



HRCR MIDLANDS NEWSLETTER : AUGUST 2017

FORTHCOMING HRCR MIDLANDS EVENTS



Whilst John Larkin ran solo, he still became the overall winner of the recent Field Day and Gymkhana meeting. A report and more photos appear elsewhere.

August **SUMMER ACTIVITIES**

Being the holiday period, nothing has been planned as yet, so look at the following section as there is plenty to choose from.

If Members know of something not listed that might be of interest to others, please let one of the Management Team know, which will be meeting sometime during the month to put together a programme for the Autumn.

'LOCAL' AND 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>		
2	<i>HRCR Hagerty Insurance Clubmans Road Rally Championship</i>		
3	<i>HRCR Augment Automotive Speed Series Hill Climb + Sprint Championship</i>		
4	<i>HRCR Old Stager Asphalt Historic Rally Championship</i>		
5	<i>HRCR Stage Masters Historic Stage Rally Challenge</i>		
6	<i>HRCR Premier Rally Championship (road rallies)</i>		
HRCR	Date	Event	Contact
	1 August	Evening Grass Autotest : Paddies Lane, on the A6006 just off the A46 (LE14 3LY)	compsec@loughboroughcarclub.co.uk

HRCR	Date	Event	Contact
3	5 August	Loton Park 1.349km Hill Climb : Shrewsbury <i>HRCR Speed Series</i>	www.hdlcc.com
	5/6 August	Morning Mist Road Rally	www.loughboroughcarclub.co.uk
2	6 August	St Wilfred's Classic Rally : Yorks : Maps 98,99,100 <i>HRCR Clubmans Road Rally Championship Round 9 and HRCR Premier Rally Championship : classic / historic / vintage</i>	www.rmssc.org.uk/st-wilfreds-rally
1		Valleys and Villages Scenic Tour : Wiltshire <i>HRCR Scenic Tour series</i>	www.ddmc.co.uk
4		Usedcarparts.co.uk / Solway Coast Historic Rally Dundrennan / Kirkcudbrightshire <i>HRCR Old Stager Asphalt Rally Champ Round 4</i>	www.solwaycarclub.co.uk
3	12 August	Curborough 1.423km Sprint : Lichfield <i>HRCR Speed Series</i>	www.barc.net/centres
1	13 August	Welland Valley Wander ; Leics, Rutland, Northants <i>HRCR Scenic Tour series.</i>	www.wellandvalleywander.co.uk
	15 August	Evening Grass Autotest : Paddies Lane, on the A6006 just off the A46 (LE14 3LY)	compsec@loughboroughcarclub.co.uk
	20 August	Car Extravaganza : Lupin Farm, Alrewas, Staffs	
6	26-27 Aug	Colman Tyres Rally : Yorkshire <i>HRCR Premier Rally Championship : road + navigation</i>	Ilkley + District MC
	27 August	Classic Car Show : Barton-u-Needwood Marina	
2/6	2 September	Vale of Clwyd Classic : Ruthin area on maps 116 + 117 <i>HRCR Clubmans Road Rally and Premier Rally Classic series</i>	www.cvmc.org.uk
4/5	14-16 Sept	Rally Isle of Man : Douglas <i>HRCR Old Stager Asphalt Historic Rally and Stage Masters Historic Rally Challenge Championships</i>	www.rallyisleofman.co.im
6	16-17 Sept	Mercian Rally : Midlands <i>HRCR Premier Rally Championship : road + navigation</i>	Mercia MS
1	23 Sept	Mint Sauce Run : South Yorks / Northern Peak District <i>HRCR Scenic Tour Series</i>	www.hrcr.co.uk
2/6		HERO Challenge : Bicester / Oxfordshire <i>HRCR Clubmans Road Rally and Premier Rally Championships</i>	www.heroevents.eu
		RallyDay : Castle Combe, Wilts	
6	23-24 Sept	Clitheronian Rally : Lancashire <i>HRCR Premier Rally Championship : road + navigation</i>	Clitheroe + District MC
	24 Sept	Tony Matthews OMC Classic Tour	Owen Motor Club
3	30 September	Prescott 1.031km Hill Climb : Cheltenham <i>HRCR Speed Series : Round 8</i>	www.prescott-hillclimb.com
2		Devon Classic Rally : maps 191,192 + 202 <i>HRCR Clubmans Road Rally Championship R'nd 12</i>	web@shmc.co.uk
6	30 Sept / 1 Oct	Autumn Rally : West Wales <i>HRCR Premier Rally Champ : Road + navigation</i>	Carmarthen MC
1	1 October	Tour of Kent <i>HRCR Scenic Tour Series</i>	www.blackpalfrey.co.uk
2	7 October	The Devils Own Rally : South Lakes : maps 96 / 97 <i>HRCR Clubmans Road Rally Championship</i>	www.devilsownrally.co.uk

HRCR	Date	Event	Contact
6	7-8 October	1000 Lanes Rally : <i>HRCR Premier Rally Champ : Road + navigation</i>	Head of the Valley AC
1	8 October	Ludlow + Marches Classic Tour : Shropshire, Herefordshire + Powys <i>HRCR Scenic Tour Series</i>	www.ludlowcastlemotoclub.com
6	14-15 Oct	Rali Mynydd Du : NB Novice event TBC <i>HRCR Premier Rally Champ : Road + navigation</i>	Amman + District MC
4	22 October	Cheviot Stages Rally : Northumberland <i>HRCR Old Stager Asphalt Rally Champ Round 7</i>	

REPORTS

Reports and articles with historic rallying interest are very much welcomed. The views expressed are not necessarily those of either the Region's 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.

HERO LONDON / LISBOA RALLY : 21-30 APRIL 2017

A COMPETITOR'S VIEW FROM PAUL AND ROMA HANDLEY : CAR 40



Having only rallied since 2011, this was decidedly the 'big one'; nine full-on days, 2000 miles, 48 regularities and 8 tests.

First, the car. Our MGB Roadster, 1948cc, is strong, comfortable, totally reliable, albeit now with 24000 rallying miles under its belt. A 100% check-over was undertaken, plus new clutch, disks, pads, hoses, belts and lines and all fluids changed. Spare fuel pump and wheel bearings augmented the mini spares package we always carry. Space was found for some extra oil, brake fluid, and basic tools. I kept the winter tyres on, as I quite like them.

On Friday 21st April, 79 teams assembled at Brooklands – 38 all-male, 38 mixed, 3 all-female. There was an air of excitement; old friends were greeted, new friends quickly made under the 'we're all in it together' mantra. Scrutineering was friendly and efficient, with an emphasis on assisting the entrants and checking basic safety requirements. This set the organisers' tone for the whole event – helpful, very friendly, and a desire to get you through to the finish.

A goody bag, a 4 inch deep set of road books (less daunting than the first impression given), time cards and ferry tickets were issued, with strong advice not to lose anything! Then into the Briefing where the HERO team introduced themselves. A number of crews were novices in the proper sense (virtually no rallying experience) so briefing was targeted to get them into the event, with questions and practical advice sessions.

Saturday dawned and, flagged off by the Portuguese Ambassador, we were rallying! A scenic run to Portsmouth via the New Forest, 2 tests and 4 regularities. Spirits were heightened when we passed a farmhouse, the family cheering us on and displaying a large banner 'Lisbon or bust!' The adventure had begun.

Disembarking next morning at St. Malo revealed some optimists in holiday gear, beach shorts included. All somewhat premature in the unseasonal weather, particularly on day 6 when a howling blizzard induced some very blue cold-looking knees!

The daily start order was, welcomingly, the antithesis of seeding, and varied by an ingenious if mysterious system so that you were running with different cars and making new friends. This was fair to everyone.

The devising of the route can only be described as brilliant. Navigation wasn't complex, being by straightforward tulip and jogularity. Guy Woodcock had inserted some clever 'long way rounds' for approaching IRTCs, and in making turns there had to be blind faith in the trip-meter when it told you to turn down a seemingly innocuous track or alley. Nevertheless certain crews, particularly from Portugal and Hong Kong, seemed to think Guy's route too easy, and 'devised' their own directions for approaching the controls, often in the face of the main rally! However, they were having FUN. Link sections included observation questions.

'Scenic' is an understatement. We took in delightful villages and many sinuous mountain roads and passes, with the highest point the 1349 metre Col de Peyresourde of Tour De France and Chris Froome fame. The Dordogne, the Pyrenees, the vineyards of Rioja and Douro, Mateus and Sandeman, the Sierra de la Penna; the list goes on. The highlight has to be the assault on one of the finest and most intimidating roads in Europe – The Portal do Inferno ('gates to hell'), including the spectacular 'knife's edge'- a section of road at 920 metres with a sheer drop either side of 600 metres.

In all rallying, the days can be long and you have to be '*on the pace*'. On occasion '*on the pace*' can become '*hairy*' when getting back on time between IRTCs on mountain roads, or the experience of severe brake fade on a testing regularity descent. At these points, a good navigator will shout 'enough!', and dash will be tempered by discretion at the expense of a few seconds' time penalty. (When all the Aston Martin DBs 'fell off' the road one day, it was apparently due to them being Aston Martins and nothing to do with the road conditions!) However, coffee, lunch and tea breaks were generous in length and quality, and usually in scenic and/or historic locations.

There's always the end-of-day experience to look forward to. Hotels were first class, with an emphasis on secure parking, high class food, and the essential decent-sized room with a good bed, proper linen, and quiet! Checking in was streamlined, with bags already deposited in rooms. (How did a 10 ton baggage van always arrive before 70 powerful sports cars?). Thus the bar could be visited without delay.

The grand arrival was at Cascais, a very pleasant seaside town down the coast from Lisbon where we were warmly welcomed by the Mayor, various dignitaries, and a friendly crowd of locals out on a sunny weekend afternoon. 70 cars were listed as finishers, so nine seem to have disappeared en route, though there were no daily casualty lists.

Guests of honour at the grand finale dinner - rightly a '*jacket and tie*' and '*party frock*' affair were the Duke and Duchess of Braganza, who apparently would have become King and Queen of Portugal had the Portuguese not been so keen to exert their republican sentiments. The awards were distributed to polite applause. We discovered we'd come 30th overall, and had been fastest in class on every test.

There was the opportunity finally to get to know the marshals and mechanical support crews who'd been so supportive, particularly as having an MGB we'd seen very little of the latter during the event. It was a long fun evening in excellent company, good food and drink, and a lie-in the next morning!

Along with quite a few others, we stayed on for R&R and the opportunity to sightsee Lisbon. Adding the run back to Bilbao (boat) and home, the car accumulated 3200 miles door to door. Crossing from Portugal to Spain, the border police singled the car out for a detailed inspection of the engine bay (opening the bonnet I said to him 'engine, MGB'; he nodded, knowingly) and boot, and a lengthy perusal of the log book. Keep up the good work, boys.

Lastly, the car. For the 3200 miles it worked very hard. 9 hours a day, motorway speeds, mountain ascents and descents, 1st gear hairpins, kart circuits, tests, the lot. A quick check each evening revealed nothing untoward. I donated my brake fluid to another competitor; 1 litre of oil was fed in and on arrival home was still showing overfilled (Millers Classic fully synthetic, 1st time used, sold!). Yes, THE CAR WAS THE STAR.

So, the conclusions:

- | | |
|---|----------------------------------|
| Q1. Was it hard and tiring? | A. Yes, sort of. |
| Q2. However, was it rewarding? | A. Oh yes. |
| Q3. And was it fun? | A. Yes, great fun. |
| Q4. Did the driver and navigator ever fall out? | A. Never(!?). |
| Q5. Was it well organised? | A. Brilliantly. |
| Q6. What were the people like? | A. Like-minded, super. |
| Q7. Would you recommend it? | A. Please, when can we go again? |



1000 MILE TRIAL : DARLEY MOOR RACEWAY, ASHBOURNE : 11 JULY 2017



The winning MG TB of Paul Crosby and Ali Procter starting Test 2/2 at the Darley Moor Raceway



Duncan Wiltshire and Robert Cofton in one of the several Bentleys that finished Test 2/3 without time penalties



HRCR's Colin Armit on the watch at the end of Test 2/3. His wife Margaret looked after the stop astride line.



The Three Turners in a 4.5litre Bentley also scored no penalties on the test manned by HRCR Members

The trial returned to the Darley Moor Raceway near Ashbourne and once again, HRCR Midlands joined Matlock Motor Club's marshalling team once again. This time, what had previously been one long test was split into two, so two sets of timekeepers and several observers were required which the HRCR participation made possible, even if there was some consternation by some in never having to use Liege clocks. As it was, such experience proved unnecessary as normal split stopwatches were being used, complete with transponders, a.k.a. Chip Clock timers in HERO's Marshals Instructions.

The final details from HERO encouraged Frances Banning, Matlock's chief marshal for the event, to bring signing on forward from 10:00 to 10:30hrs as the first car was now to be due at 11:30hrs.

The HRCR contingent were assigned to cone-watching and timekeeping services before and at the Finish line for Test 2/2 'A Bit Moor'. The test's Start was managed by Matlock MC Members who also provided all of the services for the previous Test 2/3 'Around the Moor'.

The weather had certainly changed from the delightful dry and sunny days leading up to the Tuesday, there being both mizzle and drizzle that obliged full rain protection clothing to be worn. One benefit was that some of the Bentleys would possibly be running with their hoods up, just like they had to do in their heyday for the first laps at the Le Mans 24 Hours race and something not often seen these days.

Of the 60 cars that had left the Thameside Oakley Court Hotel, some 55 arrived at Darley Moor on Day 2 where it was noticed that a good number of the cars were still running with hoods furled in best VSCC Measham Rally / winter trials fashion even if this must make it hard for the navigators to keep the paperwork, watches and tripmeters dry. One that never made it was the Aston Martin International of Dilwyn Rees and Andrew Duerden. It was later learnt from Andrew at the HRCR Midlands Field Day that the car's clutch had failed at the Roebuck Inn in Draycott-in-the-Clay on the run up to Darley Moor from the spectator test at Curborough.

So what did Test 2/4 comprise? Well, it was a timed test with a bogey time of 1min 42s and a maximum of 4m 00s. The start was near the beginning of the north-east side of the triangular Darley moor circuit and ended near the end of the southern side. Surfaces were mixed but mainly the tarmac of the race circuit. After the start, the route went round a couple of cones and used part of the rough service road before heading for the Hairpin, always a good spot for spectators. Thereafter it continued on the route of the circuit and a sequence of cones on the southern side before switching to the less well surfaced service road beside the circuit on which there was the 'stop astride' finish line.

It was not possible to judge the performances of the individual cars in that there were no start times with which to compare those at the finish, though one might make assumptions judged on visual impressions. Thus it was only when the results were formally available on the event website could the real story be revealed.

Seven were listed as having dropped no seconds, eventual overall winners Paul Crosby and Ali Proctor being amongst them in their supercharged MG TB #65. Others included the following:-

- Duncan Wiltshire (promoter of the Donington Historic Festival) and Robert Crofton in a 3 litre Bentley #7, Duncan's experience of racing the same Bentley no doubt helping,
- Will Medcalf and David Duncan in the Bentley Super Sports #3 as seen on last year's Rally of the Tests.
- Jonathan, Freddie and Harry Turner in a yet another Bentley, a 4.5 litre at #18
- Olaf Pothoven and Pieter van Leusden in Derby Bentley #48
- Stuart Anderson and Leigh Powley in another Derby Bentley #62
- Andy Lane and Richard Crozier in a Morgan 4/4 Series 1 #55 proving, like Paul Crosby, that one did not necessarily need the brute power of a Bentley to do well on this test on a race circuit.

Most of the rest of the field dropped between two and ten seconds, whilst four dropped 30s and three 2m 30s, possibly caused by cone striking and /or taking the wrong direction rather than going slow.

In view of the inclement weather and the lack of shelter in the openness of Darley Moor, was it worth making the effort? If one wanted to see a host of Bentleys mixing it with Talbots and Lagondas, certainly. And for one person at least, especially so when no less than 26 Bentleys had been entered. If this trend continues, maybe HERO should consider co-promoting the event with the Bentley Drivers Club.

FIELD DAY AND GYMKHANA : WASTE FAM, HURLEY, ATHERSTONE : 16 JULY 2017

Following the success of last year's inaugural event that aimed to raise funds for Pancreatic Cancer Research as a tribute to the late Andy Gibson who was HRCR Vice President Richard Prosser's navigator for many years, HRCR returned to Richard's farm where Dave Leadbetter and Cath Woodman took the lead for the competition side of things once again, with Signing-On and Scrutineering starting around 1:00pm.



The arena for the tests becomes available within the window between mowing and slurring.



The Drivers' Briefing was given by Dave Leadbetter whilst Cath Woodman carried on with the paperwork



Anne Prosser had been very busy making cakes for sale in aid of the Pancreatic Cancer charity.



Marshals are always welcome and Richard Fisher says that he always likes using clocks.

There were 12 tests in totals, some being repeats and others variants and most designed to test both driving skills and co-ordination between crew members whether the particular test was timed or not.

Tests 1 and 5 used paper plates that were fastened into the grass over which the driver had to drive over with the nominated wheel. No route was defined and there were no time restrictions. However, the crews could not stop at any point and only have one attempt at each plate during every run. Scoring was based on the number of plates properly run over with 2 penalty points for each plate missed. The two tests differed in that alternative rear wheels were nominated.



Robert Robinson's modified and so rather unusual Volvo 245 estate was recently acquired via ebay



Jon Erlandson ran solo and generally looks after Dave Leadbetter's road rally BMW Compact.

Tests 2, 6 and 10 were timed and used the same route through and around the cones, as did Tests 3,7 and 11 on a separate and different course. This was splendid arrangement since no cone changes were needed and marshals could become very familiar with the required directions.

Test 2 was used to set times that would be used for comparison purposes with those for Test, the times taken once the cars had stopped astride the finish line. 10 penalty marks were applied if the wrong route had been taken although one could unpick the route and remain penalty-free. Overshooting of the Finish line attracted 5 penalty points. Test 3 was on a separate course run at the same time as the other was in use and for which the timing and penalties were identical to those for Test 2.

Test 4 was perhaps what could be considered the first of the 'gymkhana' tests, Tests 8 and 12 being identical. All were untimed and involving the throwing of three tennis balls into separate tyres from the same spot. Failure to do so was penalised by 3 marks each time.



Richard Prosser is one of his Sunbeam Alpines. It being his farm, 170800HRCRMidlandsNewsletterfinal



A rare sight is the open Reliant Sabre shared by Ian Daniels and

he was expected to know his way around.



Derek Peckett had Tony Barron as his other crew member for the tests in the MGBGT...

Thomas Pailing, seen here on Test 3.



... whilst his usual navigator Kath was on start line duty for the course for Tests 3, 7 and 11.

Test 6 was the same as Test 2 but the times had to be within 5 seconds of those set in Test 2. A penalty point was applied if one exceeded or went under the time set in Test 2 by 5 seconds. As if that was not enough, prior to finishing, the car had to become stationary and the navigator get out and run the full circuit around the vehicle



Harry and Jean Shepard in their Subaru Forester, somewhat appropriate for a couple from Nottingham.



Paul and Roma Handley brought another Volvo, a very well presented 144 model.



On Test 7, one of the Ryans was given the runaround whilst the other sat tight.



Neil Davies and Christine Bradwell helping with a spot of grass clearing.

Test 7 was like Test 6, but used the times taken on Test 3 as the benchmark.

Test 9 was another skills test, one to establish how well crews could judge what was one complete rotation of a wheel. Marshals put a chalk mark on the tyre and then measured the deviation. If one was within 5cm, there were no penalties, otherwise it was 1 penalty point for each additional 5cm.



John Larkin was another to run solo and became the overall winner by the end of the meeting.



Chris and Jane Hunt-Cook in a delightful and 'proper' MG TF

Test 9 was another skills test, one to establish how well crews could judge what was one complete rotation of a wheel. Marshals put a chalk mark on the tyre and then measured the deviation. If one was within 5cm, there were no penalties, otherwise it was 1 penalty point for each additional 5cm.

For Test 10, one has to start and finish in reverse over the respective lines yet still be within 5 seconds of the time set in Test 2 to be penalty-free. This suggested that faster speeds would be needed wherever possible, but then you were expected to have learnt the layout of the course by now!

Test 11 used the same course layout as Tests 3 and 7 and the time again had to be within 5 seconds of that's et on Test 3. As for Test 10, speeds would probably have to be quicker as one had to start the test in reverse.

Fortunately, the weather was good so everyone involved could enjoy the afternoon, the catering and the light-hearted competition (if that is ever really possible within HRCR circles!), the overall outcome being as follows.

1	John Larkin	Mini	26
2	Richard Prosser / Elaine	Polaris Ranger	32
3	Ian Daniels / Thomas Pailing	Reliant Sabre	34
4	Chris Hunt-Cooke / Jane Hunt-Cooke	MG TF	37
5	Robert Robinson / Ben Robinson	Volvo 245 estate	39
6=	Neil Davies / Christine Bradwell	Triumph TR4	40
6=	Nigel Ryan / Paul Ryan	Porsche 924	40
8	Harry Shephard / Jean Shephard	Subaru Forester	44
9	Thomas Pailing / Ian Daniels	Reliant Sabre	48
10	Derek Peckett / Tony Barron	MGB GT	50
11	Ben Robinson / Robert Robinson	Volvo 245 estate	53
12	Richard Prosser / Elaine	Sunbeam Alpine	61
13	Paul Handley / Roma Handley	Volvo 144	71
14	Jon Erlandson (solo)	BMW 318Ti	80

MSA TECHICAL MATTERS

FAKE HARNESSSES

The MSA Technical Department has been made aware of more fake harnesses in circulation, highlighting the vital importance of identifying and avoiding counterfeit products. Its advice remains the same. If you check labels carefully, you can usually find something that indicates if a product is not genuine.

The first thing is to make sure that you are fully familiar with FIA homologation labelling requirements, the individual manufacturer's labelling and the product itself. And as always, buy from recognised and reputable outlets.

Scrutineers cannot reasonably be expected to examine all products in fine detail and ultimately the competitor bears responsibility for their equipment and personal safety. In the past, fake harnesses have been identified by the webbing being a slightly different colour, the weave of the webbing being slightly different, the stitching pattern being different, the finish on the metalwork being different, or the detail of the metalwork being slightly different.

FIA HARNESS HOMOLOGATION LABELS

Competitors are reminded that the FIA harness homologation standards (8853/98, 8854/98 and 88532016) all require the FIA homologation label to be sewn into the left shoulder strap of the harness (from the point of view of the wearer).

Therefore competitors must install the harness correctly, making sure that the left shoulder strap is the one bearing the FIA homologation label. The MSA Technical Department has received reports of harnesses with the labelled

shoulder strap fitted on the right rather than the left – this could cause the buckle not to align or close properly, potentially seriously affecting the efficiency of the harness.

There have also been reports of harnesses presented with homologation labels on each shoulder strap; this can only be a case of 'mix and match' and is equally unacceptable.

LED LIGHTS IN ROAD RALLYING

Road Rally regulations are specific in not permitting LED auxiliary lamps, or retrofitting LED headlamps, as per regulation (R)18.5.5.

The only time an LED lamp can be used on a Road Rally is if it is a Standard Part for the vehicle – see the definition of Standard Part in Section (B).

Competitors should note that Scrutineers have been given advice on how to spot retro-fitted bulbs.

ROPS PADDING

Competitors are reminded that there are regulations relating to Roll Over Protection Systems (ROPS) padding to protect the vehicle occupants in areas where the helmet or body may come into contact with ROPS members.

The security of this padding is vital to its effective performance. Often the padding only covers the inside half of the tube (closest to the occupant). This is acceptable: however, the padding must be secured so that it cannot rotate around the tubing. Attaching the padding with cable ties alone is not sufficient; an adhesive tape should be used to secure the padding in position, with the cable ties as a secondary securing method. Indeed, FIA-homologated padding is supplied with double-sided tape.

EDITOR'S NOTE AND THE SEPTEMBER NEWSLETTER

Regrettably, for technical reasons and an IT overhaul, some material has had to be held over until the next issue.

All other contributions for next month's newsletter should be sent to David Yorke at yorkesport@btinternet.com **by no later than Friday 25 August 2017.**