b>Llandrindod Wells</b> (Powys)	<b>1993</b>
----------------------------------	-------------

CB	John Zoller / Clive Jones	44 entries
Dunlop	Phil Cork	150 miles on maps 147,148
<u><i>CB Winners</i></u>		<u><i>Runners-up</i></u>
<p style="text-align: center;"><b>North East London Group</b></p> Pete Gregory / Graeme Presswell Roger Byford / Dave Roshier Mike Biss / Pete Tilling		<p style="text-align: center;"><b>North West London Group</b></p> Mick Bean / Cath Woodman Alan Thurbon / Ian Buxton Ted Manktelow / John Evans
Pete Gregory / Graeme Presswell Roger Byford / Dave Roshier Mike Biss / Pete Tilling Neville Hawkins / Dean Taylor Mick Bean / Cath Woodman Bob Head / David Head Malcolm Barber / Jim Perkins Alan Thurbon / Ian Buxton Ted Manktelow / John Evans Pete Callow / Ann Callow	Vauxhall Astra 1400 Vauxhall Astra GTE Ford Sierra Estate Vauxhall Astra GTE Citroen BX Peugeot 309GTi Ford Sierra 2000 Ford Sierra 4x4 Rover 214 Audi Quattro	N.E.London N.E.London N.E.London Ipswich N.W.London W.Middx N.E.London N.W.London N.W.London Maidstone

Coinciding with the 70<sup>th</sup> anniversary of the CSMA the entry included some 'Old Timers'. Philip Baker, who was a member of the winning Portsmouth team in 1939, turned out for another run round to collect the 'Last finisher' award. Cyril Dart and Peter Donovan, who between 1959 and 1981 had done so much to establish the reputation of the event were out to see how it might have changed since their time. They would not be disappointed as the first half headed west to Abergwesyn. One handout showing just 12 gradient arrows to define the 30 mile route via 8 time controls up the Pass and the Devils Staircase, then the long way round to Llyn Brienne and down to the A483 near Sugar Loaf. Overall the route instructions were easier this year which produced a much closer result. The winners put in a faultless performance to 'clean' the whole event and the top ten were only separated by as many minutes. Unlike previous years there were only two retirements. Again North East London dominated the event - the tenth time in eleven years - with the first three crews overall winning the CB Trophy. An award was presented by Brian Bishop for the best combined performance in the CB rally and in the Dunlop autotest.

On a romantic note - two of the marshals enjoyed themselves so much that they announced their engagement over the weekend.



<b>Llandrindod Wells</b> (Powys)	<b>1994</b>
----------------------------------	-------------

CB	Clive Jones / John Zoller	38 entries
Dunlop	John Chubb	150 miles on maps 136,137
<u><b>CB Winners</b></u>		<u><b>Runners-up</b></u>
<b>North West London Group</b>		<b>West Middx Group</b>
Ted Manktelow / John Evans		Bob Head / David Head
Alan Thurbon / Ian Buxton		Allan Goddard / Chas Davies
Doug Harrison / Mike Harrison		Andrew Tearle / Simon Jones
Bob Head / David Head	Peugeot 309GTi	W.Middx
Ted Manktelow / John Evans	Rover 214	N.W.London
Alan Thurbon / Ian Buxton	Ford Sierra 4x4	N.W.London
Allan Goddard / Chas Davies	Peugeot 306	W.Middx
Mike Biss / Gavin Rogers	Ford Sierra	N.E.London
Martin Steer / Rob Jones	Audi Quattro	Ipswich
Doug Harrison / Mike Harrison	Peugeot 205 GTI	N.W.London
Chris Pratt / Alan Smith	Peugeot 205 GTI	Reading
Roger Byford / Dave Rosher	Peugeot 205 GTI	N.E.London
Andrew Tearle / Simon Jones	Ford Fiesta	W.Middx

With six 'expert' crews from North East London and only four from North West London the former were confident of yet another victory. The route from the Crossgates start firstly went east to Llanbister and Llangunllo, then north to Newtown for a petrol halt, west to Llanidloes and south back via Nantmel. On the night North East London failed to deliver and their winning streak on the CB was over. After a 20 year gap since their last win North West London were now the team to beat, whilst West Middx were destined to remain in the runners up position for the next few years.

<b>Llandrindod Wells</b> (Powys)	<b>1995</b>
----------------------------------	-------------

CB	Clive Jones / John Zoller	48 entries
Dunlop	Norman Hughes	160 miles on maps 147, 148
<u><i>CB Winners</i></u>		<u><i>Runners-up</i></u>
<b>North West London Group</b> Dave Smith / Graeme Presswell Alan Thurbon / Ian Buxton Pete Gregory / Cath Woodman		<b>West Middx Group</b> Allan Goddard / Chas Davies Andrew Tearle / Simon Jones Bob Head / David Head
Mike Biss / Gavin Rogers Dave Smith / Graeme Presswell Alan Thurbon / Ian Buxton Pete Gregory / Cath Woodman Allan Goddard / Chas Davies Ted Manktelow / John Evans Andrew Tearle / Simon Jones Doug Harrison / Mike Harrison Bob Head / David Head Roger Byford / Norman Hughes	Vauxhall Nova Vauxhall Astra Vauxhall Nova Vauxhall Astra Peugeot 306 Rover 214 Ford Fiesta Peugeot 205 GTi Peugeot 309 Peugeot 205 GTi	N.E.London N. W. London N. W. London N. W. London W.Middx N.W.London W.Middx N.W.London W.Middx N.E.London

Torrential rain, poor visibility and slippery roads faced the early runners as the first half of the route went to Hundred House on map 148 and then re-crossed the join onto map 147 several times before reaching the halfway halt at Crossgates. The best part of the second half was the run from Beulah, over Abergeswyn and round Llyn Brianne with 10 time controls at about 3 mile intervals before the long run back to finish on the main road. To do well this year a Vauxhall rather than a Peugeot was obviously the right choice.

<b>Llandrindod Wells</b> (Powys)	<b>1996</b>
----------------------------------	-------------

CB	Clive Jones / John Zoller	46 entries
Dunlop	Norman Hughes	140 miles on maps 136, 137
<u><i>CB Winners</i></u>		<u><i>Runners-up</i></u>
<b>North West London Group</b> Dave Smith / Cath Woodman Pete Gregory / Graeme Presswell Alan Thurbon / Ian Buxton		<b>West Middx Group</b> Allan Goddard / Martin Saunders Andrew Tearle / Simon Jones Drew Goodspeed / Ian Perry
Dave Smith / Cath Woodman Pete Gregory / Graeme Presswell Mike Biss / Gavin Rogers Allan Goddard / Martin Saunders Alan Thurbon / Ian Buxton Andrew Tearle / Simon Jones Martin Steer / Rob Jones Ted Manktelow / John Evans Chris Tilley / Jim Perkins Drew Goodspeed / Ian Perry		Vauxhall Astra GSi Vauxhall Vauxhall Nova GTE Peugeot 306 Vauxhall Nova Ford Fiesta Ford Escort Rover 214  Ford Cosworth
		N.W.London N.W.London N.E.London W.Middx N.W.London W.Middx Ipswich N.W.London N.E.London W.Middx

The Clerk of the Course, who lives in the area, utilised all his local knowledge for a route that never ventured far from the Llandrindod Wells. Inevitably, all the roads had been used sometime over the previous 35 years but by clever use of 46 time controls, without any passage checks or 'selectives', a challenging route was devised. A new crew were the winners, the first of many wins, having remained penalty free until well into the second half. None of the top 20 lost too much time, although the 'novices' and 'beginners' still struggled to remain on time and on the right route.

**Llandrindod Wells** (Powys)**1997**

CB	John Zoller / Colin Zoller	30 entries
Dunlop	Norman Hughes	135 miles on maps 136
<b><u>CB Winners</u></b> <b>North West London Group</b> Dave Smith / Cath Woodman Alan Thurbon / Ian Buxton Pete Gregory / Graeme Presswell		<b><u>Runners-up</u></b> <b>West Middx Group</b> Allan Goddard / Chas Davies Andrew Tearle / Simon Jones Alan Wakeman / Ian Perry
Dave Smith / Cath Woodman Alan Thurbon / Ian Buxton Chris Pratt / Nick Arden Allan Goddard / Chas Davies Andrew Tearle / Simon Jones Pete Gregory / Graeme Presswell Russell Fry / Mike Harrison Ted Manktelow / John Evans Alex Reynolds / Glynn Haywood Alan Wakeman / Ian Perry	Vauxhall Astra GTE Vauxhall Nova SR Peugeot 205 GTi Peugeot 306 Ford Fiesta Vauxhall Cavalier - Honda Civic Volkswagen Golf Peugeot 205 GTi	N.W.London N.W.London Reading W.Middx W.Middx N.W.London N.W.London N.W.London Reading W.Middx

Entries dropped off again this year with the 'novice' and 'beginner' classes both being poorly supported. The gap between the 'experts' and everyone else in terms of experience, and navigational skills makes the creation of a single event to suit all abilities very difficult to achieve. A slightly shorter route all fitted onto one map going in an anti-clockwise direction via Llanbister, Newtown, for halfway, then Caerws, Llanidloes and Rhayader. For many years West Middx found themselves runner up to North East London and now for the third year they again found themselves runners up to North West London Group.

<b>Llandrindod Wells</b> (Powys)	<b>1998</b>
----------------------------------	-------------

CB	John Zoller / Colin Zoller	37 entries
Dunlop	Norman Hughes	125 miles on maps 147, 148
<u><b>CB Winners</b></u>		<u><b>Runners-up</b></u>
<b>North West London Group</b> Dave Smith / Cath Woodman Alan Thurbon / Ian Buxton Ted Manktelow / John Evans		<b>West Middx Group</b> Jon Turner / Martin Saunders Alan Wakeman / Ian Perry Andrew Tearle / Simon Jones
Chris Pratt / Nick Ardern = Dave Smith / Cath Woodman = Mike Biss / Dave Roshier Alan Thurbon / Ian Buxton Alan Woodman / Dave Wilson Ted Manktelow / John Evans Tony Davies / Colin Francis Jon Turner / Martin Saunders Alan Wakeman / Ian Perry Andrew Tearle / Simon Jones	Peugeot 205 GTi Vauxhall Astra Estate Vauxhall Nova GTE Vauxhall Nova SR Peugeot 205GTi Ford Escort Mexico Mini Cooper Peugeot 306 Peugeot 205 GTi Ford Fiesta	Reading N.W.London N.E.London N.W.London Salisbury N.W.London N. Cotswolds W.Middx W.Middx W.Middx

This was the 50<sup>th</sup> time that the CB had run which so happened to coincide with the 75<sup>th</sup> Anniversary of the CSMA. To mark this dual occasion all the officials, marshals and competitors were presented with commemorative awards. An 'Historic' class was introduced and the 'Beginners' event finished at halfway, although they had the option of continuing to the finish. The slightly shorter route again ran in an anti-clockwise direction but much further south via Abbey cwm hir, Newbridge, and Beulah to halfway at Llanwrtyd Wells then east to Painscastle, Kington, Hundred House and finishing back via Shaky Bridge. The two best crews ended the night with no penalties. There was a £150 prize donated by Frizzells for the winner and as the tie-decider of 'furthest cleanest' did not apply the win went in favour of the Peugeot, based on its smaller engine capacity.

<b>Llandrindod Wells</b> (Powys)	<b>1999</b>
----------------------------------	-------------

CB	John Zoller / Colin Zoller	29 entries
Dunlop	Norman Hughes	130 miles on maps 147,148
<b><u>CB Winners</u></b>		<b><u>Runners-up</u></b>
<b>North West London Group</b>		<b>West Middx Group</b>
Dave Smith / Cath Woodman		Allan Goddard / Stephen White
Mike Biss / Ian Buxton		Bob Head / David Head
Pete Gregory / Graeme Presswell		Jon Turner / Martin Saunders
Dave Smith / Cath Woodman	Vauxhall Astra Estate	N.W.London
Mike Biss / Ian Buxton	Vauxhall Nova	N.W.London
Neville Hawkins / Dean Taylor	Peugeot 205 GTi	Ipswich
Allan Goddard / Stephen White	Honda Civic	W.Middx
Chris Pratt / Nick Ardern	Peugeot 205 GTi	Reading
Pete Gregory / Graeme Presswell	Vauxhall Nova	N.W.London
Bob Head / David Head	Peugeot 309 GTi	W.Middx
Alex Reynolds / Glyn Haywood	Volkswagen Golf GTi	Reading
Alan Woodman / Ernie Clark	Peugeot 205 GTi	Salisbury
Russell Fry / Mike Harrison	Peugeot 205 GTi	N.W.London

A generous new sponsor this year, ATS Tyres, provided cash prizes for the overall and class winners totalling some £425. The Metropole Trophy winners again received a free weekend away for two. The navigation must have been tricky this year – whilst the best two experts only lost 2 and 4 minutes respectively overall, the remaining experts lost up to 90 minutes and the rest of the field had multiple penalties for wrong approach, missing controls and going over the maximum time limit trying to decipher the route cards. For the sixth year in succession North West London were the best Group with West Middx the runners up.

<b>Llandrindod Wells</b> (Powys)	<b>2000</b>
----------------------------------	-------------

CB	Colin Zoller/ Phil Holmes	21 entries
Dunlop	Brian Bishop	120 miles on maps 147, 148
<u><i>CB Trophy Winners</i></u>		<u><i>CB Rally Winners</i></u>
<b>North West London Group</b> Dave Smith / Cath Woodman Alan Thurbon / Ian Buxton Mike Biss / Dan Austin		Dave Smith / Cath Woodman Alan Thurbon / Ian Buxton Allan Goddard / Stephen White
Dave Smith / Cath Woodman Alan Thurbon / Ian Buxton Allan Goddard / Stephen White Mike Biss / Dan Austin Tony Davies / Colin Francis Ian Orford / Ian Perry Pete Gregory / Graeme Presswell Russell Fry / Mike Harrison Graham Smith / Lee Craker Graham Hunter / Mark Hunter	Vauxhall Astra Estate Vauxhall Nova Honda Civic Vauxhall Nova Mini Cooper Mazda 323 - - Renault Scenic Vauxhall Astra	N.W.London N.W.London W.Middx N.W.London N.Cotswolds W.Middx N.W.London N.W.London N.W.London Glasgow

In an attempt to revitalise the CB Rally and the whole CB Weekend a new organising team was appointed and a range of new activities were introduced. Using the showground site at Builth Wells during the weekend members and their families could experience off-road 4x4 driving and motorcycle trials riding or set off on a motoring treasure hunt. From now on the CB Trophy was to be awarded to the Group with the best aggregate score over 3 competitive events – Metropole Run, CB Rally and the Dunlop Autotest. The former was a new event that preceded the main night rally. Run as a ‘Regularity’ it was aimed at newcomers as no map or previous experience was required. Despite these new attractions and the promise of easier navigation instructions there were only 21 entries. Heading south east from Builth Wells the route went clockwise round to Newbridge, Rhayader, Llanbister and Knighton. Most of the 44 time controls were located the minimum distance of 2 miles apart to increase the chances of competitors dropping the odd minute, which most of them did. North West London performed best on the three events and retained the CB Trophy for another year.

**Llandrindod Wells** (Powys)**2001**

CB Dunlop	Colin Zoller/ Phil Holmes Brian Bishop	
<u>CB Trophy Winners</u>		<u>CB Rally Winners</u>

The event did not run due to a nationwide outbreak of Foot and Mouth disease



<b>Llandrindod Wells</b> (Powys)	<b>2002</b>
----------------------------------	-------------

CB	Ian Perry / Phil Holmes	25 entries	
Dunlop	Brian Bishop	120 miles on maps 147, 148	
<u><i>CB Trophy Winners</i></u>		<u><i>CB Rally Winners</i></u>	
<b>North West London Group</b> Bernard Ward / Cath Woodman Mike Biss / Ian Buxton Pete Gregory / Graeme Presswell		Bernard Ward / Cath Woodman Gareth Jones / Carl Williamson Allan Goddard / Rob Richardson	
Bernard Ward / Cath Woodman = Gareth Jones / Carl Williamson = Allan Goddard / Rob Richardson Mike Biss / Ian Buxton Pete Gregory / Graeme Presswell Andy Rowe / Tim Warburton Alan Thurbon / Lee Craker Paul Todd / Lestyn Ap Daffydd Neville Hawkins / Ian Cameron Russell Fry / Mike Harrison		Toyota MR2 Toyota Corolla Honda Civic Peugeot 205 GTi Vauxhall Astra Honda Accord Vauxhall Corsa SRi Peugeot 205 GTi Peugeot 205 GTi Peugeot 205 GTi	N.W. London Farnborough W.Middx N.W.London N.W.London W.Middx N.W.London Farnborough Ipswich N.W.London

The route instructions proved no problem for the 'expert' crews this year. The first two completed the route with no minutes lost, whilst the crew who took third place lost just 2 minutes. The 'novices' and 'beginners' however, continued to struggle and ended up with their penalties in triple figures. Interesting how Japanese cars featured strongly in the results this year.

**Llandrindod Wells** (Powys)**2003**

CB Dunlop	Ian Perry / Nigel Nelson Bernard Ward	25 entries  120 miles on maps 147, 160
<u><i>CB Trophy Winners</i></u> <b>North West London Group</b> Mike Biss / Ian Buxton Dave Smith / Cath Woodman Pete Gregory / Graeme Presswell		<u><i>CB Rally Winners</i></u>  Mike Biss / Ian Buxton Grant Parker / Lestyn Ap Daffyd Dave Smith / Cath Woodman
Mike Biss / Ian Buxton Grant Parker / Lestyn Ap Daffyd Dave Smith / Cath Woodman Allan Goddard / Rob Richardson Pete Gregory / Graeme Presswell John Cotton / Gill Cotton Alan Thurbon / Lee Craker Steve Roderick / Mark Hunter Brian Agnew / Andrew Hunter Ted Manktelow / Mike Harrison	Peugeot 205GTi Toyota Corolla Vauxhall Astra GSi Honda Civic Vauxhall Astra GTE Citroen AX GTi Vauxhall Corsa - Renault Megane Ford Escort Mexico	N.W.London - N.W.London W.Middx N.W.London N.E.London N.W.London Glasgow Glasgow N.W.London

The first 5 crews were in a class of their own only dropping 2 minutes between all of them so the final order was decided on the fastest time on the 'selective' timed to the second. Once again the rest of the field struggled with the navigation either not finding the controls, having to cut the route or being more than 30 minutes late.

<b>Whitemead Park</b> (Forest of Dean)	<b>2004</b>
--	-------------

CB	Ian Perry	
Dunlop	Bernard Ward	
<u>CB Trophy Winners</u>		<u>CB Rally Winners</u>

For only the second time since 1959 the event was not based at Llanrindod Wells. It moved to Whitemead Park in the Forest of Dean in an attempt to reduce costs and to attract more member support. However, the rally scheduled for October did not run due to route authorisation problems but with 16 entries and with only West Middx and Reading Groups with enough crews to make up a team would it have been viable anyway? The Dunlop autotest did go ahead and the best performance on the Metropole Run was by West Middx Group.

<b>Whitemead Park</b> (Forest of Dean)	<b>2005</b>
--	-------------

<b>CB</b>	Nigel Nelson	34 entries
<b>Dunlop</b>	Bernard Ward	120 miles on maps 161,162
<u><i>CB Trophy Winners</i></u> <b>North West London Group</b> Mike Biss / Ian Buxton Dave Smith / Cath Woodman Alan Thurbon / Lee Craker		<u><i>CB Rally Winners</i></u>  Mike Biss / Ian Buxton Mark Robinson / David Powell Dean George / Andy Oakes
Mike Biss / Ian Buxton Mark Robinson / David Powell Dean George / Andy Oakes Dave Smith / Cath Woodman Drew Goodspeed / Tony Brooks Malcolm Grubb / Steven Grubb Chris Evans / Carl Davies Andy Shepherd / Matt Chambers Adam Holder / Simon Harris Chris Pratt / Paul Stephens	Holden Barina Sri Vauxhall Astra GTE Peugeot 106 Rallye Vauxhall Astra Citroen AX GTi Vauxhall Nova Toyota Corolla Peugeot 205GTi Peugeot 205 GTi Peugeot 205GTi	N.W.London Gwent Worcester N.W.London W.Middx W.Middx Gwent W.Middx Forest of Dean Reading

The new Clerk of the Course made a successful effort to find more entries this year. A tremendous downpour at the start from Whitemead Park set the scene for what was to be a very tough and wet night. To simplify the navigation the whole route was issued as competitors left the start on the run out to Monmouth. From here the 100 mile route, with 20 time controls, covered new territory around Abergavenny using the best roads in the Black Mountains and Brecon Beacons. The winner lost just one minute and was fastest on the 'selective' timed to the second.

<b>Whitemead Park</b> (Forest of Dean)	<b>2006</b>
--	-------------

CB Dunlop	Pete Gregory / Alan Smith Tony Biss	14 entries  80 miles x 2 on maps 162,163	
<u><i>CB Trophy Winners</i></u> <b>North West London Group</b> Mike Biss / Ian Buxton Dave Smith / Cath Woodman Alan Thurbon / Lee Craker		<u><i>CB Rally Winners</i></u>  Route A - Mike Biss / Ian Buxton Route B - Dave Smith / Cath Woodman	
Route A - Mike Biss / Ian Buxton Allan Goddard / Tony Brooks Andy Shepherd / Paul Hardy  Route B - Dave Smith / Cath Woodman Chris Pratt / Glyn Haywood Malcolm Grubb / Caroline Grubb		Vauxhall Corsa Sri Honda Civic Peugeot 205 GTi  Vauxhall Astra Peugeot 205 GTi Vauxhall Nova	N.W.London W.Middx Reading  N.W.London Reading W. Middx

Just as the organising effort and costs continued to increase the interest in taking part continued to diminish. As the Forest of Dean area, where the weekend was based, was not conducive to running a night road rally the route was moved to the Cotswolds. Here a plan was hatched to simplify the organisational effort by running two 12 car events both starting and finishing at the Highwayman Inn, south of Cheltenham. One went west towards Stroud and the other to the south east around Cirencester. An earlier start and much shorter routes enabled competitors to head off to back to Whitemead Park for the rest of the weekend activities. Each event had an equal share of 'experts' and 'novices' and the same familiar names appeared as the winners of both.

<b>Cheltenham</b> (Gloucestershire)	<b>2007</b>
-------------------------------------	-------------

CB	Alan Smith	12 entries
Dunlop	Tony Biss	100 miles on maps 150,163
<u><b>CB Trophy Winners</b></u> <b>North West London Group</b> Mike Biss / Ian Buxton Owen Turner / Cath Woodman Alan Thurbon / Lee Craker		<u><b>CB Rally Winners</b></u>  Mike Biss / Ian Buxton = Owen Turner / Cath Woodman = Adam Holder / Simon Harris
Mike Biss / Ian Buxton = Owen Turner / Cath Woodman = Adam Holder / Simon Harris Rich Smith / Dave Cooper Allan Goddard / Tony Brooks Alan Thurbon / Lee Craker Jerry Ludlow / Peter Blakemore Derek Newbould / James Newbould Steven Harrison / Mike Harrison Kevin Smith / Paul Leyfield	Vauxhall Corsa Rover Metro Peugeot 205 GTi Subaru Impreza Honda Civic Vauxhall Nova Ford Sierra Vauxhall Corsa Vauxhall Corsa Vauxhall Nova	N.W.London N.W.London N.Cotswolds N.Cotswolds W.Middx N.W.London W.Middx N.W.London N.W.London N.Cotswolds

With only enough entries for one 12 car event the weekend base moved to Cheltenham. Starting from the Highwayman Inn the route went down to Cirencester, across to Northleach and using the best roads in the Cotswolds, a few smooth 'whites' and 'not as map triangles' finished at Winchcombe after a final 30 mile section.

## Venues

The **CSMA Rally**, a whole weekend of activities, was held at Whitchurch and at Donnington Park prior to the War. From 1951 the **Curtis-Bennett Rally** was based at the Post Office Training School and then at a Holiday Camp in N.Wales. Whilst ideal venues for the driving tests and Gymkhanas they only provided pretty basic facilities for overnight stays. This situation completely changed with the move in 1959 to the Metropole Hotel at Llandrindod Wells. This was to be the home of the rally for the next 44 years and it became such an established event within the town that all the local dignitaries attended the prize-giving and two of the Council Chairmen and the Hotel Manager were pleased to donate permanent trophies in their name.

1935	Whitchurch (Shropshire)
1936 - 1939	Donnington (Leicestershire)
1951 - 1954	Stone (Staffordshire)
1955 - 1956	Prestatyn (North Wales)
1957	<i>No event - Suez Crisis</i>
1958	Prestatyn (North Wales)
1959 - 1973	Llandrindod Wells (Powys)
1974	Stamford (Lincolnshire)
1975 - 2003	Llandrindod Wells (Powys)
2004 - 2006	Whitemead Park (Forest of Dean)
2007	Cheltenham (Gloucestershire)

## Curtis-Bennett Trophy Winners

The Curtis-Bennett 'CB' Trophy was presented by Sir Noel Curtis-Bennett in 1937 for the best performance by a CSMA Group or Centre.

1937	Norwich and Manchester Groups	
1938	Leeds Group	
1939	Portsmouth and Essex Groups	
1940 - 1950	<i>World War II and petrol rationing</i>	
1951	S.London Centre	Manchester Group
1952	Newcastle Group	N.London Centre
1953	Newcastle Group	N.W.London Group
1954	Newcastle Group	Midland Centre
1955	Yorkshire Centre	Newcastle Group
1956	Midland Centre	Yorkshire Centre
1957	<i>No event - Suez Crisis</i>	
1958	N.W.London Group	Midland Centre
1959	N.W.London Group	Bedford Group
1960	S.Worcester Group	S.E.London Group
1961	Bedford Group	S.Worcester Group
1962	S.E.London Group	W.Middx Group
1963	Portsmouth Group	W.Middx Group
1964	Hereford Group	Nottingham Group
1965	Cardiff Group	S.Worcester Group
1966	Cardiff Group	N.Cotswold Group
1967	W.Middx Group	Cardiff Group
1968	W.Middx Group	Cardiff Group
1969	W.Middx Group	S.E.London Group
1970	W.Middx Group	S.E.London Group
1971	W.Middx Group	S.E.London Group
1972	S.E.London Group	Nottingham Group
1973	S.E.London Group	Nottingham Group
1974	N.W.London Group	S.E.London Group
1975	S.W.London Group	N.W.London Group
1976	W.Middx Group	N.W.London Group
1977	W.Middx Group	S.E.London Group
1978	N.E.London Group	W.Middx Group



1979	Portsmouth Group	N.W.London Group
1980	Portsmouth Group	W.Middx Group
1981	Portsmouth Group	W.Middx Group
1982	W.Middx Group	N.W.London Group
1983	N.E.London Group	N.W.London Group
1984	N.E.London Group	W.Middx Group
1985	W.Middx Group	N.E. London Group
1986	N.E.London Group	W.Middx Group
1987	N.E.London Group	W.Middx Group
1988	N.E.London Group	Maidstone Group
1989	N.E.London Group	W.Middx Group
1990	N.E.London Group	W.Middx Group
1991	N.E.London Group	Ipswich Group
1992	N.E.London Group	N.W.London Group
1993	N.E.London Group	N.W.London Group
1994	N.W.London Group	W.Middx Group
1995	N.W.London Group	W.Middx Group
1996	N.W.London Group	W.Middx Group
1997	N.W.London Group	W.Middx Group
1998	N.W.London Group	W.Middx Group
1999	N.W.London Group	W.Middx Group
2000	N.W.London Group	
2001	<i>No event - Foot and Mouth</i>	
2002	N.W.London Group	
2003	N.W.London Group	
2004	<i>No event - Route problems</i>	
2005	N.W.London Group	
2006	N.W.London Group	
2007	N.W.London Group	

From 1952 - 57 the Attendance Shield was presented to the Group whose members had travelled the greatest distance to attend.

From 2000 – 2007 the CB Trophy was no longer awarded just for the best Group on the Rally but now took into account performances in the Metropole Run and the Dunlop Autotest.

## Curtis-Bennett Rally Winners

The Championship Cup was presented to CSMA by Norman Frizzell in 1923. It was used on the Championship Trial up until 1957 and after 1959 for the best individual performance on the Curtis-Bennett Rally.

1959	V Roberts	N.W.London
1960	Dr Scott-Murray	S.Worcester
1961	Dr Scott-Murray	S.Worcester
1962	D Keen / Mrs J Vaughan	S.E.London
1963	K Dubois / E Patterden	Portsmouth
1964	R Bottomley / P Rowcroft	Bedford
1965	G John / L Evans	Cardiff
1966	B Parker / R Morgan	Cardiff
1967	B Parker / R Morgan	Cardiff
1968	D Burman / A Turner	Nottingham
1969	K Dudley / T McMahon	N.Cotswolds
1970	D Burman / C Francis	Nottingham
1971	D Finch / M Haywood	W.Middx
1972	Nev Cook / Colin Francis	
1973	Nev Cook / Colin Francis	Reading
1974	Peter Parrey / Tony Baldwin	N.W.London
1975	David Hill / John Grimson	S.W.London
1976	Dave Finch / Colin Francis	W.Middx
1977	Brian Savage / Paul Claydon	S.E.London
1978	Eric Swan / Tony Timms	N.E.London
1979	Dave Ray / Mike Watson	Portsmouth
1980	Bob Head / Jim Wilkinson	W.Middx
1981	Mike Biss / Keith Woodard	N.E.London
1982	Jerry Lake / Jim Wilkinson	W.Middx
1983	Mike Biss / Ernie Clark	N.E.London
1984	Pete Callow / Colin Francis	Maidstone
1985	Phil Spurge / Roy Hurst	N.E.London
1986	Sheridan Williams / Alan Askew	Maidstone
1987	Phil Spurge / Eddie Scott	N.E.London
1988	Mike Biss / Pete Tilling	N.E.London
1989	Mike Biss / Pete Tilling	N.E.London

1990	Mike Biss / Pete Tilling	N.E.London
1991	Mike Biss / Pete Tilling	N.E.London
1992	Mike Biss / Pete Tilling	N.E.London
1993	Pete Gregory / Graeme	N.E.London
1994	Presswell	W.Middx
1995	Bob Head / David Head	N.E.London
1996	Mike Biss / Gavin Rogers	N.W.London
1997	Dave Smith / Cath Woodman	N.W.London
1998	Dave Smith / Cath Woodman	Reading
	Chris Pratt / Nick Ardern =	N.W.London
1999	Dave Smith / Cath Woodman	N.W.London
2000	Dave Smith / Cath Woodman	N.W.London
2001	Dave Smith / Cath Woodman	
2002	<i>No event</i>	N.W.London
	Bernard Ward / Cath Woodman =	Farnborough
2003	Gareth Jones / Carl Williamson =	N.W.London
2004	Mike Biss / Ian Buxton	
2005	<i>No event</i>	N.W.London
2006	Mike Biss / Ian Buxton	N.W.London
2007	Mike Biss / Ian Buxton	N.W.London
	Mike Biss / Ian Buxton =	N.W.London
	Owen Turner / Cath Woodman =	

**The Collins Cup** - presented by Alderman Sir George Collins, Chairman of the Llandrindod Wells Council, in 1961 for second place overall.

1961	P Rowcroft / R Bottomley	Bedford
1962	R Fail / E Jeffries	
1963	J Wennell / Miss B Sabey	W. Middx
1964	R Fail / E Jeffries	
1965	B Parker / G Jones	Cardiff
1966	Tony Blackburn / Jim Bate	Nottingham
1967	Dave Berrecloth / D Medhurst	S.E.London
1968	Nev Cook / E Brundle	W.Middx
1969	Peter Skinner / Jim Bate	S.E.London
1970	Dave Finch / M Haywood	W.Middx
1971	D Burman / Colin Francis	Nottingham
1972	J Champion / Paul Claydon	S.E.London
1973	Pete Callow / Pete Bradford	S.E.London
1974	Bob Head / Bob Girvan	W.Middx
1975	Dave Thompson / Tony Timms	Salop
1976	Ted Manktelow / John Evans	N.W.London
1977	Bob Head / Jim Wilkinson	W. Middx
1978	Brian Greenwood / P Hayes	Leeds
1979	Bob Head / Jim Wilkinson	W.Middx
1980	Dick Westlake / Len Westlake	S.E.London
1981	Brian Greenwood / Graham Whitaker	Leeds
1982	Bob Head / Chris Jones	W.Middx
1983	Jerry Lake / Jim Wilkinson	W.Middx
1984	Bob Head / Chris Jones	W.Middx
1985	Pete Gregory / Graeme Presswell	N.E.London
1986	Phil Spurge / Barry Cooper	N.E.London
1987	Sheridan Williams / Roy Hurst	Maidstone
1988	Sheridan Williams / Paul	Maidstone
1989	Chevasse	N.E. London
1990	Bernard Ward / Keith Endersbee	W.Middx
1991	Malcolm Grubb / Chas Davies	Ipswich
1992	Jennie Collins / Paul Collins	N.E.London
1993	Malcolm Barber / Jim Perkins	N.E. London
	Roger Byford / Dave Rosher	

1994	Ted Manktelow / John Evans	N.W.London
1995	Dave Smith / Graeme Presswell	N.W. London
1996	Pete Gregory / Graeme Presswell	N.W. London
1997	Alan Thurbon / Ian Buxton	N.W. London
1998	Dave Smith / Cath Woodman	N.W.London
1999	Mike Biss / Ian Buxton	N.W. London
2000	Alan Thurbon / Ian Buxton	N.W London
2001	<i>No event</i>	
2002	<i>Not awarded as tie for 1<sup>st</sup> place</i>	
2003	Grant Parker / Lestyn Ap Daffydd	Gwent
2004	<i>No event</i>	
2005	Mark Robinson / David Powell	Gwent
2006	<i>Not awarded</i>	
2007	<i>Not awarded</i>	

**The Glynn Samuel Trophy** – presented by Alderman Glynn Samuel, Chairman of Llandrindod Wells Council, in 1965. In that year it was for the best performance by a starter from LW and for the next four years for third place overall and then for the winner of the semi-expert class.

1965	W Evans / M Like	Hereford
1966	G John / L Evans	Cardiff
1967	F Holmes / J Wood	S. Worcester
1968	D Bowlas / C Francis	Cardiff
1969	D Berecloth / D Medhurst	S.E.London
1970	J Barnard . P Beeson	S.E.London
1971	R Allen / R Smith	Bedford
1972	P Brown / P Hayes	Nottingham
1973	N Carter / John Broughall	S.E.London
1974	John Monks / Keith Latham	S.E.London
1975	Bob Wilkinson Laurie Gay	N.E. London
1976	Norman Sutcliffe / Ken Pilborough	N .W.London
1977	Peter Jackson / Richard Hughes	S.E.London
1978	Stafford Steed / Alan Kerry	N.E. London
1979	Nigel Jennings / Roy Baldwin	N.W London
1980	Edward Palmer / Charles	Leeds
1981	Wheelden	Ipswich
1982	Terry Davies / John Herington	W.Middx
1983	Kevin Tricker / Marilyn Tricker	N.W.London
1984	Clive Seagers / Andy Grimm	Reading
1985	Chris Pratt / Laurence Castledine	W.Middx
1986	Charlie Turner / Ian Orford	Reading
1987	Paul Stephens / Chris Ellis	W.Middx
1988	Trevor Whitehead / Graham Tuer	Ipswich
1989	Phil Holmes / John Zoller	N.W.London
1990	Doug Harrison / Mike Harrison	Ipswich
1991	Stuart Woodsford / Andrew Howe	W.Middx
1992	Jeff Hills / Dave Wiles	Salisbury
1993	Alan Waterman / Neville Breach	N.W.London
1994	Ted Manktelow / John Evans	Ipswich
1995	Martin Steer / Rob Jones	Reading
	Mike Bilton / Nick Ardern	

1996	Steve Sylge / Ray Sylge	Ipswich
1997	Drew Goodspeed / Norman	W.Middx
1998	Hughes	Ipswich
1999	Neville Hawkins / Ian Cameron	W.Middx
2000	Rob Reynolds / Alan Collyer	N.W.London
2001	Graham Smith / Lee Craker	
2002	<i>No event</i>	W.Middx
2003	Andy Rowe / Tim Warburton	N.W.London
2004	John Cotton / Gill Cotton	
2005	<i>No event</i>	
2006	Not awarded	
2007	Not awarded	

**The Metropole Trophy** – presented by the Hotel Manager. Best novice from 1973 - 80, Best Touring Car from 1981- 99 and Best on the Metropole Regularity Run from 2000 - 05.

1973	Miss Lynn Dubois / Mike Watson	Portsmouth
1974	Steven Bate / Peter Brown	
1975	Keith Freak Mick Ryan	Worthing
1976	Dave Berrecloth / Derek Medhurst	S.E.London
1977	Clive Andrews / Michael Goddard	Salisbury
1978	E Palmer / I Hughes	Sheffield
1979	Pete Callow / Ann Callow	S.W.Wales
1980	Clive Jones / Wyn Griffiths	Salop
1981	Allan Goddard / David Head	W.Middx
1982	David Arnold / Alan Thurbon	N.W.London
1983	Allan Goddard / David Head	W.Middx
1984	Phil Spurge / Roy Hurst	N.E.London
1985	Phil Holmes / Ros Flood	Ipswich
1986	Clive Jones / David Morris	Salop
1987	Ian Moir / Gillian Moir	Farnborough
1988	Tony Biss / Jeff Kenyon	N.E.London
1989	Colin Galvin / Graham Harper	Farnborough
1990	Derek Newbould / Richard Watts	N.E.London
1991	Derek Newbould / Richard Watts	N.E.London
1992	Tony Biss / Graeme Presswell	N.E.London
1993	Mike Biss / Pete Tilling	N.E.London
1994	Allan Goddard / Chas Davies	W.Middx
1995	Allan Goddard / Chas Davies	W.Middx
1996	Allan Goddard / Martin Saunders	W.Middx
1997	Allan Goddard / Chas Davies	W.Middx
1998	Jon Turner / Martin Saunders	W.Middx
1999	Allan Goddard / Stephen White	W.Middx
2000	Mike Biss / Dan Austin	N.W.London
2001	<i>No event</i>	
2002	Bernard Ward / Cath Woodman	N.W.London
2003	Malcolm Grubb / Stephen Grubb	W.Middx
2004	Malcolm Grubb / Stephen Grubb	W.Middx
2005	Dave Smith / Cath Woodman	N.W.London
2006	<i>No event</i>	
2007	<i>No event</i>	



**Paul Brown Trophies** – presented by Nottingham Group in memory of CB competitor Paul Brown to the driver and navigator, irrespective of class, who had not competed in a CB Rally before.

1981	John Burton / Alan Hill	Leeds
1982	Ray Molloy / Bob Hughes	Maidstone
1983	Jeff Hills / Paul Bolden	W.Middx
1984	Mark Atkins / Dave Missen	Reading
1985	Mick Bean / Graham Tuer	N.W.London
1986	Nicholas Hallwood/Stuart	Ipswich
1987	Robinson	Salisbury
1988	Simon Emmens / John Bennett	W.Middx
1989	Jeff Hills / Paul Bolden	W.Middx
1990	Andy Tearle / Simon Jones	Portsmouth
1991	Roger Ray / Mark Barrett	Reading
1992	Mike Bilton / Nick Ardern	Salisbury
1993	Paul Simmonds / Dave Wilson	Salisbury
1994	Alan Woodham / Chris Mills	
1995	<i>Not awarded</i>	N.W. London
1996	Barry Green / Ken Lambert	Reading
1997	Steve Slater / Paul Thatcher	Reading
1998	Alan Patten / Dallace Read	W.Middx
1999	Christine Hiscock / Colin Hiscock	W.Middx
2000	Stuart Wheelhouse / Dave Wiles	Glasgow
2001	Andrew Hunter / Brian Agnew	
2002	<i>No event</i>	Glasgow
2003	Mark Hunter / Ian Cook	Glasgow
2004	Steve Roderick / Mark Hunter	
2005	<i>No event</i>	W.Middx
2006	Andy Shepard / Matt Chambers	
2007	<i>Not awarded</i>	
	<i>Not awarded</i>	

## **CSMA Captains**

The first Captain was appointed in 1924 as the figurehead for the promotion and organisation of all motor sport related activities in the Club. The role included assuming the position of Clerk of the Course on all Association events and of obtaining invitations to participate in events organised by other Clubs.

1951	Frank Stephens
1952	John Richmond
1953 - 1954	John Price
1955 - 1956	Ken Wheeler
1957 - 1965	Cyril Dart
1966 - 1967	Stan Tinn
1968	Dave Berrecloth
1969 - 1972	Nev Cook
1973 - 1980	Pete Bradford
1981 - 1987	John Herington
1988 - 2002	Bob Hill
2003 - 201x	Allan Goddard

## CB Clerks of the Course

1958 -71	Cyril Dart / Peter Donovan
1972 - 73	Dave Finch / Peter Donovan
1974 - 80	Peter Munt / Peter Donovan
1981	Peter Munt
1982 - 84	Peter Munt / Keith Freak
1985 – 86	Keith Freak
1987	Keith Freak / Norman Hughes
1988	Norman Hughes / Keith Freak
1989	John Zoller / Keith Freak
1990 - 93	John Zoller / Clive Jones
1994 - 96	Clive Jones / John Zoller
1997 - 99	John Zoller / Colin Zoller
2000 - 01	Colin Zoller / Phil Holmes
2002	Ian Perry / Phil Holmes
2003 - 04	Ian Perry / Nigel Nelson
2005	Nigel Nelson
2006	Pete Gregory / Alan Smith
2007	Alan Smith

## Timing and route cards over the years –

The principles of any rally are quite straightforward – “setting off from point A to reach point B following a prescribed route against a fixed time schedule”. The greater the deviation from the route or the time schedule the greater the penalty. The three key elements are - *the choice of route* ( mid Wales has a great selection of interesting and demanding roads, favourites being classics such as the Abergwesyn Pass and the Elan Valley), – *the timing system* and *the method of defining the route*.

Up until 1966 CB competitors could choose between about a dozen starting points which with quite lax timing all then converged for a more competitively timed common route to the finish, where there would be a series of driving tests. After that date there was just one highly competitive rally route based on Llandrindod Wells and the final driving tests were dropped.

In the 1950's and early 60's competitors supplied their own watches which were set by the organisers and sealed in plastic cases. At each control the watch was handed to the marshal for the time to be recorded, often a job given to the third crew member sitting in the back of the car. In 1963 John Brown, of Targa Rusticana Rally fame, came up with a new system known as 'targa' timing. All the watches, now held by the marshals, were set back from midnight by the amount of time allowed to reach that control so that a competitor running on time would always have a time of midnight recorded on the time card and if not, then the time penalties would be obvious to the results team. It soon became apparent that by setting the watches back by less than the official time allowed competitors would not make the control on time and would incur time penalties. The course opening car could 'screw' the watches even further, depending upon the conditions. The competitors knew they had little chance of being on time and so would drive flat out everywhere. As 'time of day' was never recorded there was no way of proving that the organisers had broken any rules. As competitive speeds continued to increase beyond what was considered acceptable 'targa' timing was banned in 1988. BBC 'time of day' now had to be used and average speeds between time controls were strictly controlled at 30mph. This completely changed the nature of the events.

Previously, the route instructions, often issued at the start, known as 'pre-plot' had been grid references in order that all plotted on junctions, also some sections were classified as 'selectives' where the timing was to the nearest second. Now, time consuming navigational problems were introduced and handed out at intervals during the event, known as 'plot and bash', in an attempt to reduce speeds and to get competitors to lose time. Some navigators enjoyed the extra challenge, others moved on and newcomers found it difficult to get to grips with solving 'puzzles' on the move whilst simultaneously giving route instructions to the driver and keeping an eye on the time schedule.

Two examples below illustrate just how much the 'navigation' changed and if, as in 1992 the organisers had to issue four pages of explanatory notes at the finish something was not right.

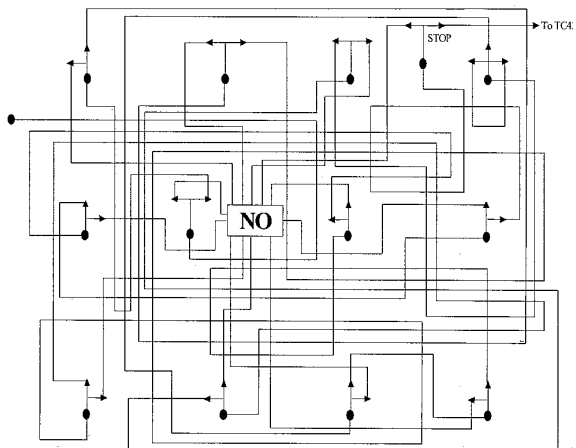
CSMA CURTIS BENNETT RALLY 1986		ROUTE CARD B Issued at TC 3
TC 3	SE 057½660½	23.23
Competitive	Via SSE 041677½ Via NE 031½665½ SW	3 miles 6 minutes
TC 4	E 023½664	23.29
Competitive	Via SE 022½664½ Via ESE 008½696½ Via NE 988689	4 miles 8 minutes
TC 5	NW 990½686 (Give Way)	23.37
Competitive	Via NE 987683½ Via NW 002½668½	2 miles 4 minutes
TC 6	SE 010½671½ (Give Way)	23.41

CSMA/Frizzell Curtis Bennett Rally May 1997

Route Card 20: Hand out at TC 40 (Competitive)

TC 40 (002 728½) - TC 43 (033½ 661)

The route to TC43 is defined by the following in-order schematic tulips



<u>Control</u>	<u>Miles</u>	<u>Time</u>	<u>Make-up</u>
TC 40 - TC 41	4.5	9.0	2 Mins
TC 41 - TC 42	2.5	5.0	1 Min
TC 42 - TC 43	5.0	10.0	2 Mins

## Sports Membership

To recognise outstanding contributions to CSMA Motorsport, either as a competitor or as an organiser, the Sports Membership was introduced in 1956. Since then awards have been presented to nearly a thousand members.

The award took the form of a badge to be fixed to the car, (remember those chromium plated badge bars?). The multicoloured design was made up as follows – the outer ring was in British Racing Green, the central gold star was an ACU award and the inner design was in the CSMA colours of red, white and blue.

Whist on the subject of badges, the design of the CSMA winged wheel badge was credited to the first Captain, V.T. Brennan, and was derived from the company that Frizzells use to underwrite the motorcycle insurance – “ Wheel and Wings Insurance Co “

The company ceased trading in 1924 but the CSMA winged wheel badge lives on today

## CSMA Group and HQ Rallies

In the 1960's, 70's and 80's there was enough support and enthusiasm for individual Groups to run their own rallies. Here competitors honed their skills which each year were put to the ultimate test on the CB Rally as each Group vied to win the much coveted Trophy.

A selection of those events is given below:

Advent	Dorset
All Fools	S E London
Autumn	S London Centre
Challenge	W Middx / Reading
Chequers	N W London
Chiltern	N W London
Civil Service	HQ
Clausentum	Southampton
Curtis Bennett	HQ
Early Bird	Essex
Greenhorn	N W London
Harvester	Ipswich
March Hare	Portsmouth
Mayflower	Southern Centre
Maytime	Essex
Midsummer	Staffordshire
Nightlark	Bedford
Noreaster	N E London
Reliance	HQ
Sarum	Salisbury
Southdown	Worthing
Starlight	W Middx
Wells Cargo	Tunbridge Wells
Wilderness	Bedford

## Southern Counties Rally Championship 1962 1986

From the 60's to the 80's many CSMA Groups ran their own rallies, both daylight and night events. Initially, there were sufficient of these events to form the SCRC Championship, however, in later years events from other local clubs were included to make 15 rounds throughout the year. The CB always featured as one of the qualifying rounds.

	Drivers	Navigators
<b>1962</b>	J. Eaton J. Deaville	S. Bate Keith Eaton
<b>1963</b>		
<b>1964</b>	R. Bottomley R. Fail	P. Rowcroft E. Jeffries
<b>1965</b>	Brian Prior R. Girvan Searle Siemsson	Eddie Garner Stan Tinn R. Girvan
<b>1966</b>	R. Girvan Searle Siemsson Stan Tinn	Barbara Sabey R. Girvan Cicely Siemsson
<b>1967</b>	Barbara Sabey Dave Berrecloth R. Girvan	Keith Eaton R. Girvan Eddie Garner
<b>1968</b>	Barbara Sabey R. Stevens R. Girvan	Keith Eaton Eddie Garner R. Girvan
<b>1969/70</b>	Barbara Sabey Dave Finch Peter Munt	Keith Eaton Pete Bradford Laurence Castledine
<b>1970/71</b>	Alan Thurbon Dave Finch Graham Peggs	Tony Baldwin M. Hayward R. Saunders
<b>1971/72</b>	Alan Thurbon R. Allen Ted Manktelow	Tony Baldwin R. Smith John Evans



<b>1973/74</b>	Ted Manktelow P. Parrey Bob Head	John Evans R. Girvan Tony Baldwin
<b>1975</b>	R.Wilkinson Bob Head Keith Freak	Laurie Gay Martin Quaintance John Grimson
<b>1976</b>	Ken Lambert Bob Head Keith Freak	Jim Wilkinson Alan Thurbon Mick Ryan
<b>1977</b>	Bob Head Bernard Ward Alan Waterman	Keith Endersbee Chris Bone Laurence Castledine
<b>1978</b>	Chris Pratt Mike Biss John Evans	Alan Smith Laurence Castledine Mick Watson
<b>1979</b>	John Evans J.Hodson Dave Patten	Ted Manktelow Alan Smith Alan Reincke
<b>1980</b>	Dave Patten Malcolm Grubb John Evans	Alan Smith Ted Manktelow Paul Collins
<b>1981</b>	Dave Patten Stafford Steed John Evans	Alan Smith Jim Wilkinson Ted Manktelow
<b>1982</b>	<i>Insufficient events for a Championship</i>	
<b>1983</b>	Mike Biss Tony Biss Phil Holmes	Jeff Kenyon Paul Collins Alan Smith
<b>1984</b>	Chris Pratt Tony Biss Bernard Ward	Alan Smith Jeff Kenyon Dave Rosher
<b>1985</b>	Pete Gregory Bernard Ward Mike Biss	Graeme Presswell Norman Hughes David Head
<b>1986</b>	Mike Biss Pete Gregory Allan Goddard	Graeme Presswell Malcolm Barber David Head

## Some of those that made it all happen .....



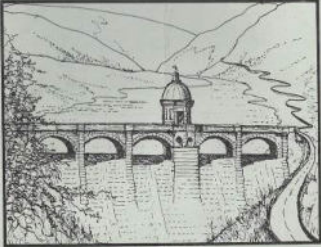
A plaque being presented in 1984 to mark the 25<sup>th</sup> anniversary of the Metropole Hotel being used as the HQ for the Curtis-Bennett Rally.

L to R:

Peter Munt (Clerk of the Course 1974 - 84)  
David Baird-Murray and Roberto Marchesi (Metropole Hotel)  
Peter Donovan (Clerk of the Course 1958 - 80)  
Chris Devenish (Competitions Secretary)  
Cyril Dart (Clerk of the Course 1958 - 71)


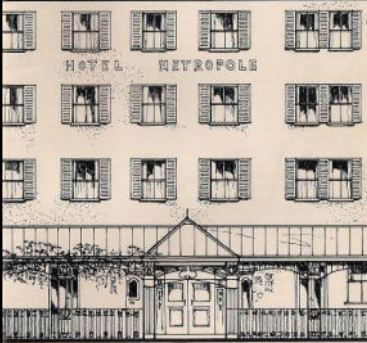
1935-1975

## CURTIS BENNETT RALLY



23/24 MAY 1975


A C.S.M.A. HQ EVENT

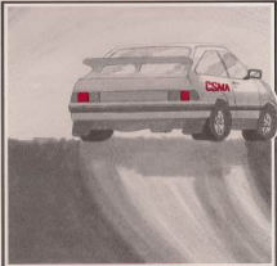
HOTEL METROPOLE

### CURTIS BENNETT WEEKEND

30 APRIL - 2 MAY 1982






## FRIZZELL



**CURTIS - BENNETT WEEKEND**  
**— 25/26 MAY 1991 —**  
**LLANDRINDOD WELLS - POWYS**

WITH SPONSORSHIP FROM

**FRIZZELL BANKING SERVICES LTD**

### Curtis-Bennett Weekend

23/24<sup>th</sup> May 1998

Llandrindod Wells - Powys

WITH SPONSORSHIP FROM

## FRIZZELL

Civil Service Motoring Association Ltd.

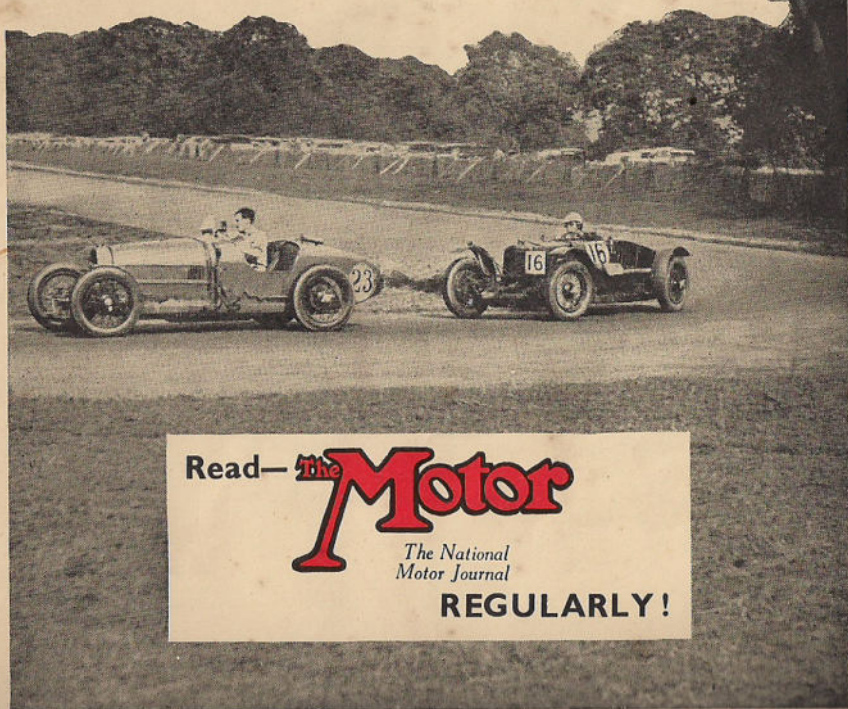
# RALLY AND GYMKHANA



AT

**DONINGTON PARK,  
CASTLE DONINGTON**

**SATURDAY and SUNDAY, JUNE 25th and 26th, 1938**



Read—**The Motor**

*The National  
Motor Journal*

**REGULARLY!**