

SCOTTISH RALLY REPORT

Faulkner hits a double
Lancer man wins to ignite title charge. By John Fife

After four different winners in the first four rounds, Mike Faulkner and Peter Foy became the first crew this season to add a second win to their Scottish championship tally with victory in Dumfries.

Fifth place kept Jock Armstrong at the top of the points tables, but Faulkner has moved from eighth to second in the title race, meaning that it's very much game on.

The only thing warmer than the weather in southern Scotland at the weekend was the competition. It was hot and muggy all day with great clouds of dust hanging in the trees like gritty doves. Some folk managed to wangle two minute starts, but most behaved themselves, although the dust and the fierce competition ensured that many hopes were dashed before the day was out.

After his disappointing retirement on the Jim Clark Reivers Rally, Faulkner set the fastest time on the first stage of the day two seconds quicker than Willie Hounnell and Wayne Sisson, with Jimmy Girvan a further second adrift. As for the number one seed, he was 16 seconds off the pace.

"We had a faulty wheel speed sensor which was sending the wrong information to the diffs," said top seed David Bogle. "But the biggest problem is me. After using my own pacenotes in Donegal I'm having trouble adjusting to organiser's notes again."

In a cruel twist of fate the event became Metro-less on the first stage. Andy Horne went off, Reay MacKay broke a driveshaft and Sandy Arbuthnot broke down.

The short spectator test at Heathhall proved little with Bogle and Richard Catbarr sharing the fastest time, but it was a different story up the road in Castle O'er and Twiggles. Cathcart was fastest in Castle O'er but retired his Subaru

over the road in Twiggles after a mechanical failure.

Jock Armstrong and Euan Thorburn tied on second fastest in the first one while it was Faulkner from Jimmy Girvan across the road - but there was no sign of Bogle. Sixth quickest in the first of the pair, Bogle went into a long left hander in the second, slid wide and tipped over the edge.

He wasn't alone. Calum MacKenzie got his Ford Escort Mk2 well out of shape on the slippery surface and he too slid off the road in Twiggles snapping a steering arm, while Shaun Sinclair retired his Mitsubishi Lancer with a broken gear linkage.

With two stages left, both in Ae, an eight mile and a 13-mile, there was plenty of heat and dust and seven seconds separating the top five.

Leader Girvan saw his four-second lead over Wayne Sisson disappear in an instant. He dropped seven seconds to fastest man Faulkner, which put the lead back into the lead by one second from Girvan. This time it was Bonniwell's turn to disappear. He had been so agitating our liver with a damaged driveshaft and it finally collapsed with one stage to go.

Meanwhile Sisson, on his first gravel rally for 18 months, was holding third place ahead of Thorburn, Stephen Whitford and Armstrong with the longest stage of the day to come.

Faulkner was on a charge but nearly lost the plot. "I saw Jimmy [Girvan] off on a corner and nearly went off on the very next one myself. We hit a huge rock in the ditch, which threw the car in the air. I was waiting for the tyre to go down but luckily it didn't."

Girvan had rolled into retirement leaving Sisson to take second. Sisson's Arraside Motorsport concern also prepares Faulkner's Lancer.

Crucially Whitford took five seconds out of Thorburn on the



Faulkner's late charge led to his second win of 2009

final test so that they tied on stage totals as they clocked into Dumfries. Whitford secured third on the tie-break rule. However, because neither Sisson nor Whitford are eligible for Scottish championship points, the second place score went to Thorburn, with Armstrong next up in fifth overall.

Championship runner Steven Clark rounded off the top half dozen alongside sister Alison, making her co-driving debut. He was just ahead of impressive youngster Alick Kerr, who replaced a wobbly rear hub on his Subaru Impreza at the event's second service.

So, for the second time this year, Faulkner and Foy sprayed the champagne at the finish. And on this form, it might not be the last time either. ■

CLASSES ROUND-UP

Charles Blair won Class One in his Volkswagen Polo despite a fearful thump when he slid into a ditch on a left-three in the final stage. "I hit something hard and bent something, but I still finished," he grinned, although his Polo had a serious-looking crumple on the front off-side. Paul Sharp was second, although he too was in a ditch for 85 yards and had completely worn off one lobe on his Nova's camshaft.

Fraser Wilson won Class Two after replacing his engine, which blew on the Jim Clark Rally, with a big standard Nova unit. He held off Craig Rutherford to win by ten seconds. Rutherford lost time with a first stage spin. Niall Cowan was third in his MG ZR while Mike Rae broke the driveshaft in his MG.

Mat Smith was rewarded for his trip from Thirsk to win Class Three on his Scottish debut ahead of Iain Haining who went through a chicane on the final stage - literally. John MacCron was third in class and top 205 Ecosse Challenge runner (see sidebar).

Shane McGirr won Class Four in his Skoda despite whacking a post in Castle O'er. Alasdair Graham took second in his Vauxhall Corsa after tipping onto two wheels when cutting a corner he shouldn't have.

Euan Duncan took the honours in Class Five from Alan McMorran who was lucky to survive the final stage when he dropped three wheels in a ditch.

Class Eight winner Steve Bannister was top 2WD runner in tenth overall. Malcolm Buchanan beat Mike Home to second.

Top Group N runner and winner of Class Ten was Thorburn after a clean run. Donnie MacDonald, who was third in class behind Jock Armstrong, reported his Lancer's engine being down on power at the finish.

Mike Faulkner won Class 11 from Steven Clark while Wayne Sisson added the Class 12 trophy to his award for second place overall.

Steve Magson finished the rally with no starter motor and a split manifold, but still managed to win the Historic class from youngster Alasdair Graham, who was on his first outing in a BDA-powered Escort Mk2. Charlie Taylor was third after completing roadside repairs when his Escort's engine stopped dead after the first stage.

Steve Partridge won the Land Rover class after a day long tussle with Duncan L'well, the two just 21 seconds apart at the finish, while Paul Wright took a different approach. He won the unofficial competition to rescue other competitors, pulling out three stricken crews while nursing a clutch problem of his own.



McGirr: hit post, won class

RESULTS

Hankook MSA Scottish Rally Championship, round 5/8 (plus Fiesta Sport Trophy UK, Bricol and Steel 205 Ecosse Challenge, Bondees, Fire of Clubs, Motescope Northern Historic championships), RSCG Scottish Rally, June 27

Pos	Driver/co-driver	Car	Time
1	Mike Faulkner/Peter Foy	Mitsubishi Lancer E9	44m23s
2	Wayne Sisson/Daniel Stone	Mitsubishi Lancer E9	+13s
3	Stephen Whitford/Jonny Hart	Mitsubishi Lancer E8	+23s
4	Euan Thorburn/Campbell Roy	Subaru Impreza	+23s
5	Jock Armstrong/Krilly Radlock	Subaru Impreza	+81s
6	Steven Clark/Alison Clark	Mitsubishi Lancer E4	+45s
7	Alick Kerr/Drew Sturrock	Subaru Impreza	+67s
8	Barry Groundwater/Jude Wyllie	Mitsubishi Lancer E9	+1m13s
9	Donnie MacDonald/Paul Beaton	Mitsubishi Lancer E9	+1m57s
10	Steve Bannister/Louisa Sutherland	Ford Escort Mk2	+2m07s

11 David Inglis/Dave Hoar (Mitsubishi Lancer E9) +3:06; 12 David Wilson/Kate Beattie (Mitsubishi Lancer) +3:26; 13 Steve Christie/David MacFarlane (Mitsubishi Lancer) +3:28; 14 Gie Hall/Robin Dunbar (Ford Fiesta ST) +3:36; 15 Raymond Nixon/Peter Martin (Mitsubishi Lancer E9) +3:46; 16 Craig McMillan (Mitsubishi Lancer E9) +3:54; 17 Ian Pearson/David Paterson (Subaru Impreza) +3:56; 18 Gordon Buchanan/Neil Scott (Ford Escort Mk2) +4:04; 19 Craig Brown/David Paterson (Ford Fiesta ST) +4:06; 20 Alan Edwards/Sue Collins (Ford Fiesta ST) +4:14; 21 Martin Cook/Dave Stone (Subaru Impreza) +4:16; 22 Ian Innes/Andy Jardine (Subaru Impreza) +4:24; 23 Mark Dewar/Patrick Robinson (Ford Fiesta ST) +4:26; 24 Chris Cullen/Roy Kemp (Subaru Impreza) +4:34; 25 Alec Orr/Rag Rag (Ford Fiesta ST) +4:42; 26 Mike Home/Robbie Mitchell (Ford Escort) +4:46; 27 Steve Brown/Dave Hoar (Ford Fiesta ST) +4:54; 28 Ross Fenton/Dave McMillan (Ford Fiesta ST) +4:56; 29 Barry Young/Alan Collier (Mitsubishi Lancer E9) +5:04; 30 Steve MacMorran/Jonny Boyd (Skoda) +5:06; Class winners: 1 Charles Blair (Vauxhall Corsa); 2 Fraser Wilson (Vauxhall Nova); 3 Mat Smith/Mike Galt (Project 205 Evo); 4 Alick Kerr/Drew Sturrock (Subaru Impreza); 5 Steve Partridge/James Sutherland (Land Rover Freelander); Historic Rally, overall: Steve Magson/Donnie MacDonald (Ford Escort Mk2); 10: Mike Home/Robbie Mitchell (Ford Escort Mk2); 11: Steve Partridge/James Sutherland (Land Rover Freelander); 12: Steve Partridge/James Sutherland (Land Rover Freelander); 13: Steve Partridge/James Sutherland (Land Rover Freelander); 14: Steve Partridge/James Sutherland (Land Rover Freelander); 15: Steve Partridge/James Sutherland (Land Rover Freelander); 16: Steve Partridge/James Sutherland (Land Rover Freelander); 17: Steve Partridge/James Sutherland (Land Rover Freelander); 18: Steve Partridge/James Sutherland (Land Rover Freelander); 19: Steve Partridge/James Sutherland (Land Rover Freelander); 20: Steve Partridge/James Sutherland (Land Rover Freelander); 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