



HRCR MIDLANDS NEWSLETTER : DECEMBER 2016



Clive and Anji Martin setting an excellent time at the early morning test on one of JCB's car parks in Rocester. Their full report appears late in this issue.

FORTHCOMING HRCR MIDLANDS EVENTS

December 5 CHRISTMAS QUIZ AND GET-TOGETHER

Please not the date change and new venue.

The room available to us can accommodate up to 25 people.

The evening will include another lap-top based quiz for single contestants and teams to enter during the evening, using the same format as last Christmas.

Meals will be available, but to help with the catering arrangements, prior notice is needed.

Where and time : Royal Oak, 55 Green Lane, Ockbrook, Derby DE72 3SE : the social side of the evening will begin around 2030hrs to allow for with dining beforehand.

~~December 27 CHRISTMAS TREASURE HUNT~~

This event, to which HRCR Midlands had been invited, has had to be cancelled.

January 14 HRCR OPEN DAY

The alternative to the NEC's Autosport Show with its greater focus on historic rallying and no entry charges. The new extension is worth visiting but you will have to pay to do so.

HRCR Midlands' input will be the launch of the 2017 Derbyshire Dales Drive. As ever, volunteers are wanted to man / woman / person the stand during the day.

Details of HRCR events in 2017 should be available

Where and time : British Motor Heritage Museum, 11 Banbury Rd, Gaydon CV35 0BJ

January 16 **AN EVENING WITH GUY SMITH**

Guy Smith does historic rallying as an antedote to driving Bentleys in the Works' GT racing series, his most significant success being a winning driver in the 2003 24hrs Le Mans race.

At the time of writing, he is still available to come and talk to us, subject to his ongoing international racing commitments with Bentley. One of these will be the 12 hours Intercontinental GT Challenge at Sepang, Malaysia, which is why he could not come to our 6 December meeting.

A venue has been booked provisionally which has room that can accommodate 40 to 50 people. Carvery meals are also available.

Clearly, a decent turn-out is required so other motor clubs are being invited.

Again, a reliable pre-indication of interest is needed, so please let David Yorke (yorkeposrt@btinternet.com) or Peter Haynes (lotus@peterehaynes.plus.com) know as soon as possible if you wish to attend.

Where and time : Coopers Arms, Weston-on-Trent DE72 2BJ with a 2030hrs start (subject to confirmation which will be given in later Newsletters).

February **To be determined**

March 19 **AGBO RALLY : WESTON PARK**

This stage rally is both local and likely to be the first round of both the HRCR *Old Stager* Rally and Mini Cup Championships (or their successors). Consequently, HRCR Midlands will be offering its support to the organisers, Owen Motor Club.

The event is expected to be effectively a single venue rally in the delightful grounds of this country house off the A5.

Where and time : Weston Park, Staffs : times as yet unknown

April 28 -30 **7th DONINGTON HISTORIC FESTIVAL**

Donington Historic Festival has announced a number of exciting changes following the latest redevelopment at one of the UK's most iconic racing tracks. With a restored infield and a refreshed paddock now up and running at Donington Park, the event plans to capitalise on the new facilities that have been made available for 2017.

Following feedback from spectators and competitors, who come from all over Europe to compete, the festival is now running from Friday 28 – Sunday 30 April. This allows all the excitement of qualifying to take place on the Friday, and even more action-packed racing on Saturday and Sunday. See also <http://www.doningtonhistoric.com/the-event/>.

The theme of this year's event is 'get involved' and organisers have invested in a diverse range of entertainment both on and off the track in which families and fans can get immersed. This means that the popular rally car stage returns, together with a new stunt driving arena and other new attractions soon to be announced.

Richard Grafton, commercial director of Historic Promotions – which organises Donington Historic Festival – comments that "*There is nothing like getting close to the action and experiencing historic racing cars in all their glory. Donington is a great venue for allowing visitors to become part of the story and, now that the site has even more space available, we have an exciting opportunity to expand what we can offer. (For 2017) we wanted to create an immersive experience and so we've secured more content in which people can participate. It is an event that gives visitors close access to exhilarating entertainment, so we want people to leave Donington Historic Festival with a sense of delight and amazement at what they have experienced.*"

Whilst HRCR Midlands is likely to be back at the Festival, it is unlikely to be for all three days, for which the previous six time slots took a lot of filling. It is also unknown just what the Register's contribution to 'an immersive experience' and the insurance implications might be.

Where and time : Donington Park Racing Circuit : exact times yet to be confirmed

June 4 DERBYSHIRE DALES DRIVE

This will be the fifth running of our own round of the HRCR Scenic Tour Series which continues to be developed using the experience and entrant feedback gained from the previous events.

Where and time : Abbotsholme School, Rocester for both the Start and Finish with a picnic lunch at another location. The first car is likely to depart at 1001hrs.

July FIELD DAY AND GYMKHANA

Following the success of last year's inaugural event, for which the overall winner received the Andy Gibson Trophy, it is intended to return to the Prosser farm. One development is that Richard and Ann have offered to provide a barbecue at lunchtime.

Farming considerations and fickle British weather understandably mean that the actual date cannot be decided until nearer the time.

Where and time : Waste Farm, Hurley, Atherstone, CV9 2LR, easily located just off J10 on the M42. Signing On and Scrutineering probably at 1:00pm.

OTHER EVENTS OF POSSIBLE INTEREST

As ever, please confirm details with the relevant event organisers

Key to HRCR Events			
1	<i>HRCR Scenic Tour Series</i>		Series now finished
2	<i>HRCR Hagerty Insurance Clubmans Road Rally Championship</i>		Series now finished
3	<i>HRCR Augment Automotive Speed Series Hill Climb + Sprint Championship</i>		Series now finished
4	<i>HRCR Old Stager Historic Rally Championship</i>		Series now finished
5	<i>HRCR Stage Masters Historic Rally Challenge</i>		Last event this month
6	<i>HRCR Premier Rally Championship (road rallies)</i>		Series now finished
HRCR	Date	Event	Contact
	3 Dec	CCA Classic Car Sale : Warwickshire Exhibition Centre, Leamington Spa	01926 640888
	3-4 Dec	Rockingham Stages Rally : Rockingham Circuit <i>Motorsport News Circuit Rally Championship Round 3</i>	http://www.rockinghamstages.co.uk/
5	3-6 Dec	Killarney Stages <i>HRCR Stage Masters Historic Rally Challenge : Round 8</i>	http://www.killarneyanddistrictmotorclub.ie
	3-6 Dec	LE JOG : from one end t'ut t'other	http://www.heroevents.eu/Events/lejog/
	10 Dec	Donington Winterseries : Round 2	http://www.loughboroughcarclub.co.uk/
	13 Dec	The 12 Days of Christmas 12-car rally	http://www.loughboroughcarclub.co.uk/
	2017	Calendars of HRCR events awaited	
	11 Jan	International Energy Efficient Motorsport Conference: NEC Birmingham	02476 692600
	12 – 15 Jan	Autosport International Show : NEC Birmingham	http://www.autosportinternational.com/
	13 Jan	Motorsport Safety Fund Watkins Lecture : NEC Birmingham	01732 780100

	21 Jan	Donington Winterseries : Round 3	http://www.loughboroughcarclub.co.uk/
	21/22 Jan	VSCC Measham Rally : based at Bruntingthorpe, S Leics, and using roads in Leics, Rutland and Northants	0116 2478571 or 07836 318400
	17/19 Feb	Historic Automobile Fair & Auction : Olympia London	0207 385 1200
	18 Feb	Donington Winterseries : Round 4	http://www.loughboroughcarclub.co.uk/
	19 Feb	BTRDA Clubmans Rallycross Test Day : Blyton Circuit, Lincolnshire	01527 525720
	23/26 Feb	Historic Motorsport International and London Classic Car Show : ExCeL London	01372 414120

REPORTS

Reports and articles with historic rallying interest are very much welcomed. The views expressed are not necessarily those of either HRCR Midlands Management Team or the HRCR Committee. All rights are reserved by the respective contributors and their particular permission is required for reproduction of any material in this Newsletter.

CURBOROUGH PRACTICE DAY : 29 OCTOBER 2016

Carlton Motor Club organised this annual event on the last Saturday in October. The Quantum Owners Club pre-booked a number of places, as they have done for a number of years. HRCR Midlands members were also invited.

Unlike last year's heavy rain, the forecast for the day this year was good with mild temperatures. A bit of drizzle in the morning was sufficient to make the track slippery and a bit more testing.

As usual, there was a nice mix of cars – rally cars, historic cars, representation of all the Quantum models and a selection of more modern "shopping" cars.

Numbers were down this year for a number of reasons, including a date clash with a certain Wales Rally GB deciding to run a month earlier! So all entrants knew they would have ample track time. This probably accounted for the slow start from certain cars who were waiting for the track to dry out.

Many thanks go to Carlton's regular flag marshals Ian and Eddie, this year assisted by Carlton member Andy Smedley and Quantum member Stephen Perry. The day ran continuously with no official break for lunch, all members taking advantage of the excellent catering facilities as it suited them.

Whilst a few members left in the afternoon due to other evening commitments but the remainder continued on track until 4.15 pm. Many members thanked myself on behalf of the Club as they left and a number have been kind enough to write a bit about their day out

James Turner of the Quantum Owners Club kindly took pictures of all the cars and the full library can be seen at his web site www.bostin.photography where you may also wish to peruse the other content.

Many thanks to all who took part and now look forward to an announcement early in the New Year regarding the 2017 event.

Vince Orme

RAC RALLY OF THE TESTS : 3 – 6 NOVEMBER 2016

We were encouraged to enter by several people "as we would enjoy the event". So we took the plunge and entered our hardest rally to date.

Just one week before the event, a folder arrived with the route outline and test diagrams and some of the regularities to plot. Panic set in for me as I had also committed to marshal on Wales Rally Great Britain that same weekend. There was only one thing for it - take the maps and the folder with me, and I did manage to get some plotting done between runs, while Clive prepared the car at home.



The Martins' Escort Sport at the Start venue



Cars at the start of the Prologue

Travelling down to Bournemouth on the Wednesday, we arrived in time for doing the measured mile, scrutineering, signing on and general socialising. From 9am the following morning, there were more handouts so most crews spent the day plotting or marking up the test diagrams. Then came a quick walk for a spot of late lunch before the Prologue started on Thursday evening.

Initial seeding was on the ages of the cars so we were Car #89, which gave us time to watch 30 or so cars tackle the first test in the Winter Gardens. Fetching the car, we lined up for our turn but the car in front of us slipped off into the railings. Once it was dragged back onto the track and had a wheel changed, we were off. Slightly unsettled by this and an unusually large audience, we must have overshot the stop box, picking up a line penalty.

Travelling north we had one regularity. Here, the Anglia of Robert & Susan Mclean was being loaded onto a transporter with a seized engine. It doesn't matter how many people tell you to "trust your trip", we missed a left turn at a crossroads which turned out to be into a farmyard, getting a WD!

There was another short test around a recently closed karting track which was very slippery (3rd) and then a short run back to Bournemouth. This prologue set your start time for Friday so we were well down the order at 82.

Bournemouth to Bristol

Being effectively in Car #82, we had a leisurely breakfast before setting off west for three tests, being "Tanks a Lot" (=20th) and "Army Manoeuvres" (=15th) at Bovington Camp, (airfield type tests with cones) and "Wacky Races" (=12th) at Clay Pigeon Raceway kart track near Yeovil.

Then, en route to the first regularity, Clive's brother Neil, who lives in Devon, had come out in pouring rain on his motor bike but had missed us at the tests and caught up with us on the road just as we were about start the regularity.

A quick pit stop at Cricket St Thomas before the "Crickets" regularity starting on private land at the back of the hotel. This was a Descriptive in the style of 1950's RAC rallies with distances in yards! Now we had Porlock Hill to look forward to, two tests up the hill (23rd & =27th), another on the Worthy Toll Road (=10th) which was very slippery and rough before lunch in the Methodist Hall followed by two more tests up Porlock afterwards where we were slightly slower (53rd & 56th)— it must have been the shepherds' pie!

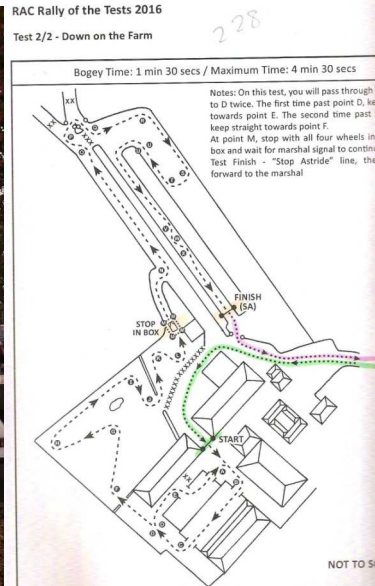
A Jogularity took us over Exmoor which was stunning as the sun was now coming out and the autumn colours were awesome. Travelling towards Bristol for our overnight halt, there were another couple of tests at RAF Upottery on an old WW2 runway (=38th & =10th) and two regularities, one of them started by Carlton members Richard and Don before arriving at the hotel about 10pm where it was straight in for the evening meal.

Bristol to Yarnfield

The restart was at the RAC Headquarters at the side of the M5 where most competitors were flagged away by Paddy Hopkirk. He was called away just before our turn but it was very cold. Another good crowd had gathered to watch us do the car park test (=22nd) before it was on to "Down on the Farm" (2nd) through the buildings before cone chicanes and onto the loose. It was such good fun that Clive asked to do it again.



The Start from the RAC HQ



'Down on the Farm' diagram

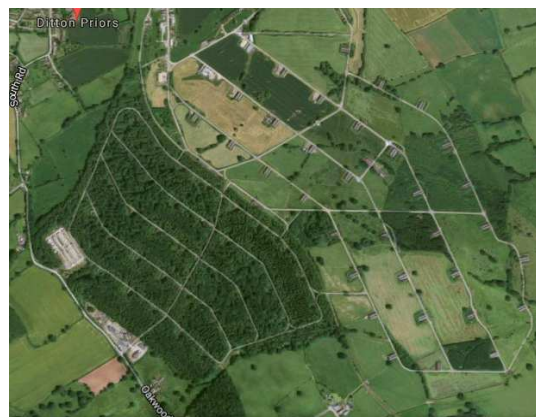
A road section now took us over the bridge and into Wales for two tests at Chepstow Racecourse. One was round the infield track with code boards (=12th) and cones in the car park (=5th)

The Cider Barn at Much Marcle was our morning coffee halt and had apparently featured on Countryfile the previous Sunday. There was a strong aroma of fermenting apples as we got out of the car. The next "Deeliarity" started in the car park. These are designed to be "driven as seen" as they are not easy to plot and include instructions such as "Turn to pass the back of a metal sign" or "Do not follow SP "Bosbury" Only a few of the distances are given and there are numerous speed changes.



Will Medcalf's Bentley at Chateau Impney and so was this Morris Minor

Five tests then followed, three at Throckmorton including one with a Le Mans start (8th, =7th and= 2nd) and the last two at Chateau Impney (=24th, =5th) the first of which was repeated after lunch. After another regularity, it was on to Shelsley Walsh (which we only just managed to do before it got dark), before two more regularities "Catherton Common" and "Ditton Priors".



Ditton Priors is a former WW1 ammunitions store, which apparently didn't appear on maps until quite recently. It was to be run at an average speed of 27 miles per hour, with numerous changes of direction and passage controls on the old overgrown tracks and all in the dark - it was really exciting. I had a quick look at the speed tables when we left and I reckoned we were 4 seconds under the average speed. After one late and one early control we had amassed only 9 seconds of penalties and took a first place here!

Next and last for the day were Swynnertons Parts 1 and 2, run off tulips as a "Time Control Section". Part 1 had nine pages of tulips (many with no intermediate distances), several loops, splits and merges, surface changes with cars everywhere, often on different loops to you and then came another six pages for Part 2. It was amazing in there and I think all the competitors loved it. Back at the car park about 9.30pm, it was great to be greeted by some members of our local HRCR group.

Yarnfield – Chester

With reverse seeding today, we were away at 7.22 and with a cold frosty start, several cars were being towed around the car park to get them going. A link section took us to JCB at Rocester for a coffee break and look around the main Reception Hall where Mr Bamford's prototype digger was on display.

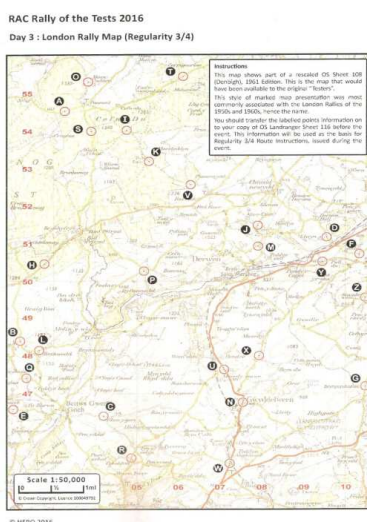
Three tests had been laid on for us. One marshalled by Matlock MC and HRCR members was in a car park (=3rd) after which came two simple drives with codeboards or cone slaloms, both with a sharp hairpin bend and kerbs (=21st and =25th).

For the regularity at Teddesley Park we were greeted by a large turnout of Bednall villagers waving union flags. We turned down a narrow track between some houses and on to the estate. The route instructions were a large scale Ordnance Survey map with the route shown, predominantly on footpaths/tracks with numerous other paths joining/crossing, and after passing the farm we crossed over the Worcester Canal.

From Coffee at the Mill at Worston it was then a test (=23rd) / regularity / test (=10th) / regularity and back into Wales. At the second test, Rednall go kart track, we were just about to start our second loop when the Bentley was released on his first. We had the momentum and could have nipped past them but decided it was better not risk a collision and followed them round. They had lit a blue smoke flare as they started and it was hilarious following them round and watching the Bentley Super Sport lurching from side to side. They were quite quick anyway so we didn't lose too much time and had a great laugh, coming =10th.

For "Gwarnant" regularity, something told me I hadn't plotted this one right but after a quick check I couldn't see anything obvious so we set off, joining a white / foot path. We were puzzled as to why it was timed at 27mph and after we had travelled for 5 to 6 minutes with no control, alarm bells rang. I had misread 3000 for 300 meters of "Sir Ffiniau" translated as the county boundary. We did a quick u-turn and managed to pick up the end control but it was much too far to back track completely.

The White Waters Hotel at Llangollen was the lunch halt before "Clwyd", a regularity run from a London Rally map. Along with 90% of the field, we missed a time control situated on a white on the old map but not shown on the current OS version as it's now a farm yard. This route went on to a rough white which eventually turned into a footpath before a hairpin left back on the public road.



Having transferred all the marked points onto the modern map, we were then given three grid squares with excerpts of the correct route which we must use AND avoid all the marked points.

A test at Market Drayton cattle market followed which was so slippery we were drifting the whole way round. The Stop marshal had a big a grin on his face (as we had on ours) but we got a terrible time.

The last break was at the Druids Inn and was literally an in/time/out control. Clive had read earlier that we were to add three minutes to our out time prior to starting the regularity which, unlike the cars in front of us, we did. Then another Deeliarity - Turn right onto A494; Fork Left @ .83m (into wide lay-by) : Give way - turn left again (back on to main road) and Turn left at 1.49m. Our trip said 1.47m so we convinced ourselves that we must have driven through the lay-by straight and taken less distance and a quick glance further up the road revealed nothing. Along with about 15 other crews, we spent the next 20 minutes driving up and down the road, up whites, farm tracks looking for the next instruction. Frustrated, we went back to the lay-by, reset the trip and set off again. Sure enough, just after the junction and at 1.49m was a gap in the hedge. So it was across the field to a time control and the instructions started to work. Later on in the same section, we turned into somebody's drive, squeezed through a gap in the buildings to find a control and then back out onto the road.

Having lost so much time, we were now panicking about being OTL. Later competitors at the Druids were told lateness had been extended. In a convoy we drove to the last test at a farm to be told earlier cars had caused the cows to stampede and they had had to cancel the test.

Onwards to Chester and the finish ramp in the town centre before changing for the black tie dinner & awards. No prizes for us but we finished a respectable (for us) 56th with some good test times although only pre-66 cars are actually classified.

It had been a really great event. There had been no major problems with the car but we feel that we could have done better. Unfortunately, we missed the Clwyd HRCR Clubman's event which helped a lot of competitors with the navigation. So with our newly gained knowledge, we have put a deposit down for next year - Chester to Harrogate 2017.

Congratulations to John & Peter Dignan on their third place finish in the MGB.

A week on, I am still waking every night, having been "plotting" in my sleep!!

Anji Martin

. RAC RALLY OF THE TESTS : 5 + 6 NOVEMBER 2016



The winning Andy Lane / Richard Crosier Volvo 123GT at JCB Rocester

Not being of an age where fireworks and bonfires are a particular attraction, three of us decided to go to former BT college at Yarnfield near Stone, Staffs to see the ROTT cars and crews at their overnight halt.

After eventually finding the large car park area, there was little to see at first other than a few trailers and service vans although the roar of engines could be heard on the cold night air from the direction of the military camp at Swynnerton, which regrettably was out of bounds to spectators.

Eventually the cars started to roll in, some requiring attention. An MGBGT needed new U bolts to keep its rear axle in place and the engine in Paul Crosby's Porsche 356 was reported to be down on power. It also required its drive shaft bearings tightening up with a very long arm and socket.

The occupants of the two Pre-War Bentleys must have been freezing, both being open top. One of them was more interested in having tyre repaired, having punctured in the preceding test in Swynnerton. A large metal object had gone through the tread but care was needed for its removal when it was realised that it was a bullet, no less. Service support from an RAC van soon had the matter in hand. After all, it was now officially supporting the event.



The punctured wheel being taken off Bentley #3 at Yarnfield

All of the remaining runners eventually arrived and it was quite noticeable how little servicing there was when compared to stage rallying. Given the early start the following day, there would probably be little time to do more than cursory checks before heading to the JCB complex at Rocester where the first car was due at around 07:30hrs after reporting to the control in its Visitors Centre.

The first test at JCB was in one of its car parks, for which HRCR Midlands teamed with Matlock Motor Club, everyone having to be there for 05:45hrs at the latest to set up the test. The two other tests, marshalled solely by Matlock members, were also on JCB property at Quixhill and took in one of the former drives to Alton Towers when it was purely a stately home.

The morning was bright yet cold and the cars came promptly in reverse seeding order based on their performances so far. Fortunately there was no ice despite the dampness and cold and soon cars were setting about a tightish test with several cones. Luckily there were more than enough marshals and little incident so I was able to leave cone-watching to Jason and take up my camera.

The Mki Escorts seemed to be having a whale of a time, the blue one being particularly spectacular, Clive Martin's neater and tidier and the Dutch one somewhere inbetween. The Medcalf Bentley was more of a handful, despite its relatively short wheelbase, and had lots of torque from its low-revving 5 litre engine – in fact an six cylinder, 8 litre block and head with two cylinders cut off, all rather like the later Metro 6R4 unit taken from the Rover / Buick V8 unit.

The cars came through well inside the allotted time and we were able to pack up quickly, those wishing to do so retiring to a very local house for tea, coffee and bacon and sausage baps.

The Rally of the Tests as visited JCB Rocester twice on consecutive years now. If they wish to complete the hat trick next year, it is hoped that HRCR Midlands will be there once again to assist.

David Yorke

DANSFORT RALLY, DERBYSHIRE : 19 + 20 NOVEMBER 2016

This Matlock Motor Club-organised event was Round 37 of the 2016 HRCR Premier Rally Championship and one of three such rounds taking place on the same night. Being in the HRCR Midlands area, it offered 'local' Members opportunities for entering, marshalling and / or spectating.

The final Entry List showed that several navigators had registered for the Premier championship and some drivers also gave their club as the HRCR.

As ever, marshals are always needed for such events and it was surprising just how far some had come to help put on this event. Some did so because Matlock members went into their areas to marshal as well, one such rally being the Mercian. I went for two reasons, being that it was an HCR series event and that Matlock members also helped out on our own Derbyshire Dales Drive.

After Signing On at the Bakewell Agricultural Showground, I set off for the first special test which was to be run twice and for which I was allocated a passage control. The location was at crest where the gravel track met the former Derby to Manchester Midland Railway line and I was joined by owls until the cars came through.

The cars started to come through and things became hectic. Fortunately I was not on my own for the first run through since, when the navigator in an early car slammed the door shut just after getting my signature, my torch and its lanyard were snatched away, neither being seen again. My spectating friends had another and were able to cover until there was break when I could collect my backup.

For the second run through, I was on my own but now careful to jump clear after signing. However, one car made another hasty getaway, covering my marshal's card and myself in mud, most of which fortunately covered my fluorescent tabard.



HRCR Premier Championship contenders Blacker and Frost wait at the start of the Haddon Farm section

After all of the cars had passed, there being no closing car for this section, I drove out along the test route to the start of another section at Haddon Farm just off the A6 between Haddon Hall and Bakewell. Again, this used tracks and roads that had not been used for rallying before. My duties here were to assist in stacking the cars so they did not back up onto the A6 itself.

Then it was off up the A6 and through Buxton to the Goyt Valley to marshal another passage control at the western end of the Errwood Reservoir dam. Here there was the opportunity to have a short nap before the cars dropped down to the reservoir from the west before travelling alongside the reservoir and going up the valley towards the Cat and Fiddle Inn. For this first run up the one-way valley road, the cars did not go through through the passage check so it was interesting to see who wrong-slotted and who didn't.

For the second run, the cars dropped down from the Buxton – Whaley Bridge road and over the dam where they had to turn right and enter the car park with the passage check through the hard-to-find-in the dark exit. Then it was up the valley once again. Most crews found the slot, either immediately or eventually.

Come 04:50hrs, the closing car came through and I was able to hand in my marshal's check sheet and head directly for home, forsaking the opportunity of a free breakfast back in Bakewell. The snow on the upper reaches of the valley road became thicker and developed into a blizzard up by the Cat and Fiddle. I felt somewhat sorry for the marshal with the time clock and was grateful that I had been sheltered down in the valley and been free of snow. Certainly, having heard the weather reports, I had been a little apprehensive when I met snow on the way down to the passage check location and wondered if I would be able to make it out unassisted. But all was well, the winter tyres on the Saab seeming to do their job.

Of the 50 that entered, 39 were classified as finishers, and the HRCR members performed as follows, Dave Leadbetter and Cath Woodman doing exceptionally well and proving that they are more than just excellent organisers of HRCR Midlands gymkhanas.

The results for those with HRCR connections are as follows.

#10	Dave Leadbetter / Cath Woodman*	BMW 318Ti	4 th o/a	4 th Class
#22	Bevan Blacker / Nial Frost**	Peugeot 106	10 th o/a	10 th Class
#23	Peter Scott* / Matthew Vokes	Nissan Sunny	14 th o/a	13 th Class
#25	Pete Jagger / Henry Carr* **	Peugeot 205 Rallye	15 th o/a	14 th Class
#38	Kev Papper / Rob Smith**	Subaru Impreza	28 th o/a	8 th Class
#6	Anthony Ian Harrison / Andy Pullan*	Proton Compact	39 th o/a	21 st Class
#2	Richard Hunter / Sasha Herriott**	Ford Escort MkII	DNF	
#26	Steve Mitchell / Ian Mitchell**	Renault Clio 172	DNF	

* HRCR Member ** HRCR Premier Championship contender

SNIPPETS

SEAT MOUNT FAILURE

A scrutineer sent a photograph to the MSA (as shown in the MSA Extra Newsletter November 2016) to the MSA following an accident in which the competing vehicle heavily impacted the tyre wall. The seat had been ripped out of its mounting points, both front and rear.

It is clear that the material used for the mounting points was insufficient, as it was too thin and there were no spreader plates in place beneath the bracket. It was also noted that one of the mounts had failed in the past and had been re-welded.

Scrutineers have been reminded to check seat mounts carefully so competitors are advised to ensure the suitability and compliance of their mountings at all times.

For further guidance, please email technical@msauk.org.

SAAB HISTORIC RALLY TEAM GEARS UP FOR THE ROGER ALBERT CLARK RALLY 9 - 12 NOVEMBER 2017



The Saab Historic Rally Team in 2010 with Erik Carlsson and Stuart Turner and the museum car

The Roger Albert Clark Rally returns in a new bi-annual format for 2017 promising a return to the four day gruelling event format. Rumoured is a start in Wales with the event moving up to Scotland and Kielder, then on to the Yorkshire forests. The rally manager, Colin Heppenstall, as ever will be seeking out traditional stages from the RAC Rallies of old. Spectators are always considered so perhaps we'll see a return to the Duncombe Park and Heathhall stages that were so popular in the past. If you're used to the current 30 to 40 stage mile day events then strap in. The Roger Albert will be offering 200 to 225 stage miles over four days – back to the hardest test of teams, cars and crews.

Interest is now invited from possible entrants, and three teams signed up within hours of the event being announced.

Already Confirmed for the Team entry:

Nick Pinkett	Saab 96 Two Stroke
Colin Hope / Nick Patrick	Saab 96 V4
Jim Valentine / Jonathan Lodge	Saab 99

Provisional Interest:

Steve Higgins	Saab 96 Two Stroke or Saab 96 V4
Magic McCombie	Saab 900
Francis Tuthill	Saab 96 V4 (an original Trollhatten built rally car)
Gavin Chisolm	Saab 96 V4 or Saab 99
David Holgate	Saab 99
Maxime Castelein	Saab 96 Sport Two Stroke (AJM 101A now on Belgian plates)

Previous Interest/Entrants (maybe this time!):

Ceiriog Hughes / Emyr Hall	Saab 96 V4
Erik Streda	Saab 99 or Saab 96 V4
Patrice Wattine	Saab 96 Two Stroke
Peter Lumsden	Saab 96

Entrants to the Roger Albert through the Saab Historic Rally Team get a discounted entry based on the number of team cars from the organisers. We support our crews and their teams with a catered dinner in the main service at the end of each leg. Apart from saving time and allowing the exchange of the day's war stories, coming in to service knowing a good hot dish of food is waiting is invaluable. This is particularly helpful when the snow plays havoc with the schedule as it has done memorably in previous years.

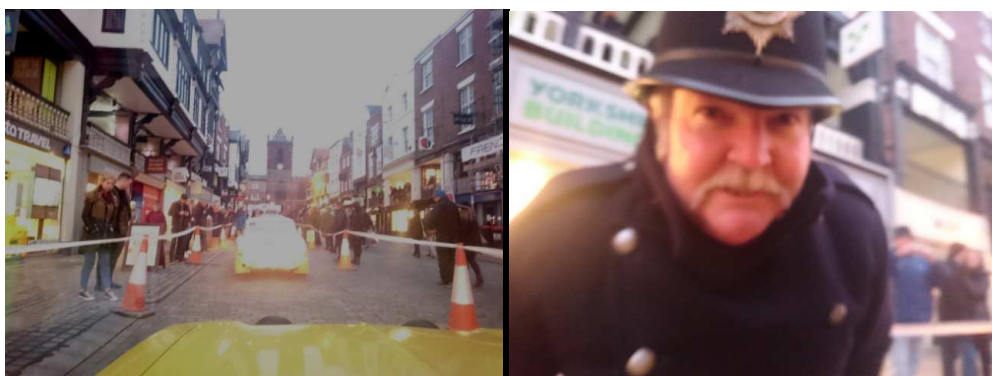
The team are particularly excited at the possibility of Francis Tuthill joining us, a rally legend well known for rally prep on Porsche 911s. He was famously scoffed at for starting the London to Sydney Rally in 1977 with a spare engine on his roof rack. An engine he was soon seen installing at the road side outside Paris... let's hope he doesn't think his car is too precious to put through the RAC.

Saabs have had a long association with the Roger Albert and it looks like we're shaping up to make a major impression on the 2017 event with every era of Saab rally car represented. Guaranteed? An event you'll never forget in great company on the UK's hardest rally for historic.

The Saab Historic Rally Team can be contacted on xandj@btinternet.com

Jim Valentine

SNAP!!!!



"Waiting for the Finish ramp, we were "greeted" by PC Shon Gosling who was responsible for the Swynnerton Tests" – Anji Martin reports on the Chester finish for the Rally of the Tests



David Yorke marshalled at the same location during the earlier Wales Rally GB

JANUARY NEWSLETTER

All contributions for next month's newsletter to be sent to David Yorke at yorkesport@btinternet.com **by no later than Friday 23 December.**