

What they said...

Euan Thorburn retired when the belt which drives the power steering pump and alternator came off on stage one. The crew have been having a torrid time with the car. They had just collected their gearbox from France on the Thursday before the rally and started fitting it when they returned at 3.30am on the Friday morning to make sure they were ready for shakedown. Thorburn said: "If we didn't have bad luck we'd have no luck!"



2ND: MATTHEW WILSON/STUART LOUDON

» conditions on the tricky stages, as did a number of additional man-made chicanes introduced by the organisers overnight in a vain attempt to ensure nobody beat the bogey times. But that did not deter Ahlin. He and co-driver Abrahamsen drove maturely through the three closing stages to take their first BRC victory and one of the biggest of their careers.

Bogie was confident he was going to fight for supremacy on the final day but he tried too hard and put his Skoda into a ditch on the opening test. As Bogie stumbled, up stepped local hero Wilson who put in a fine drive after an 11-year absence from the BRC and 18-months since being in a competitive rally. The Cumbrian had no answer, though, to the Swedish victor as the eventual deficit stood at 27.6 seconds.

Elfin Evans woke up on the Sunday morning in a determined mood after his puncture had taken him out of the fight for outright victory. The Welshman was on a mission and the demise of Bogie immediately moved him up to fourth.

Then Elfin set about reeling in fellow countryman Cave. Tom was having a solid rally but could not live with Evans' pace. Elfin reduced the gap to his rival to 7.2 seconds after stage five but when he and 12 other crews - including Cave - beat the bogey on stage six, it was all down to the final stage.

Evans flew through the final 16 miles of Chirdonhead, stopping the clocks eight seconds faster than Fredrik Ahlin, 17 faster than Matthew Wilson and 29 seconds faster than Tom Cave. It was enough to promote him to third overall, narrowly missing out on sealing second from Wilson.

Tom Cave had to settle for fourth on this occasion and rounding out the top five was the Kumho-shod Skoda Fabia S2000 of Marty McCormack. After a troubled start, he chalked up his first BRC finish and has points on the board for the first time this season.

Jonny Greer and Kirsty Riddick had another solid drive to take sixth overall in their Citroen DS3, comfortably ahead of the Skoda Fabia R5



3RD: ELFIN EVANS/CRAIG PARRY

Ollie Mellors (retired final stage): "We took a cut which unsettled the car and understeered into a ditch on the outside of the corner. It was a thick bog and with nobody around to help us get the car out, it was rally over."

Results

- 1 Fredrik Ahlin/Morten Erik Abrahamsen Ford Fiesta R5 EVO 1h05m15.6s
- 2 Matthew Wilson/Stuart Loudon Ford Fiesta R5 1h05m43.2s
- 3 Elfin Evans/Craig Parry Ford Fiesta R5 EVO 1h05m46.7s
- 4 Tom Cave/James Morgan Ford Fiesta R5 1h06m08.8s
- 5 Martin McCormack/David Moynihan Skoda Fabia S2000 1h06m39.0s
- 6 Jonathan Greer/Kirsty Riddick Citroen DS3 R5 1h07m10.2s
- 7 Desi Henry/Liam Moynihan Skoda Fabia R5 1h08m32.6s
- 8 Neil Simpson/Elliott Edmondson Skoda Fabia R5 1h08m36.3s
- 9 Jamie Anderson/Ross Whittock Ford Fiesta R5 1h08m48.2s
- 10 Max Vatanen/Jacques Renucci Ford Fiesta R5 1h09m02.8s
- 11 Rhys Yates/Tom Woodburn Ford Fiesta R5 1h10m13.6s
- 12 Donnie MacDonald/Andrew Falconer Mitsubishi Evo 9 1h11m01.9s
- 13 Thomas Preston/Jack Morton Skoda Fabia R5 1h11m44.0s
- 14 Robert Blomberg/Lars Andersson Mitsubishi Mirage R5 1h11m57.5s
- 15 Matt Edwards/Will Rogers Mitsubishi Evo 9 1h12m30.0s
- 16 Fred Milne/Charley Sayer-Payne Mitsubishi Evo 9 1h12m41.7s
- 17 Alex Laffey/Andrew Routhead Ford Fiesta R5 EVO 1h12m52.2s
- 18 Robert Duggan/Ger Conway Vauxhall ADAM R2 1h13m21.0s
- 19 Gus Greensmith/Alex Gelsomino Ford Fiesta R2T 1h14m02.2s
- 20 Adam Bustard/Aaron Johnston Ford Fiesta R2T 1h15m42.1s
- 21 Meirion Evans/Jonathan Jackson Ford Fiesta R2T 1h15m44.6s
- 22 John Morrison/Peter Carstairs Mitsubishi Evo 9 1h15m55.3s
- 23 Nigel Fenney/Abi Loudon Subaru Impreza 1h15m57.3s
- 24 Sindre Furuseth/Roger Ellertsen Renault Twingo R2 1h16m37.4s
- 25 Nick Carr/Joe Sturdy Ford Fiesta R2 1h18m22.9s
- 26 Blair Brown/Richard Simmonds Ford Fiesta R2T 1h18m38.3s
- 27 Gee Atherton/Kealon Williams Ford Fiesta R2 1h19m14.6s
- 28 Arron Windus/Rhianon Gelsomino Vauxhall ADAM R2 1h22m38.1s
- 29 Rob Gill/Anders Howard Ford Fiesta R5 1h22m59.0s
- 30 James Slaughter/James Whitaker Ford Fiesta R5 1h24m49.6s

Historic Results

- 1 Joe Price/Chris Brooks Ford Escort 42m25.5s
- 2 Paul Barrett/Max Freeman Ford Escort 43m01.2s
- 3 Matthew Robinson/Sam Collis Fiat 131S 43m32.0s
- 4 Steve Bannister/Callum Atkinson Ford Escort Mk2 43m48.8s
- 5 Stanley Orr/Guy Weaver Ford Escort RS2000 44m30.1s
- 6 Stuart Egglestone/Brian Hodgson Vauxhall Astra 45m31.3s
- 7 Guy Anderson/Steven Davey Talbot Sunbeam Lotus 45m39.3s
- 8 Simon Tyscoe/Paul Morris Ford Escort RS1600 45m53.7s
- 9 Chris Skill/Tom Jordan Ford Escort 46m06.6s
- 10 Warren Philliskirk/Nigel Hutchinson Ford Escort RS1600 46m07.7s
- 11 Rex Ireland/Adrian Scadding Ford Escort 46m18.1s
- 12 James Potter/Bob Duck Ford Escort RS 46m23.7s

Why Are Bogey Times Needed?



The insurers for British rallying have always been paranoid about the distinction between "races" - where speed is the essence of the sport - and "rallies" - where regularity is the essence, writes Martin Holmes.

On ordinary roads, a 30mph average is the fastest permitted scheduled speed that can be required, unless stretches of motorways are included. This covers all rally sport, special stage and navigation events.

For special stages on closed roads, there was a tradition that 50mph was the fastest permitted scheduled speed. If a driver exceeded that speed, he wasn't penalised but was given a time which equated to that for a 50mph average. On every stage a "bogey time" is specified.

Over the years this rule has been amended. Eventually 50 was changed to 60, and recently 60 was changed to 70. In the old days, the special stages were secret but now, of course, pace notes are allowed.

For example, on the 6.83 mile stage 6 at Pirelli Carlisle Rally when 13 crews made times faster than the bogey, 5m52s was the time which all the 13 drivers were given. The actual times are not published.

The stages in the Kielder forests in the far north of England are some of the fastest in Great Britain, and had not been used by high performance cars driven by professional drivers for many years. The forest roads in Yorkshire are also very fast and neither areas have been used on the world championship Rally GB for many years.

Lack of knowledge on just how fast the current cars are, even the R5 cars, was the basic reason why the bogey rule came into such prominence at this year's Pirelli Carlisle Rally.