



By Eck
It's the ...



Yorkshire Hill Rally 2024

13th-15th September 2024



PROGRAMME



> Introduction

The Yorkshire Hill Rally is a brand new event, based at Acaster Malbis airfield, approximately 5 miles south of York. The airfield will host the Rally HQ and central service park, as well as being the location for one of the stages, run twice on Friday and Sunday.

The event is organised by That's Motorsport Ltd and it is a round of both the Motorsport UK British Cross Country Championship (BXCC) and the Defender Rally Series, details of these are included later. It is held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

> What is a Hill Rally?

Think of a hill rally as a stage rally, but with tougher cars and tougher stages! The Yorkshire Hill Rally is one of three being held in 2024, the others being the Scottish Summer Hill Rally and the Scottish Borders Hill Rally.

The Yorkshire Hill Rally will feature 16 stages over three days, giving a total of around 100 competitive miles. There are no route notes, DVDs or recce for hill rallies, competitors will have a road book and stage maps, that's it!

The very first hill rally took place in May 1971 in North Wales and it was won by a brand new vehicle at the time, the Range Rover, crewed by Roger Crathorne and Vyrnwy Evans. There's a link between that first event and the Yorkshire Hill Rally. David Mitchell, who is one of the Yorkshire Hill Rally's Deputy Clerks of Course was a competitor on it, driving a Series I Land Rover at the age of 23.

Hill rallies took place sporadically in the 1970s with further events in Wales and two in Hampshire. However, there were no events between 1977 and 1992, when the newly formed Hill Rally Club ran an event in Powys. David Mitchell was Clerk of the Course for this event and, in another link to the Yorkshire Hill Rally, it was won by Stephanie and Rachael Simmonite. Stephanie and Rachael are making a return to motorsport for the Yorkshire Hill Rally, they'll be competing in a Lofthouse Freelanders.



Many events took place in the 1990s and early 2000s, for example the Scottish Hill Rally which was founded by Ian Sykes who is competing on the Yorkshire Hill Rally. Since then events have been less common.

In 2018 That's Motorsport Ltd organised the Welsh Hill Rally which was based in the Walters Arena complex in South Wales, this event also ran in 2019. That's Motorsport also organised the Welsh "Borders" Hill Rally in 2022 which was the first ever hill rally to include closed roads as part of special stages, the first closed road event in Powys and the first multi-venue hill rally in Wales since 2006.



The Scottish "Borders" Hill Rally, which takes place at Forrest Estate in South West Scotland has become established and in 2023 the Scottish Summer Hill Rally ran for the first time from the impressive base of Thirlestane Castle near Lauder. The Summer Hill Rally ran again in 2024 and the "Borders" is scheduled to run in November which will mean there are three hill rallies in 2024, the first time this has happened for many years.

Thanks to David Mitchell for his hill rally history knowledge, which helped put together this section of the programme, and the photograph of the Simmonite Sisters. Look out for his white 90 at the Yorkshire Hill Rally!



> Event Sponsors

Thank you to our sponsors, the event would not be able to run without them.



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PAR Homes Ltd, parhomes.co.uk, is a long established family owned business based in Mid-Wales, which specialises in the development of high quality family housing. Approaching 20 years' experience in providing homes both for sale and rent, the company has grown to be one of the most respected developers in Mid-Wales. The company has, to date, successfully developed almost 300 superior quality homes, over a number of diverse sites, using a team of highly qualified professionals, together with craftsmen that have been with the company for many years. The company has also built many diverse schemes for a number of private clients, all of which were delivered on time, on budget and to an extremely high standard of finish. These projects include health centres, hotels, car showrooms and office accommodation. The use of superior quality materials, local craftsmen and efficient pro-active trades has given the company a well-earned reputation of being the premier builder within Mid-Wales. This claim is strongly reinforced by a number of prestigious awards including the Zurich Municipal Customer First Award and five times winners of the Mid-Wales Building Excellence Awards, issued by the local authority building control.

PAR Homes Ltd has also achieved the highest standards attainable with the NHBC, Zurich Municipal and the LABC and is an A1 rated developer with all of these organisations. From our attention to detail and the flare and foresight of our architects, the PAR Homes team provides customers with exceptional value, energy efficient, high quality homes which will stand the test of time. With this long established reputation the purchase of a home from PAR Homes Ltd is sure to exceed your expectations.



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Please visit voxcloud.co.uk for further information.



The Discovery Centre was established in 1997 by the present owner Peter Widdop, and since then it has grown into the largest independent Land Rover specialist in Otley and the surrounding area. They service and MOT, repair, maintain and modify all makes and models, but they have a passion for, and specialise in, all things Land Rover and Range Rover. All their technicians are Land Rover dealer trained and qualified, with over 40 years combined experience, meaning they can provide all customers with exceptional service and expertise for a fraction of the cost of a main dealership.

They have two fully equipped workshops with 4 ramps and an MOT testing bay, using the very latest diagnostic equipment, offering a full range of services including 4-wheel laser alignment, air conditioning servicing, and they are proud to use Morris lubricants and oils, a privately-owned British company dating back to 1869.

All their work is covered by a 6 month or 6,000 miles warranty giving customers peace of mind when choosing The Discovery Centre.

Please visit discovery-centre.com for more details.



Owner Richard Canterbury has loved Land Rovers all his life and has owned one since he was old enough to get behind the wheel. What started off as a hobby has now become a way of life! Rich has over 25 years experience in the motor industry and has Land Rover academy training up to the latest models.

People say you shouldn't mix business with pleasure, but when both revolve around Land Rovers, it's difficult not to! Weekends are spent in the garage too, building and modifying off road racers to compete up and down the country. Rich takes pride in his work and is always happy to help and advice... any excuse to talk about Land Rovers! Please visit rcm4x4.co.uk for more information on RCM 4x4.



Gregg Motorsport, located near Nottingham is your dealer for Polaris RZR vehicles. In addition they offer the complete service to get your RZR race ready – you can see examples of Gregg Motorsport race vehicles at the Yorkshire Hill Rally!

They also sell the full range of Polaris Sport and Leisure vehicles. Please see gregg-motorsport.com for further information.



Fairview Farm Machinery polaris-nottingham.co.uk are main dealers for Polaris UTVs and Polaris Sports & Leisure Vehicles. They are a family owned company based in Nottinghamshire and they offer sales and maintenance services for a range of products and they we sell the complete range of Polaris vehicles.

They trade countrywide in new and used second hand trailers and agricultural products, stocking a range of top brands including Solis Tractors, Nugent Trailers, Brian James Trailers, Oxdale Products and Fleming Agri Machinery. They are distributors for BLOOMFIELDS Horseboxes, selling their full range to suit all needs.

In addition, they offer full servicing for all makes and models of trailers, horseboxes and Polaris vehicles at their on-site workshop.



Enjoy a peaceful break in rural Nottinghamshire, in the heart of glorious Robin Hood country. Fairview Farm is situated near Sherwood Forest and provides a great base for couples or families to enjoy the countryside and local attractions. They cater for both long and short breaks. Also perfect for wedding guest accommodation.

Please visit fairviewfarmholidayaccommodation.co.uk to book your break.



Nicky Grist Motorsports, nickygrist.com, was set up in 1995 when Nicky was co-driving for Juha Kankkunen in the works Toyota Castrol Team. It was 2006, the year in which Nicky contested his final FIA World Rally Championship event, with Colin McRae that the focused moved to the retail and wholesale supply of Stilo helmets and intercoms as their UK distributor. Since then Nicky has added top quality motorsport safety products to his range including P1 Advanced Racewear, Turn One, Simpson Sport Hybrid, Monit Rally computers, Walero, Alpinestars Racewear, Stand 21 and exclusive NG Brand products in the UK and beyond.



PD Extinguishers was started early in 2018 by regular rally competitor, organiser and scrutineer, Chris Woodcock who was concerned that a 10 year life on extinguishers was another recurring cost which would be another barrier to competitors. Using his 35 years aerospace engineering experience, he has justified a 16 year life on all PD Extinguishers Stainless Steel systems due to their high tensile strength and corrosion resistance, giving a 60% increase in the extinguisher life cycle with no cost penalty to the end user.

PD Extinguishers will give you a 25% discount so whether you are building a new car or refreshing the kit in an existing car they are worth a look. They also provide a Haylo (Halon replacement) extinguisher as well as AFFF in handheld and plumbed-in versions which can be electrically or mechanically operated. If you have any questions please call or email Chris: 07973 830695 or chris@pdextinguishers.co.uk.



As a British Champion Dan Lofthouse probably needs no introduction, but for those who don't know, Dan and his father Alec build the Lofthouse Freelanders, a vehicle which has also won the British Championship. As well as building cars Dan also sells offroad tyres of various types and was instrumental in the development of various MRF tyres. These tyres were fitted to the top three BXCC 2019 cars! So if you need some winning tyres, a winning car or just a brew and a chat, contact Dan whose Lofthouse Motorsport workshop is based near Preston in Lancashire, facebook.com/lofthousemotorsport.

> The Organising Team



The event is organised by Jon Aston, Moira Aston and Dave Brodie of That's Motorsport Ltd with assistance from various other Motorsport UK-recognised motor clubs.

The organising team is supported by several Event Officials and volunteer Marshals, who ensure that the event is run safely in accordance with regulations.

> Event Officials and Timetable

Steward of the Meeting; Appointed by Motorsport UK	John Williams
Steward of the Meeting; Appointed by the Organisers	Derek Lee
Steward of the Meeting; Appointed by the Organisers	Nick Dale
Clerk of the Course	Jon Aston
Deputy Clerk of the Course (Field)	Dave Brodie
Deputy Clerk of the Course (Field & 00)	David Mitchell
Deputy Clerk of the Course (Field & 00)	Andy Mills
Deputy Clerk of the Course (HQ)	Roger Whitehouse
Senior Official	Moira Aston
Entries Secretary	Jon Aston
Spectator Safety Officer	Sue Sanders
Chief Marshal	Dave Brodie
Chief Communications Officer	Roger Whitehouse
Chief Paramedic	Graham Hundley
Chief Timekeeper	Richard Blackshaw
Chief Scrutineer	Dave Newton
Scrutineer	Andy Dennis
Scrutineer	Jonny Campbell
Competitor Liaison Officer	Fiona Urwin
Safeguarding Officer	Debbie Burndred

Service Park Manager	Steve Chambers
Stage Commander	Dave Brodie
Stage Commander	John Curtis
Stage Commander	Mike Watson
Stage Commander	Jon Binns
Stage Commander	Tony Jones

Thank you to the Event Officials and also to all the Marshals, who both help set out all the stages and ensure that they run safely on the day by marshalling within the stage and at the stage starts and finishes. We couldn't race without them!

Please visit theyorkshirehillrally.com/marshals/ to find out more about marshalling.

The event timetable is as follows:

Thu 12 th Sept 2024	17:00	Service Park Opens
Fri 13 th Sept 2024	10:00	Documentation and Signing-on opens
Fri 13 th Sept 2024	10:00	Scrutineering and Noise Check opens
Fri 13 th Sept 2024	11:00	End of Acceptance of Entries
Fri 13 th Sept 2024	13:00	Scrutineering and Noise Check closes
Fri 13 th Sept 2024	13:00	Signing-on closes
Fri 13 th Sept 2024	14:00	Competitors' Briefing
Fri 13 th Sept 2024	14:50	Parc Fermé opens for first car
Fri 13 th Sept 2024	15:00	1 st vehicle starts Leg 1
Fri 13 th Sept 2024	17:00 (est)	1 st vehicle finishes Leg 1
Fri 13 th Sept 2024	20:00 (est)	Leg 2 restart times published (Latest)
Sat 14 th Sept 2024	09:50	Parc Fermé opens for first car
Sat 14 th Sept 2024	10:00	1 st vehicle starts Leg 2
Sat 14 th Sept 2024	17:12 hrs (est)	1 st vehicle finishes Leg 2
Sat 14 th Sept 2024	20:15 hrs (est)	Leg 3 restart times published (Latest)
Sun 15 th Sept 2024	08:50	Parc Fermé opens for first car
Sun 15 th Sept 2024	09:00	1 st vehicle starts Leg 3
Sun 15 th Sept 2024	14:00 (est)	1 st vehicle finishes Leg 3
Sun 15 th Sept 2024	15:30 (est)	Provisional results published on Official Notice Board
Sun 15 th Sept 2024	16:00 (est)	Final results published on Official Notice Board
Sun 15 th Sept 2024	16:05 (est)	Presentation of Awards



> The BXCC



The BXCC is the Motorsport UK's "British" championship for offroad racing and it is organised by That's Motorsport Ltd. The events are held on a wide-variety of terrain, from forest tracks to farmland and quarries.

The Yorkshire Hill Rally is round four of the BXCC and it follows events at Pickering, Ceri and Penybont.

After winning round three, Paul Rowlands of PAR Homes Racing leads the title race going into the Yorkshire Hill Rally on 248 points. Aston Cox, who has chosen to miss the event, is in second on 236 with Mike Faulkner third on 206. Just behind is Richard Watson with 200 points and Phill Bayliss completes the top five on 198. Rowlands, Faulkner, Watson and Bayliss will all be taking on the challenge of the Yorkshire Hill Rally.

Following the Yorkshire Hill Rally the BXCC season will be completed with what is expected to be a very tough double-header event at Walters Arena in South Wales.

BXCC crews are noted in the competitor information later in the programme. For more information please visit crosscountryuk.org.

The BXCC is supported by PAR Homes, Voxcloud, Roodsafe, Roadflash, Gregg Motorsport, Fairview Farm Machinery, Fairview Farm Log Cabin and Holiday Accommodation, Aspire Park and Leisure Homes, Johnnie Drysdale, Whitecliff 4x4, Dynatech, NickyGrist.com, Whitchurch MOT Centre, Staffordshire Signs, PD Extinguishers and OR Tyres.

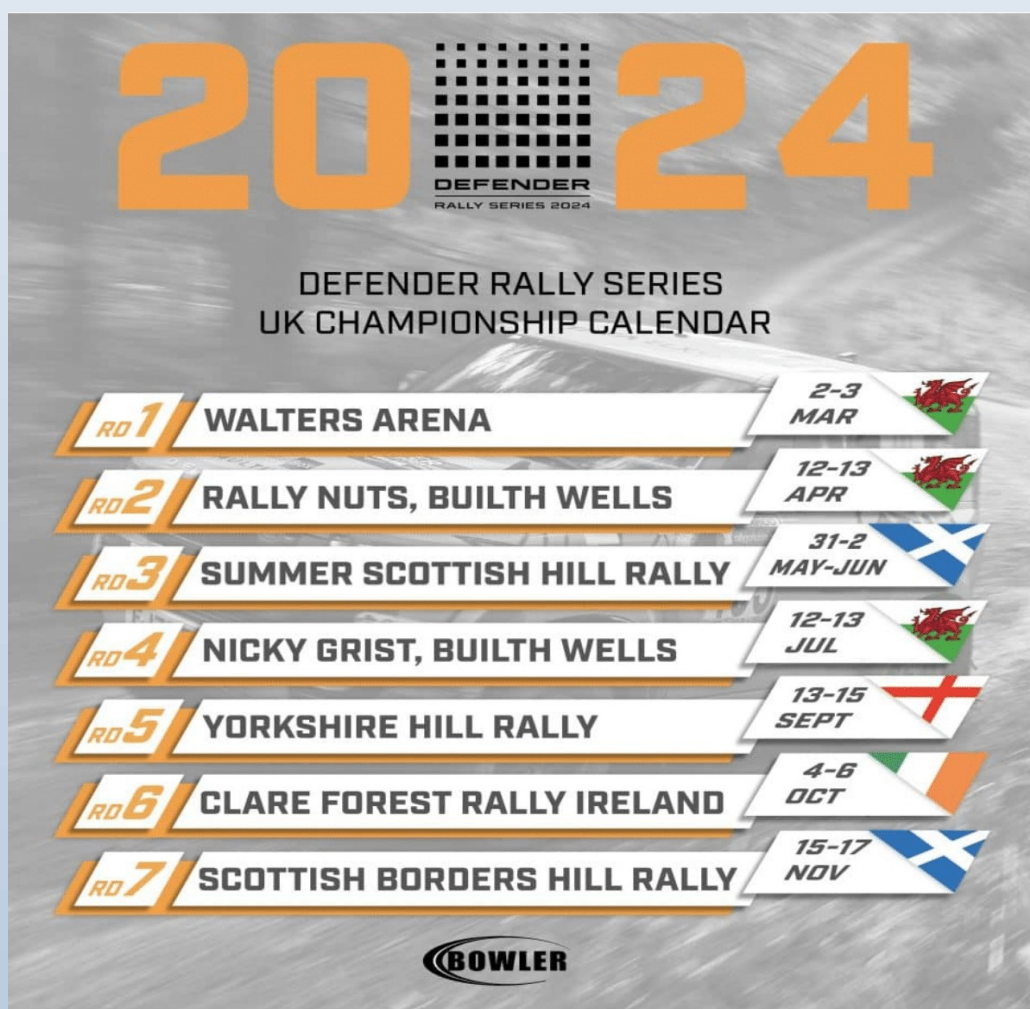


> The Defender Rally Series



The Defender Rally Series, partnered with Tata Elxsi, is run by That's Motorsport on behalf of Bowler, who are part of JLR Motorsport. It is a one-make rally series for production-spec Land Rover Defenders.

The Yorkshire Hill Rally is round five of the Series, with two further rounds to decide the title. For more information please visit bowlermotors.com/defender-rally-series/.



> Spotlight On: Car Zero

As part of the event safety measures hill rally events, like stage rallies, run a “car 0” ahead of the first competitor.

It is a Motorsport UK requirement that the zero car must be a competition-prepared vehicle which must be presented for scrutineering and the noise check in the same manner as all the vehicles of the competitors. The zero car crew must abide by the same rules as other competitors too, for example wearing appropriate harnesses and approved helmets.

The driver of the zero car must have an appropriate competition licence and at least one of the zero car crew must have previous event safety experience.

The zero car follows the full route of the event, including all the stages. It will run ten minutes ahead of the first competitor car and the crew are responsible making a final check that the route is fully compliant with the event’s safety plans. The crew will report, via radio, if there are any issues. If there are no issues they will report at the end of the stage that it is clear to run.

The Yorkshire Hill Rally will use the very experienced zero car driver Simon Kerfoot and he’ll be navigated by Steve Gardiner.



Simon built the car he uses at Clayton Garage Motorsport and it has been zero car on the Scottish Borders Hill Rally, the Scottish Summer Hill Rally and the Welsh Hill Rally, playing a key role in the safety of the events.

Simon also co-drives on cross country events. He’s a former BXCC co-driving champion, partnering Martin Gould to two titles, and he currently co-drives for Aston Cox.

If you’re watching at the spectator stage (see below) then look out for Simon coming through just before the first competitor!

> Spectator Information

The Yorkshire Hill Rally has one spectator stage which will be run twice on both Friday 13th September and Sunday 15th September.

All other stages are on private land with no spectator access. **Please do not jeopardise the running of the event by visiting any stages other than the official spectator stage.**

The spectator stage is located at Acaster Malbis airfield which is approximately five miles south of York, the nearest postcode is YO23 7BW. It is scheduled to run at 15:05 and 16:28 on Friday and 11:08 and 14:25 on Sunday. Spectators will also be able to view the event service area at this location which will be use throughout the three days.

Please stick to the designated spectator area and obey marshal instructions. Cross country events have an excellent safety record and we would like to keep it that way!

Please visit theyorkshirehillrally.com/spectators/ for further spectator information.



**SPECTATE
SAFELY!**

- **Be alert!** Always expect the unexpected.
- Stay at the designated spectator areas.
- Remember that in an accident anything can happen.
- Always follow the instructions of the marshals.

**YOUR SAFETY
YOUR LIFE**

**RALLY
FUTURE**

motorsportuk.org
#rallysafety



> Car Classes

The Yorkshire Hill Rally caters for everything from a standard production-spec Land Rover Freelander through to a space-frame 6.2V8 prototype! There are 12 classes of vehicle:

Group	Class	Fuel (Pump Fuels Only)	Engine Capacity	Suspension	Drive
(A) Standard Production	1	Any	Up to, but not including, 2000cc	Any	Any
	2		2000cc and above		
(B) Modified Production	3	Any	Any	Any	Any
(C) Standard Utility Task Vehicle	4	Any	No Turbo or Super charger	Any	Any
	5		Turbo or Super charger fitted		
(D) Unlimited Utility Task Vehicle	6	Any	Any	Any	Any
(E) Prototypes	7	Petrol/LPG	Up to, but not including, 4000cc	Live Axle	4WD
	8			Independent	
	9		4000cc and above	Live Axle	
	10			Independent	
	11	Diesel	Any	Any	2WD
	12	Any			



> Event Media Information

The official photographer for the Yorkshire Hill Rally is Songasport, who has also provided most of the photography for this programme.

An event gallery, featuring every competitor (unless someone has the misfortune to retire shortly after the start of the opening stage!) will be available to view at facebook.com/songasportoffroad shortly after the event and there will an event report at blog.crosscountryuk.org. Look out for reports and pictures in such publications as Rally Sport News and Overlander 4x4 too.

The official videographer is Special Stage who will show video clips and the event video via facebook.com/specialstage and youtube.com/@SpecialStage.

Songasport and Special Stage also provide media support to all the other BXCC rounds.

**SONGASPORT
OFFROAD PHOTOGRAPHY**

**SPECIAL
STAGE**



> Live Results

Results from the event will be available via www.rallies.info/res?e=603&i=300.

> Spotlight On: Rescue and Recovery

Like all motorsport, things can go wrong on hill rally events. Competitor vehicles can have problems on the stage causing them to stop, potentially blocking the course. They can also have accidents which may involve injuries to the crew. The Yorkshire Hill Rally, and other BXCC rounds, have dedicated rescue and recovery crews who respond to incidents.

The rescue crews provide immediate medical attention where required, including extrication should a competitor be trapped in their vehicle. They are in radio contact with the event HQ so can be summonsed for help as soon as an incident is known about.



The recovery crews have specialist knowledge of retrieving stricken vehicles. This can include everything from a simple tow to getting a car back on the road after rolling down a hillside. The crews use vehicles equipped with gear to facilitate the recovery, such as winches.



> Crew Information

Here's who you can expect to see at the Yorkshire Hill Rally. The list is alphabetical, a seeded entry list will be available at theyorkshirehillrally.com.

Car 771: Adrian G Eason-Bassett (NORC)/Brian Farmer (TML) Range Rover (Class 2)



Adrian's 1987 Range Rover is standard production-spec other than its BMW 2.8 6-cylinder engine. He has used it on a variety of events such as stage rallies and comp safaris, including the full 2010 British championship. The Yorkshire Hill Rally marks his return to competitive motorsport after a long battle with kidney failure. He was fortunate to receive a new kidney from a donor. He has also had treatment for cancer this year and is now clear.

Brian "Huggy" Farmer has bravely agreed to be the speaking ballast in the passenger seat. Follow the team at facebook.com/EBRacingOfficial.

Car 80: Alan Thomas (TML)/Luke Dixon (Blackpool and Fylde LRC) Allard Warrior (Class 8)



Alan came back to the BXCC in 2021 after a few years break. He is not racing in the BXCC this season but he's bringing his Warrior to the Yorkshire Hill Rally.

Car 41: Alex Day (AWDC)/Nick Beadle (AWDC)
Tomcat (Class 9)

sponsored by Atkinsons Motor Engineers



Alex started racing in 1998 with an original Bowler Tomcat. The current car was built in 2004 and it has a 4.8 V8 coupled to a standard four-speed Range Rover automatic gearbox.

Co-driver Nick will be contesting his second hill rally after debuting on the 2022 Welsh event. According to Alex, Nick's main task is to ensure they find an ice cream shop on the road section!

Car 16: Alex Parpottas (AWDC)/Steven Parker (AWDC)
Ineos Grenadier (Class 2)

sponsored by Ineos and Buzz Special Vehicles



Alex started his motorsport in the Junior 1000 Rally Championship in a Micra 1.0 before moving to a Fiesta ST and then a Fiesta R2 in which he contested the British Rally Championship and then the European Rally Championship.

Alex then swapped to comp safari racing, taking a Can-Am Maverick X3 to the AWDC title in 2018.

He drove the Ineos Grenadier at the Goodwood Festival of Speed, the Yorkshire Hill Rally will be the car's first competitive event.

**Car 195: Andrew Robinson (NORC)/Tim Mangham (S&S)
KRS Polo (Class 8) (BXCC)**

sponsored by DT Motorsport Ltd, DT Fabs Ltd and Display Project Ltd



Andrew is racing in the BXCC this season and has a best result of 9th overall so far, which was achieved at the opening round near Pickering.

The car has a little more power than a normal Polo, it has a 2.0 turbocharged engine from a Golf R producing in excess of 400bhp!

**Car 444: Ashley Bartlett (HBLRO)/Niall Banyard (HBLRO)
Land Rover Defender 90 (Class 3)**

sponsored by AB Trailers



The Yorkshire Hill Rally will be Ashley and Niall's third hill rally, having previously contested the Welsh Hill Rally in 2018 and the Welsh Borders Hill Rally in 2022, where he finished third in class despite engine issues with his Land Rover 90 TDi.

The team are based in Surrey and Hampshire and they have been competing in Land Rover trials since 1994 and in comp safaris since 2014. They have won the ALRC National Comp Safari standard production class for the last three years.

As well as racing, Ashley's hobbies are playing tennis and collecting broken Land Rovers.

Car 34: Carl Duffield (NORC)/Martin Wellock (NORC)
AWD Proto Peugeot (Class 11) (BXCC)



Carl has been racing for around 30 years, starting with a 300TDi and now in a 206 independent with a 3.0 litre twin-turbo diesel.

He won the NORC championship in the late 90s and has also finished 4th in the “British” championship. He did a couple of hill rallies some years ago and is looking forward to doing the Yorkshire Hill Rally with Martin, who has been his navigator for several years.

Carl and Martin are racing in the BXCC this season.

Car 200: Chris Ratter (TML)/Kenny Clarke (TML)
Land Rover Defender 90 (Class 2) (BXCC)
sponsored by Xceed 4x4 and Team X



Chris has over 30 years of motorsport experience covering offroad events, hill rallies and stage rallies. He has taken part in the Dakar Rally and Wales Rally GB.

In 2024 his racing has included two rounds of the BXCC and in August he competed in the Iceland Hill Rally.

He races in “Team-X” colours, follow the team here: facebook.com/groups/8257810773

Car 95: Denis Ferry (TML)/Barney Gillespie (TML)
Land Rover Bowler Defender 663 (Class 1)



Denis has a background in stage rallying, competing on events such as the Donegal International for many years in a range of cars including a Subaru Impreza, Mitsubishi Lancer Evo and an Opel Manta.

He started a couple of Defender Rally Series events in 2023 before entering the full series in 2024. He's currently third on the leaderboard after consistent performances all season. The experienced Barney Gillespie will be on co-driving duties.

Car 13: Edd Cobley (TML)/John Tomley (TML)
Land Rover Defender (Class 3) (BXCC)

sponsored by Davanti Tyres, Syncro Gearboxes, Lof Clutches, Swepco Oil, Allisport, Td5 Inside, CR Turbos and Optimill.



Edd is racing in the BXCC again this season in his Land Rover 110 Double-cab, known as Skippy 2.0, which has been in his family since it was brand new in 2005.

After being used in his family business the car was built into a racer, with a turbocharged TD5 engine and a sequential box.

Edd won his class in the 2021 BXCC and he has also used the car on other hill rallies as well as displaying it at Land Rover shows. He will have the very experienced John Tomley co-driving.

Car 50: George Bryson (SHRC)/Jacqueline Bryson (SHRC)
Warrior Audoo Quattro (Class 8)
sponsored by Howford Hydraulics Ltd



The Brysons have had mixed results since purchasing the Warrior, with various issues spoiling their BXCC season in 2021. They were fifth in last year's Scottish Summer Hill Rally and were fourth this year when the clutch gave up. George commented: "We are trying desperately to make the car, now affectionately known as Karen, more reliable and get a few more decent results."

Follow the team at www.facebook.com/Howfordoffroad.

Car 386: Henry Webster (AWDC)/Emrys Kirby (SLROC)
Land Rover Discovery (Class 3)



The Friesian Racing team formed in 2004 and have had success on hill rallies in both the UK and France, including a podium place on the Baja GB event and a production vehicle podium at the prestigious Rally des Cimes. The team's distinctive Land Rover Discovery, known as MuddyMoo, started life as a Land Rover management vehicle before being converted to a racer. It has a lightly-tuned 3.9 Rover V8.

Driver Henry is a long-time hill rally competitor, his first event was in 1996 and he has experience of both driving and co-driving. Emrys had his first hill rally in 2022 but his lack of experience is more than made up for with his mechanical know-how and enthusiasm.

Follow the team at [instagram.com/friesianracing](https://www.instagram.com/friesianracing) and [facebook.com/FriesianMotorSport](https://www.facebook.com/FriesianMotorSport).

Car 134: Holly Wicklow (S&SLRC)/Joseph Peake (S&SLRC)
Can-Am Maverick R (Class 5)
sponsored by Peake Motorsport



Holly started navigating in comp safari events before moving on to driving them, including the joint BXCC/SCCC event at Forrest Estate.

She then drove some endurance races in Morocco in her Land Rover Defender 90. The Yorkshire Hill Rally will be her second event in the Can-Am Maverick and, along with navigator Joe, she is excited to see where it will take her – hopefully to the finish!

Car 5: Ian Gregg (S&S)/Jason Noakes (S&S)
Polaris RZR XP Pro R (Class 4) (BXCC)
sponsored by Fairview Farm Agricultural Engineering, Gregg Motorsport and
Fairview Farm Holiday Accommodation



Ian both regularly competes in the BXCC and runs cars for other competitors via his Gregg Motorsport business. In 2024 one of Ian's Polaris cars has won the BXC Trophy title in the hands of Ben Cundy.

Follow the team at facebook.com/GreggMotorsport

Car 389: Ian Sykes (SHRC)/Frances Sykes (SHRC)
Land Rover Freelander (Class 2)

sponsored by Guest House Iceland and Gateway to Iceland



Ian started racing late in life, in his 40s - no rally history, no farm or garage history to evolve from. He has driven Land Rovers since he was 17 and he's been driving them for 58 years!

His first hill rally was as support crew to Stephen Preston and Karl Gudgeon, then he became Stephen's navigator, so that's how he got into hill rallies... and he's been into them ever since: founder of the Scottish Hill Rally Club, founder of the Scottish Perthshire Hill Rally, founder of the Scottish Borders Hill Rally, founder of the Scottish Summer Hill Rally and founder of the Iceland Hill Rally!

When not organising events he runs "Guest House Iceland and Tours" (www.ghi.is) with wife (and co-driver) Frances.

Car 61: Jason Rowlands (AWDC)/Craig Davies (AWDC)
Can-Am Maverick R (Class 5) (BXCC)

sponsored by PAR Homes Ltd



Jason is part of the PAR Homes Racing team with father Paul (car 60). He is racing in the BXCC this season and won the opening round in a Lofthouse Freelander before swapping to a Can-Am Maverick. He is also racing in the AWDC championship this year.

Follow the team at facebook.com/profile.php?id=61557404874183

Car 39: Jerry Allen (NORC)/Tim Wood (NORC)
Polaris RZR Turbo S (Class 5)



Jerry started his motorsport career on two wheels, bike club racing at UK circuits in the 90s before doing many years of off-road bike “adventure tours” including a five week 6,000km trip around East Africa in 2016. He moved into dirt bike racing for 2017-19, including two seven-day desert rallies in the African Sahara. In 2021 he swapped to four wheels with a Polaris UTV in comp safaris and hill rallies. He always has the same objective, which is achieved most of the time: finish in one piece and have fun!

Tim has navigated for Jerry from the start. He got his own Polaris in 2023 and has been driving in comp safaris himself but he has kindly agreed to navigate for Jerry in the Yorkshire Hill Rally.

Car 97: John Marshall (TML)/Dave Hooper (TML)
Land Rover Bowler Defender 663 (Class 1)



John has competed in rallying for many years, doing events such as the Jim Clark and Mull rallies, both of which he sponsors via his Beatson's Building Supplies business. Most recently he has been using a Fiesta Rally2 and a Mk2 Escort.

His first event in the Defender was the Iceland Hill Rally in August where he finished fourth. Dave Hooper, who usually drives in the BXCC, will be co-driving in Yorkshire as John prepares for a full Defender season in 2025.

Follow the team at facebook.com/beatsonsmotorsport.

Car 18: Johnnie Drysdale (NORC)/Tony Rae (NORC)
Milner R5 (Class 10) (BXCC)



Johnnie and Tony have been competing as a team for over 15 years in a multitude of events from club level comp safari through to UK championship events and hill rallies. They have also raced further afield, including Rally Reykjavik and the Iceland Hill Rally.

Highlights from this year include finishing second overall at the Scottish Summer Hill Rally and racing at the Goodwood Festival of Speed.

Johnnie built the car in 2016 and it's fitted with a Ford 5.2 V8 which produces 444bhp at the wheels.

Car 93: Justin Dooling (TML)/Terina Dooling (TML)
Land Rover Bowler Defender 663 (Class 1)



Justin and Terina are a husband and wife team and it their first year of racing. They have been on a very steep learning curve with their Defender and recently took part in the Iceland Hill Rally to gain some experience of endurance rallying.

They currently lie sixth in the Defender Rally Series after finishing all four events so far.

They are from Yorkshire so are really looking forward to competing in the first ever Yorkshire Hill Rally.

Car 102: Kevin Procter (TML)/Mark Allison (NORC)
3M 206 (Class 8)



Kevin is new to the sport and the event will be his first hill rally, having done one comp safari in the build up to the event. However, he has extensive motorsport experience in both rallying and rallycross.

In 2024 he has competed in Rally Barbados in his Ford Fiesta S2000 Turbo as well as contesting selected British Historic Rally Championship rounds in a Sierra Sapphire 4x4, a car he also used in the Roger Albert Clark rally last year. In rallycross he has raced many cars, including a Ford Puma, a Subaru Impreza and a Ford Focus.

Car 92: Luke Fairhead (TML)/Paul Chambers (TML)
Land Rover Bowler Defender 663 (Class 1)



Luke is doing his first season of racing in the Defender Rally Series and he is partnered by the experienced Paul Chambers. The crew have entered three of the four rounds so far, Walters, Rallynuts Stages and the Nicky Grist Stages.

They finished all three events to lie seventh in the series leaderboard going into the Yorkshire Hill Rally.

**Car 73: Mark Allard (S&S)/Daniel Jones (S&S)
Tomcat (Class 7)**



Mark and son-in-law Daniel are regular competitors on hill rally events in their Tomcat, racing as the MJA 4x4 Comp Safari Team.

On the Scottish Summer Hill Rally this year they were fifth overall and highest placed live axle crew.

Follow the team at [instagram.com/mja.4x4.racing](https://www.instagram.com/mja.4x4.racing).

**Car 15: Mark Jacques (TML)/Adam Nicholson (TML)
Lofthouse Frelander (Class 8) (BXCC)**



Mark has raced in the BXCC for many years and has also contested several hill rallies, such as the Scottish Borders and Welsh Hill Rally.

This season he is racing a Mitsubishi Evo-engined Lofthouse, a car originally built for ex-British champion Mike Moran and also raced by another ex-British champion, Colin Gould.

Before this he raced another Lofthouse, with a 6.2 V8 engine.

Car 35: Mark Rennie (S&S)/Barry Marshall (S&S)
Bowler Wildcat 200 (Class 9)



Mark has competed on both the Scottish Borders and Scottish Summer Hilly Rallies so he'll be bringing this experience to Yorkshire in his Bowler Wildcat.

Car 90: Mark Thomas (TML)/Phil Mackay (TML)
Land Rover Bowler Defender 663 (Class 1)

sponsored by Acorn Homes SW Ltd



Mark and Phil go into the Yorkshire Hill Rally leading the Defender Rally Series. They got their season off to a great start with first overall in the opening Defender round, Mark's first event!

Since then they have wins on the Rallynuts and Nicky Grist Stages rallies and third on the Scottish Summer Hill Rally to give them a strong lead with three events remaining.

Phil came into the sport as a complete novice but he has embraced the navigator role.

Car 193: Martin Cox (TML)/Aaron Burch (AWDC)
GSR RPE V8 (Class 8) (BXCC)
sponsored by Ouse Valley Bait



Martin has raced in the British championship for many years, initially in a Tornado and then in a GSR 206. His current car is another GSR, powered by a lightweight and compact Radical Precision Engineering V8. This car has been used since 2021. He's had a mixed BXCC season so far, good results at rounds one and three tempered by the car breaking down on the recce lap at round two. Co-driver Aaron has driven in events as well as navigating for other drivers, he was also a member of the Williams F1 pit crew for many years.

Car 179: Mike Faulkner (NORC)/Peter Foy (NORC)
Fouquet Nissan (Class 8) (BXCC)



Mike and Peter had extensive experience of stage rallying before starting comp safari racing in 2021. This included success in the Peugeot Rally Challenge and Fiesta ST Trophy before contesting the Scottish Rally Championship in a Mitsubishi Evo.

They started comp safari racing in a Warrior and for 2024 they are using an ex-Simmonite Sisters Fouquet, powered by a Nissan V6 engine. They achieved their best ever BXCC result with third overall at the last round in Wales and they are currently third in the championship.

Follow Faulkner Foy Motorsport at facebook.com/FaulknerFoyMotorsport.

Car 96: Nathan Burrell (TML)/Matthew Kirby (TML)
Land Rover Bowler Defender 663 (Class 1)
sponsored by Tyre Line Ltd



Nathan has started three of the four Defender Rally Series rounds so far in 2024. After finishing 11th in the opening round he raced to third on the Rallynuts Stages.

His best result of the year so far came on the Scottish Summer Hill Rally when he was the quickest of the Defender crews, a result which sees him fourth in the series despite not starting the Nicky Grist Stages.

He's had two of his good friends as co-drivers, learning to rally together.

Car 94: Paul McCallum (TML)/Peter King (TML)
Land Rover Bowler Defender 663 (Class 1)
sponsored by Assetti Performance



Paul scored good points in the opening two Defender Rally Series events but didn't finish on the next two events which has dropped him into ninth place on the leaderboard.

Navigator Peter has a lot of experience, having competed on British championship events for several years.

Car 60: Paul Rowlands (S&S)/Neil Lloyd (AWDC)
Can-Am Maverick R (Class 5) (BXCC)
sponsored by PAR Homes Ltd



Along with son Jason (car 61), Paul is part of the PAR Homes Racing team who are competing in the BXCC this season alongside an AWDC campaign.

Paul currently leads the championship after three podium finishes, including first overall at Penybont.

Follow the team at facebook.com/profile.php?id=61557404874183.

Car 187: Peter Widdop (TML)/Marion Andrieu (TML)
Milner R5 (Class 8)
sponsored by The Discovery Centre



Peter started competing as a navigator in 2003 but he moved to the driver's seat in 2022 when he built a TD5inside-powered Tornado. He swapped the Tornado for the Milner in 2023. The car was originally built by Peter and Andrew West in 2012 and they raced it, with Andrew driving, in several British championship events. It has a Nissan 350Z V6 engine and a sequential gearbox.

Peter finished fourth at the Scottish Summer Hill Rally in 2023 and second at a NORC event at Forrest Estate, he's also had a couple of top 20 finishes in French events.

When not racing Peter runs The Discovery Centre, discovery-centre.com.

Car 38: Philip Morgan (NORC)/Matthew Lowe (NORC)
Bowler Wildcat 200 (Class 9)



Philip's car was built by Drew Bowler for Tim Coronel to contest the Dakar Rally in 2006 and again in 2008. It won the Carta Rallye in 2018 when driven by Ronald Van Loon.

Philip purchased the car in 2022 but it experienced many mechanical issues. The car has been extensively reworked by Lofthouse Motorsport who replaced all the drive train, rewired everything, fitted a new fuel cell and did a few other jobs to modernise things and improve reliability, while maintaining the rally-raid ethos.

Along with navigator Matt, Philip is just out to enjoy the Yorkshire Hill Rally and learn the car.

Car 49: Phill Bayliss (TML)/Lance Murfin (LLRC)
Land Rover Special (Class 9) (BXCC)

sponsored by OFG Land Rover Specialists, Alive Tuning and Blackhawk 4x4



Phill and Lance have raced in the British championship for several seasons and they have achieved many podium positions as well as a third overall in the championship, a great achievement in their beam-axled car against all the independents!

Team OFG is a real family affair with Phill's dad, wife and daughters all helping out at the events. Daughter Chloe has recently started racing.

Follow the OFG Offroad Racing Team here: www.facebook.com/profile.php?id=100070203826259.

Car 34: Reece Mathieson (The Hill Rally Club)/Sean Mathieson (The Hill Rally Club)
Land Rover Discovery (Class 3)

sponsored by Millers Oils, Terraforma and DDS Metal Services Ltd



RS Offroad team Reece and father Sean have a new car for this season after competing previously in a Freelander, in which they won the Freelander Trophy in 2023.

The 1996 Discovery V8 was raced by John Pickering in many hill rallies and “British” rounds. The cover of this programme is John racing the car. John sadly passed away in 2022 but the Mathiesons have ensured his legacy and his car live on.

The Yorkshire Hill Rally will be their second event in the car, having raced in the Scottish Summer Hill Rally earlier in the year. Unfortunately they retired on that event so they’ll be looking for a better result in Yorkshire.

Follow the team at www.facebook.com/RSOffRoad2021.

Car 88: Richard Kershaw (TML)/Mason Kershaw (TML)
Lofthouse Proto IV (Class 8) (BXCC)

sponsored by Villa Farm Produce



Richard is a multiple-British title winner and he’ll have son Mason navigating in his Lofthouse, which is powered by a Mitsubishi Evo engine.

Car 91: Richard Kingsley-Smith (TML)/Adel Tyson (TML)
Land Rover Bowler Defender 663 (Class 1)



Richard and Adel started 2024 with absolutely zero racing experience whatsoever, or even any experience of driving in anger other than doing a track day! However, they decided to enter the Defender Rally Series and have surprised themselves with some cracking results, starting with third overall on their first ever event at a very cold Walters Arena in March.

They followed up their fine debut with second place on the Rally Nuts Stages but, to balance out the good results, they retired from the Scottish Summer Hill Rally in June. The Nicky Grist Stages in July saw them back on form with another second place and they currently lie third in the series.

Car 11: Richard Watson (S&S)/Paul Hughes (S&S)
Milner Evoque (Class 10) (BXCC)



Richard and Paul have been racing their Milner Evoque for three years. It's powered by a 6.2 LS engine delivering just over 500bhp and has been raced in NORC, Staffs and Shrops and BXCC events as well as appearing at the Goodwood Festival of Speed. They finished sixth on the Scottish Summer Hill Rally this year.

Richard is a passionate car enthusiast with a collection including a GT40, a Cobra and a Daytona. He also owns a Bowler Nemesis and a Dakar Bowler Wildcat.

He hopes to expand his racing to include international events, starting with the Tunisia Rally next year.

Car 10: Robert Patton (4WDCNI)/William Bones (4WDCNI)
Land Rover 3M Challenger (Class 11)

sponsored by WJ Patton Land Rover Specialist Cloughmills



Robert and William have competed on several hill rally and SCCC events over a number of year. They finished ninth overall on the Scottish Summer Hill Rally this year.

Car 92: Shane Lynch (TML)/Harry Nicoll (TML)
Land Rover Bowler Defender 663 (Class 1)



Shane starting racing in his early teens when he competed in BMX racing. He started rallying in 1999, competing in a Ford Ka. He moved into circuit racing after that, competing in a variety of cars in the British GT Championship.

He also raced in the British Drift Championship in Nissan Skyline and 370Z cars before moving into offroad racing with the Defender Rally Series where he currently holds fifth place as he prepares for European Defender events next year.

Co-driver Harry also drives on events, including the BXCC round in Ceri forest earlier this year where he raced his Tomcat.

Car 123: Simon Adams (NORC)/Rita Tamolina (NORC)
Lofthouse Freelander (Class 8)
sponsored by Groundtrax



Simon will be racing his recently acquired Lofthouse Freelander which is powered by a Nissan 350Z V6. The car was previously raced in the BXCC by Jason Rowlands, taking victory in the opening round this season.

Simon is the reigning NORC champion, having raced with them since 2016 as well as contesting selected AWDC, S&S, BXCC and French events. Before the Freelander he had a GSR X3 which was very reliable with Can-Am mechanicals but, in Simon's words, he was "wringing its neck at most events" so he's looking forward to seeing what the Lofthouse can do on the Yorkshire Hill Rally.

Car 101: Simon Rood (TML)/Max Lamaq (TML)
Polaris RZR Pro R (Class 4)



Simon has been racing his Polaris for several years, including competing at the opening BXCC round this season.

His co-driver for the Yorkshire Hill Rally is Max Lamaq who is new to the sport. Max commented: "I've been a petrol head nearly all my life – cars, bikes, basically anything with an engine in. I've always wanted to be part of a race team so when the opportunity to co-drive presented itself I jumped at it!"

Car 66: Stephanie Lee (NORC)/Rachael Dilworth (NORC)
Lofthouse Freelander (Class 8)



Making a return to the sport for the first time in seven years, Stephanie and Rachael, aka The Simmonite Sisters, won the Clubman's Hill Rally in Powys in 1992, they then won both the Hill Rally Championship and British Off-Road Championship before winning the French Off-Road Championship in 2001.

The also had success in the British Rally Championship, winning the Ladies Championship in 1995 in a Honda Civic before two more titles in 1996 and 1997 in a Ford Escort.

They will be racing a Lofthouse Freelander on the Yorkshire Hill Rally.

Car 196: Steve Hill (S&S)/James Bolland (Pennine Land Rover Club)
Simmbughini 6.2 (Class 10) (BXCT)
sponsored by SHR Classic Cars



Steve is racing in the BXC Trophy championship this season and he is currently in third place on the leaderboard.

The Simmbughini, in its new stealth livery for 2024, is powered by a 6.2 V8 engine with an automatic gearbox.

Car 147: Stuart Winter (S&S)/Joshua Winter (S&S)
GSR LS3 (Class 10)



Stuart has been racing for over 32 years and has had many good results and many failures over the years. He has competed in six hill rallies but has only finished one so he's hoping for another finish on the Yorkshire Hill Rally.

His car is a GSR which was built in 2013 and it runs an LS3 engine and Maktrak sequential gearbox.

Car 188: Toby Jefferson (NORC)/Neil Hartley (YLRC)
GSR 206 (Class 8)

sponsored by James Law Chemicals



Toby has raced in offroad events, including hill rallies, for many years. In his words an "old fat driver who used to be a bit fast a long time ago, with lots of hill rally stories not all ending in a good result." In contrast it's only navigator Neil's third event, and first hill rally.

Toby has been busy making his car road-ready after two years of comp safari events. He commented: "I've got a been there, done that attitude which will hopefully stand us for an ok finish. The service crew are of a certain age and hope not to do much over the weekend. Fingers crossed for good weather and ice creams in the car like the last hill rally I did. Thanks to the organisers and marshals who make an event like this possible."



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