



HRCR MIDLANDS NEWSLETTER : NOVEMBER 2017

FORTHCOMING HRCR MIDLANDS EVENTS



The Martin's Mk1 Escort Sport at the Yarnfield (Staffs) overnight halt on last year's Rally of the Tests. This year, see the cars at lunchtime at Haddon Hall.

Nov 4/5 **DANSPOORT RALLY CANCELLED**

For whatever reason, this round of the HRCR Premier Series has been cancelled. Thus who might suffer withdrawal symptoms could always go to Oulton park for the single venue Neil Howard Stages Rally instead, complete with added firework display and the spectator comforts that come with an MSV racing circuit. (See also 'Snippets' at the end of this Newsletter)

Nov 10 **RALLY OF THE TESTS**

The previous evening's Prologue aside, Day 1 of the rally goes from Chester to Darlington with a series of tests across Cheshire before crews take to the Derbyshire Dales for some more challenging drives. For further details, see <http://heroevents.eu/event-type/rac-rally-of-the-tests>

HRCR NW has also been requested to run more tests first thing (probably 7:30am) in the morning at Bolesworth where some 20 marshals will be needed. Those early birds who might be interested in helping HRCRNW should contact Mike Harrison mikeharrison1953@gmail.com and Duncan Wild duncan.wild@btinternet.com

Somewhat later in the day, there is another opportunity to help on the event. Following the successful joint working at JCB Rocester for tests on the same event last year, some HRCR Midlands Members will already be joining Matlock Motor Club to provide marshalling services at Haddon Hall near Bakewell and cheer on our own John Ball, Andrew Duerden and DS21 at #73.

It had been hoped that we might be marshalling a competitive section in the same vicinity. However, the intended test has now been deemed unsuitable so HRCR duties will now be limited to getting the cars assembled for the restart and clocking them out from the Lunch halt at Haddon Hall.

Marshals will meet at the Haddon Hall pay hut (MR 119 / 234^{1/2} 663^{1/2} at about 10.30 - 10.45am to sign on and get in position and await the Clock Car. Those wishing to assist should contact David Yorke via 07767 412919 / yorkesport@btinternet.com

Thereafter, the routes wend its way up the Pennines via further regularities and special tests plus a short evening Time Control Section to Redworth Hall near Darlington.

Nov 10-12 POSSIBLE VISIT(S) TO NEC CLASSIC CAR SHOW



Another opportunity to see a Group B Quattro Sport, here at the 2015 NEC Classic Car Show

At least one HRCR Midlands Member, Paul Handley, will be going to the NEC show on Friday 10th November whilst those wishing to go but are already committed to marshalling at Haddon Hall on the same day will have to attend on the following Saturday or Sunday. Those who might be interested in joining Paul on the Friday should contact him on paulhandley6@gmail.com or 07836 593113.

For the other two days, David Yorke is still willing to broker hook-ups (or hooks up!) between interested parties who should contact him via 07767 412919 or yorkesport@btinternet.com

When and Time : NEC Birmingham : see website for times

4 December CHRISTMAS MEAL AND QUIZ

The Management Team has been decided to hold another Christmas event at the Royal Oak, Ockbrook where individuals or teams can enter the usual computer-based quiz, perhaps another as well and a review of regional activities during 2017.

Peter Haynes has booked the same small room on the left as one enters (the same as for last year). If you wish to have a meal before things begin at around 8pm, say at 6.30 to 7pm, please let Peter Haynes know as soon as possible via lotus@peterhaynes.plus.com

Where and When : The Royal Oak, 55 Green Ln, Ockbrook, Derby DE72 3SE : Meal at 6.30 to 7pm Quiz etc at 8pm.

13 January HRCR OPEN DAY

HRCR Midlands will be at this annual alternative to the Autosport Show after the festive season.

Once again, it will see the launch of the Derbyshire Dales Drive and the entry list for what has been an over-subscribed event in the last two years will be opened on the same day.

Where and When : British Motor Museum, Gaydon : opens probably at 10:00hrs.

Jan / Feb SPEAKER

Following the successful evening with Le Mans winner Guy Smith earlier this year, it is intended to hold another similar event with someone with equivalent stature within motoring and motorsport. Clearly much depends on people's availabilities but the 'closed season' in this part of the year has proved fruitful in the past.

Whilst some suggestions and contact details have already been given, others would be welcome. So please let Peter Haynes or David Yorke know as soon as possible.

Where and When : to be arranged.

‘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>		
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	4 November	Autumn Leaves Scenic Tour : Forest of Dean + Herefordshire <i>HRCR Scenic Tour Series</i>	www.scenic tours.co
		Neil Howard Stages : Oulton Park <i>Motorsport News Circuit Rally Championship</i> (See ‘Snippets’ at the end of this Newsletter)	www.nhstages.blmcc.co.uk
	10-13 Nov	R.A.C Rally	
5	11 November	Wyedean Rally : Forest of Dean <i>HRCR Stage Masters Historic Stage Rally Challenge</i> <i>Round 8 + MSA Welsh Rally Championship</i>	www.wyedeanrally.com
6	11-12 Nov	Barbara Carter Memorial Rally : Devon <i>HRCR Premier Rally Champ : Road + navigational</i>	Exmouth MC
6	18-19 Nov	Guy Fawkes Rally (to be confirmed) <i>HRCR Premier Rally Champ : Road + navigational</i>	web@shmc.co.uk www.shmc.co.uk
6		Peak Revs Rally : Shropshire (to be confirmed) <i>HRCR Premier Rally Champ : Road + navigational</i>	ludlowcastlemotorclub.com
	19 November	Cadwell Stages Rally : Lincolnshire <i>ANWCC Stage Rally + Junior 100 Rally Champ’s</i>	
4	25 November	Hall Trophy Stages Rally : On the B1205 near Blyton, Lincs DN21 3PE <i>sd34msg Stage Rally Championship: ANCC Stage Rally Championship : AEMMC Stage Championship: : ANWCC Stage Championship : sd34msg League: HRCR MiniSport Cup : Reserve event for HRCR Old Stager Asphalt Rally Championship TBC</i>	www.clitheroedmc.co.uk
		Grizedale Stages : Lake District <i>ANCC Forest Challenge + WMMC Heart of England</i>	
6	25-26 Nov	Ed Instone Memorial Rally : Isle of Man <i>HRCR Premier Rally Champ : Road + navigational</i>	Druidale MC
5	2-3 Dec	Killarney Stages : Southern Ireland <i>HRCR Stage Masters Historic Stage Rally Challenge</i> <i>Round 9</i>	www.killarenyanddistrictmotorclub.ie
	8-12 Dec	Le Jog Reliability Trial : ‘just as it says on the tin!’	http://heroevents.eu/event-type/le-jog/

MATLOCK MC.’s TABLE TOP RALLY : TUESDAY 14TH NOVEMBER

This is the final round of the 2017 ACF Challenge, for which entry is free and teams of either 1 or 2 crew members are eligible.

Necessary Equipment – map 119, pencils, rubber, romer, a couple of cans of beer(?)

Optional Equipment – map board, clip board, head torch, magnifying glass, bribery money

The rally is scheduled to last about one hour(ish)

Contact Charlie Wheeldon to confirm approximate numbers or for further details on 01246 236328 or 07973 567239 or email charles.wheeldon69@btinternet.com

Where and When : Robinson’s Canteen, Chesterfield (MR 119 / 375 709) : Please enter via the yellow road at 376 ½ 709 at the side of Travis Perkins Bathroom Centre. First pencil away at 8.30 p.m. (Please get there for about 8.00 p.m. so that you can get settled and ask any questions beforehand)

CARLTON + DMC CHRISTMAS TREASURE HUNT : DECEMBER 31 2017

There's been a long run of Carlton's Christmas treasure hunts and traditionally it's normally the Sunday between Christmas and New Year. So this year the date is Sunday 31st December. Vince Orme has started on the early planning. Whilst the event will be similar to those of previous years, for this year the majority of clues will be easier, with [just a few hard ones thrown in to keep the experts awake.

It will start from Ruddington country park and will be 25 miles [2½ hours maximum] along quiet country lanes . You have to answer questions en route ; identify a few photos ; and pick up some treasures . In return you'll finish at a nice country pub to enjoy a well earned drink. Food will be also available.

The cost just £7.50 per car and It would be very much appreciated if you can get your entry in early please. So contact now Vince on 077 998 02107 or vince.cdmc@gmail.com

INSURANCE PROBLEMS TO END ALL MOTOR SPORT IN THE EU?

EUROPEAN COMMISSION PUBLIC CONSULTATION ON REFIT REVIEW OF DIRECTIVE 2009/103/EC ON MOTOR INSURANCE

Many people are now becoming decidedly fed up with the progress of the Brexit negotiations, or perhaps more so with the lack of it. But one must remember that, for the time being, EU law will still apply to the UK for some time since an Act of Parliament is necessary to transfer all existing EU law into UK law during the transition during the nation's leaving the European Union. Not to do this will leave the UK more 'lawless' that its sometimes seems (!)

For the, Brexit is possibly just a minor irritant so further directives and rulings and legislation will continue to be issued for the benefit of its remaining Member States. Thus the consequences of the VNUK ruling of 2014 need to be monitored closely since British motor sport is likely to be adversely affected, the whole issue having been raised previously in this Newsletter.

Consultation by the European Commission (J-C Juncker's responsibility) closed on 20 October and if the amendment being sought is not secured, it is possible that all motorsport activity in every EU Member State will cease.

How come? In simple terms, the EC plans to issue a new Motor Insurance Directive, obliging all EU Member States to put into their national laws compulsory and unlimited third-party liability insurance to cover personal injury between motorsport competitors and car-to-car damage during any competition, be it Formula One or grass roots motorsport, and whether regulated by the FIA, the FIM or not. But such widespread, unlimited insurance is not currently available and unlikely to be so in the future, preventing motorsport to continue anywhere within the EU.

Both the FIA and the Motorsport Industry Association (MIA) is but one amongst others, including the UK Department for Transport, that has been fighting to resolve this issue for more than two years, on behalf of its members and the wider EU motorsport community. Their responses (partially edited with footnotes deleted) are given below. Just in case people do not wish to consider the full responses, what seem to be the critical issues and points made have been underlined but it cannot be guaranteed that all such matters have been identified.

So what is the MSA's opinion in the matter? Being an ASN as referred to in the FIA's response, one must assume that the MSA's view is co-terminous with that of the FIA. It has been consulted by the UK's Department of Transport and its 11 page response dated April 2017 on the *Consideration of the European Court of Justice ruling in the case of Damijan Vnuk v Zavarovalnica Triglav d.d (C-162/13)* (hence not copied in this Newsletter!) can be found via the following link.

<https://www.msauk.org/assets/msaresponsetodftvnukconsultationapril2017.pdf>

More information on the EC Review Consultation on EU Directive 2009/103/EC on Motor Insurance can be found on https://ec.europa.eu/info/consultations/finance-2017-motor-insurance_en

David Yorke

RESPONSE BY THE FEDERATION INTERNATIONALE DE L'AUTOMOBILE (FIA)

1. INTRODUCTION

Founded in 1904, the FIA's1 initial aim was to bring coherent governance and safety to motor sport. Through the expertise gained in that area, the FIA has since grown into a global organisation that not only promotes motor sport, but also promotes safe, sustainable and accessible mobility for all road users across the World.

The FIA is the governing body for world motor sport recognised by the IOC and the federation of the world's leading motoring organisations. In 2017, the FIA brings together 245 national motoring and sport organisations from 143 countries on 5 continents, reaching globally 80 million members.

As such, the FIA works across three interlinked areas of activity : Sport , Socially Responsible Campaigns and Mobility.

In the context of the European Commission current Public consultation on REFIT review of Directive 2009/103/E C on motor insurance, the FIA has initiated a consultation process with all its National Motor Sport Associations (hereafter ASNs) in Europe. The FIA represents 102 ASN's across Europe.

This position paper aims to share the outcome of the extensive feedback received from our ASN's across Europe. On behalf of all European ASNs, the FIA is very grateful for the opportunity given by the European Commission to contribute to this public consultation.

2. SCOPE OF THE MOTOR INSURANCE DIRECTIVE (MID) AND POTENTIAL IMPACT ON MOTORSPORT IN EUROPE

With regard to framework of the consultation document provided by the European Commission please note that the following sections of the present position paper focus on the scope of the Motor Insurance Directive (point "1.7. B.2.7 SCOPE », question 27 to 32 of the questionnaire).

2.1 General concerns on governance of motor sport in Europe

The governance and development of motor sport is a priority mission of the FIA at worldwide level and of the ASNs at national level, following the sport pyramidal structure. From grassroots to professional sport level, the common goal of those sport-governing bodies is to govern and ensure safe competitions for all kind of participants and for all types of motor sport competitions within their respective territories.

Since the VNUK ruling in 2014, the perspective of the Motor Insurance Directive's reform has generated growing concerns among motor sport stakeholders, especially on unintended economic effects this new context might generate. This aspect covers notably the potential exponential growth of insurance premium policies, which seems to be a credible scenario according to the insurance sector. This would have a major impact on the ability to carry out motorsport in Europe.

Taking the example of grassroots level, such a pattern would undoubtedly undermine the organization of motor sport competitions within the European Union and substantially decrease the overall number of participants. As a whole, this situation would therefore be highly detrimental to a very important industrial sector in Europe, as motor sport is perceived as an essential experimental laboratory for car manufacturers, and motorsport provides substantial employment and volunteer engagement in an area known for its contribution to high technology.

Those legitimate serious concerns have also been shared by our ASNs during the FIA consultation process.

2.2 The specific nature of motorsport competitions

The Treaty on the Functioning of the EU has enshrined with the article 165 the recognition of the "specific nature of sport", and it is legitimate to underline this in the context of this consultation.

Indeed, the implications of a compulsory driver-to-driver liability insurance for motorsport competitions is an issue concerning the specific nature of sport in the context of the reform of the Motor Insurance Directive . In practical terms, assuming this becomes compulsory, what happens if two motor racing cars hit each other during an event and the cars are damaged? Regarding the organisers of the competition, do they have to stop the sporting event to make sure that the insurance liability question can be settled with a damage claim form? In addition, from an economic perspective, a compulsory driver-to-driver liability policy might lead to an exponential increase of the annual insurance costs per participant in motorsport. According to insurance experts, it would simply not be possible in some countries to comply with a compulsory driver-to-driver liability policy and no such policy would be available. If a similar requirement was to be applied across Europe, it would jeopardise the organisation of most of motor sport competitions and have a significant negative impact on this important sector of EU wide sport.

With regard to the principles governing insurance for motor sport competitions, the overall comments the FIA has received from its ASN's demonstrate that motor sport has numerous specificities, which are currently well taken into account by the Member States at national level (especially concerning the driver-to-driver liability).

2.3 Outcome of the FIA internal process of consultation on the scope of the Motor Insurance Directive

In light of the consultation conducted by the FIA and the above-mentioned comments, the overwhelming majority of the contributions received from FIA Member ASN across Europe underline that:

- The scope of the Directive should relate only to accidents caused by motor vehicles in the context of of traffic (following the option 3 as presented in the European Commission Inception Impact Assessment response question 27)

- In addition, activities that should fall outside of this definition would be regulated at Member State level (subsidiarity principle) and it would be for them to decide whether they wish to pool them with other activities by regulatory means (response question 28)
- Compulsory Motor Third Party Liability insurance should not cover accidents resulting from motor sport activities on circuits and private land (response question 30-31). This aspect should be left at the discretion of the Member States as described for the question 28.

CONCLUSION

On behalf of its ASNs members in Europe, the FIA fully supports the initiative of the European Commission to revise the Motor Insurance Directive and clarify its scope. The legal uncertainty due to the current context is not satisfactory and has raised concerns since 2014

The Motor Insurance Directive has undoubted benefits across Europe for road traffic, but it should be limited to this scope. It is not the purpose of the Directive to regulate motorsport, and no other Sport in the EU is regulated in this way. Motorsport is an important sport within the EU not only providing competition and engaging numerous volunteers and supporters but also underpinning an unusually valuable industry known for STEM education, high technology employment, and providing a laboratory for developing safe and sustainable transport. The FIA would ask that the specificity of this important sport be recognised and supported.

As far as motor sport is concerned, the FIA and its European ASNs welcome the opportunity to share their views together with the European Commission and all stakeholders, and to continue this structured dialogue (terminology used for the dialogue between the European Commission – Directorate General for Education and Culture - and the sport stakeholders) during the forthcoming EU legislative process.

Should the European Commission wish to exchange further on the specificities of motor sport, the FIA and its ASNs remain at the entire disposal of the European Commission.

RESPONSE BY THE MOTORSPORT INDUSTRY ASSOCIATION (MIA)

The Motorsport Industry Association (MIA) is pleased to respond, on behalf of our members and our wider industry, to this important consultation of the Commission, which focusses on precise issues and in particular, the need to clarify the SCOPE of the Motor Insurance Directive.

The MIA, founded in 1994 has its international headquarters in the UK, and is the world's leading trade association which serves the high-performance engineering and motorsport industries.

Our 300 corporate members employ some 10,000 people across the EU and transact over €6 billion of high performance engineering and motorsport business worldwide, being just part of the diverse €25 billion European motorsport industry. In the UK alone, over 4000 companies operate within the internationally-recognised Motorsport Valley® business cluster. Similar centres of motorsport excellence, employing many more thousands of people, can be found in Germany, Italy, France, Spain and most other EU Member States.

The motorsport industry provides unique, irreplaceable R&D-based services which are critical to the economic success of European automotive companies, particularly at a time of major technology changes to hybrid and electric power. These major companies rely on 'motorsport-based' suppliers to rapidly deliver innovative solutions to engineering problems, design and build prototypes, test and develop new models, and even help to market the cars or motor-cycles produced.

The European Commission states that “the automotive industry is crucial for Europe’s prosperity being a key EU employer, providing jobs for 12 million. Due to its strong economic links to many other industrial sectors, it has an important multiplier effect in the economy and accounts for 4% of the EU’s GDP. The EU is among the world’s biggest producers of motor vehicles and the sector represents the largest private investor in research and development (R&D)” towards which the EU provides funding.

The MIA’s role is to globally represent the specialised business needs of our members who supply specialist motorsport services including insurance, legal and financial; media; sporting events; high-performance engineering; race and rally teams; governing bodies; research organisations; race circuits; universities; colleges.

We fully support the aim of the Motor Insurance Directive (MID) to harmonise the requirement for compulsory motor insurance across the EU. In regard to ‘motorsport vehicles’, the choice of Option 3 (i.e. in traffic only) will achieve harmony across the EU for this specific set of vehicle users. Each Member State can, if they choose, implement motorsport-specific insurance to a higher level but, based on the current situation, most will not do so.

We are certain that, based on recent expert information and advice, no motorsport insurance will be available to meet the requirement of the MID across all EU Member States. As a result, we request the Scope of the MID be restricted to apply ‘in traffic only’ which is Option 3 of the Review.

In a previous submission to the European Commission, the MIA highlighted this unintended consequence of the Vnuk judgment will have a disastrous effect on thousands of motorsport businesses and their tens of thousands of employees across the EU.

The destruction of European motor sport and its industry after more than a century since its beginnings, the damage to the EU's automotive industry and the loss of an outstandingly popular sporting right of the public, is, we suggest, too high a price to pay for this legislation as it now stands.

We trust this disastrous outcome can be avoided through careful, pragmatic discussion and thoughtful action and on behalf of the European motorsport industry, the MIA will work hard to achieve this.

Our responses to Part B of this consultation have been advised by regular meetings with many representatives from specialist motorsport insurers and brokers, Motor Insurers Bureau (UK) governing bodies, circuits, automotive industries, motor-cycle sports associations and others. We completely support the position submitted in response to this consultation by the FIA, which is the governing body of world motorsport.

We focus our responses upon Questions 27 to 32 of Part B1.7 B.27 SCOPE of the consultation.

Part B explains that, as a result of 'the clarification provided by the Vnuk-ruling', accidents resulting from the use of motorsport vehicles on private land (which being outside of 'road traffic' were not initially understood as requiring cover) must now be covered by 'motor third party liability' policies.

To be clear, the position taken by the MIA on behalf of the EU industry behind the sport, is that...

Q27 - protection provided by the MID should only apply on public roads and not private property

Q28 - Motorsport vehicles should not be derogated /exempted as the inevitable claims would then have to be met, from national guarantee funds, and paid for by road-users, which is an unfair solution

Q29 - All motorsport vehicles in the EU should be entirely excluded from the MID

Q30 - Motorsport activity should not be covered by compulsory MTPL

Q31 - compulsory MTPL insurance should not cover accidents occurring in areas where the public are not allowed access

Q32 - Option 3, as offered in the SCOPE section of the REFIT review, which defines the place of use as being 'in traffic only' is our industry's preferred choice

- as there will be no insurance available for this sport, as compulsorily required by the European Commission's MID, it will be forced to cease operating across the entire EU. However, this overlooks that 'the practice of sport is a human right' defined by the Olympic Charter (Principle 6) and the importance and value of sport is enshrined, by the EU itself, in Article 165 of the Lisbon Treaty
- The MIA has secured up-to-date advice directly from leading specialist motorsport insurers and brokers based in London, who underwrite and provide the majority of insurance to motorsport organisers across the European Union. They confirm no effective market can, or will, write insurance to meet the Directive-specified levels of liability to cover property (car-on-car) damage and personal injury to fellow motorsport competitors.

In conclusion, the MIA believes substantial, economic damage and loss of jobs will affect tens of thousands of European motorsport people and businesses if motorsport vehicles, of any kind, are included within the Scope of the Directive. We do not believe these disastrous economic consequences were fully realised when the MID was re-considered by EU legislators.

The European and UK industry of motorsport represented by the MIA, respectfully requests that the Directive is amended to limit obligatory insurance so that it applies only to "vehicles used in traffic, which is Option Three in the previous Impact Assessment.

The MIA and our members, particularly those from the motorsport insurance sector, would welcome the chance to discuss any part of this response with the European Commission at any time. We are also available to answer any questions regarding this outstanding industry if this would help

On behalf of the European and UK motorsport industries, thank you for your consideration of this response.

Chris Aylett, CEO – Motorsport Industry Association (MIA)
Tel: 44 (0) 2476 692600 E: chris.aylett@the-mia.com W: www.the-mia.com

MSA NEWS

REGULATIONS FOR CONSULTATION

Comment on the latest proposed rule changes affecting UK motor sports via www.msauk.org/regulation

GETTING INVOLVED

Almost all motor sport events need volunteer marshals to make sure they are run safely and effectively. Marshalling is a rewarding way of getting more closely involved with motor sport and joining a community of like-minded enthusiasts; general duties range from displaying flag signals to drivers and clearing debris to helping extract drivers and cars that have crashed or broken down.

Details of how to become a marshal can be found on the Volunteers in Motorsport website, which outlines all the relevant clubs, types of motor sport marshalling and training days.

If you are interested in becoming a rally/cross country marshal, you can become accredited in less than an hour by completing the new online training and accreditation scheme. Simply visit www.msauk.org/Marshals/Onlinerally-marshals-training and either login if you are an existing MSA member, or register if you are new. Once logged in follow the links for "Online Training".

Yes, it only takes no more than an hour and I now have the accreditation to prove it – Editor

MOTOR CLUBS REPORT FRAUDULENT BANKING ACTIVITY

A small number of MSA-registered clubs have reported attempted fraudulent activity on their bank accounts, having posted bank details on the websites for competitors to pay entries and memberships. Clubs are urged to be vigilant, to check statements, to consider emailing bank details to competitors, and not to publish account details on website. Concerns to competitionsandclubs@msauk.org

'CATCH UP'

VALE OF CLWYD : 2 SEPTEMBER 2017

Anji Martin entered this event with Peter Williams in his Volvo Amazon and finished 37th overall, considered by Anji to be 'an improvement on our seeding of 44'. Matlock Motor Club's Martin Pfaff navigated Paul Davies on the same event and finished 20th overall. The 'usual suspects' Matt Warren and Andy Pullen won, with John Abel and Martin Taylor in second place and Dermot Carnegie and Paul Bodset third.

HERO CHALLENGE : 23 SEPTEMBER 2017

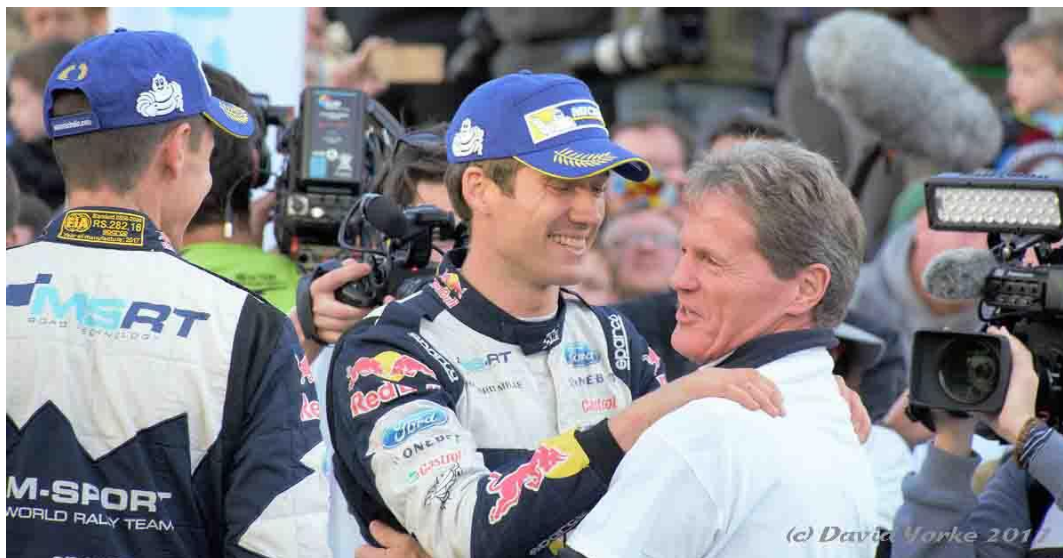
Now back with Clive again, Anji Martin finished 17th overall from the 120 crews that entered the Oxfordshire-based event. They finished 17th overall, 1st in Class and were 6th fastest on the tests.

WALES RALLY GB : 26 – 29 OCTOBER 2017



Elfyn Evans and Daniel Barritt washing Llandudno's Mostyn Street with Frexinet at the end of WRGB

This year, the outcome of WRGB justified the pre- and on-event razzamatazz in that a British crew won handsomely in a car built by British rally constructor who also won the World Rally Championship for Manufacturers at the same time. Furthermore, another M-Sport Fiesta took Seb Ogier and Julian Ingrassia to their fourth World Rally championships for Drivers and Navigators on the same event.



Sebastian Ogier and Julian Ingrassia meet Malcolm Wilson at the Finish of WRGB

It was just such a shame that the most watched UK terrestrial TV channels largely failed to report this triple success, particularly as Louis Hamilton tied up the 2017 Formula 1 Drivers Championship on the same weekend, but with nothing like the dominant way Elfyn Evans and Dan Barritt did. But there was some similarity between the two disciplines in that tyre choices played a significant part, D-Mack winning over Michelin etc.

SNIPPETS

THE NEIL HOWARD STAGES : OULTON PARK : 4 NOVEMBER 2017

This year, the event comprises 9 stages on the main circuit including a new-for-2017 route up off the circuit and into the rally school area, not to mention the now infamous water splash and trip back down memory lane by using the original circuit layout during some of the stages. And if that's not enough, a return is made to the roads alongside the pit straight as well. Four stages will again be run in each direction with the last stage run in dusk / darkness. And finally, the day will end with a spectacular firework display.

11th 'NOVEMBER' SUN RUN : 24 TO 27 NOVEMBER 2017

This year's route is reportedly Bar sur Aube - Hauconcourt – Metz – Gleiszellen – Maginot Ligne – Riquewhir – Colmar. Several HRCR Midlands members are entering this event so hopefully a report will be forthcoming from one of them in due course. Further details may be found at www.vintagesunrun.org

2018 LEGEND FIRES NORTH WEST STAGES

An Official Announcement from Motorsport (North West) Ltd

After careful consideration, the senior members of the organising team have come to the conclusion that we will not organise the LFNWS in February 2018.

As you are all aware, The Road Traffic Act 1988 (Motor Racing) (England) Regulations became law on 10th April and initially we were hoping to be the first organisation to use the Act to include at least one closed road special stage on the LFNWS in the Borough of Wyre next February.

However, after the MSA published their organisers guidance notes in May of this year, it quickly became apparent that it would be almost impossible to get everything in place to meet the deadlines within the legislation to run any Closed Road Stages in February 2018.

It is felt that to put on another LFNWS similar to this year's event, would commit too much time and, without any new venues, would be counterproductive to the future of the event. Thus we feel our time will be better spent trying to achieve the ultimate goal of some closed road special stages for the 2019 event.

We must stress that our intention is that the event will return as a bigger and better challenge in February 2019. As organisers, we are considering running a single venue rally or other small event in February 2018 in order to keep the team together

The delight at the advent of closed public roads rallying under David Cameron's administration would seem to require some moderation on learning this. - Editor

2018 PROTYRE MSA ASPHALT RALLY CHAMPIONSHIP CALENDAR

The 2018 Protyre MSA Asphalt Rally Championship is organised by the BTRDA and will contain six events, with a good geographical spread of high-quality and challenging rallies making it a true national championship – with a round in Belgium adding an international flavour.

The main focus of the championship is to encourage active competitor participation throughout the classes, from drivers emerging from the junior and single-venue championships to experienced competitors wanting to enjoy motorsport at a high level.

Details of the class structure, which has been designed to attract the greatest variety of cars and drivers and will include historic as well as modern cars, will be confirmed in championship's Sporting and Technical Regulations, which will be published later in the year.

Round 1.	10/11 March	Tour of Epynt	Mid Wales
Round 2.	11/12 May	Manx National Rally	Isle of Man
Round 3.	8/9 June	Rally van Wervik	West Flanders, Belgium
Round 4.	21 July	Carryduff Folklift Down Rally	Northern Ireland
Round 5.	25/26 August	Old Forge Road Garage Mewla Rally	Builth Wells
Round 6.	20/21 October	Keldine Autos Cheviot Stages Rally	Otterburn Ranges

Any competitor interested in contesting the Championship is welcome to contact the Championship Co-ordinator, Jane Evans: Jane@asphaltrallying.com

HELP WANTED URGENTLY

Peter Mellor wishes to know where he and Robert can still get the headlight lenses off our Audi **resilvered**. Needless to say, he has tried around north Birmingham and his contacts in the South Staffordshire area. Thus he would appreciate any information you can give for anywhere in the country and can be contacted on rollemp@talktalk.net

DECEMBER'S NEWSLETTER

All contributions for next month's newsletter are welcomed, for which copy should be **no later than Friday 24 November 2017** to yorkesport@btinternet.com