



HRCR MIDLANDS NEWSLETTER : APRIL 2018

FORTHCOMING HRCR MIDLANDS EVENTS



Clive King and Anton Bird in the snow on the AGBO Rally that formed a round of two HRCR Championships. A report is elsewhere in this issue.

14/15 April 44th KICK RALLY OF DERBYSHIRE

This well-known rally is a qualifying round of the HRCR Premier, ANCC, ANEMCC, AWMMC, SD34 and ANWCC Rally Championships.

Brief details of the rally are as follows.

- Approximately 120 miles
- The very best lanes on Maps 118 / 119
- Limited mileage of unsurfaced tracks
- Limited to 50 Entrants

Being a local round of the HRCR Premier Rally series, your help with marshalling would be appreciated. Please contact Charles Wheeldon at Charles.wheeldon69@btinternet.com or 07973 567239. To tempt you, there will be free Marshal 'Goodies' and a free Breakfast if you do two or more controls, or a control after the petrol halt.

Where and Where :

Start at Flowflex Components Ltd, Buxton SK17 7LR. MR 119/073736 First car away at 2331hrs

Rest Halt / fuel 56 miles along the route

Finish at Fickle Mermaid, Chapel-en-le-Frith SK23 0RB MR 110/062815

17 April

JAGUAR LAND ROVER TALK



HRCR Midlands Members and friends have been invited by the Worcester Branch of IAM Roadsmart (formerly Institute of Advanced Motorists) to join other local car club members to their group meeting on Tuesday 17th April.

In a similar vein to the recent talk given by Tony Walker of Toyota, David Sanchez of Jaguar Land Rover will be talking on new vehicle technology in today's and future vehicles, which should prove to be equally interesting and thought provoking.

What is more, both entry and refreshments are free.

Where and When : Woodgreen Evangelical Church, Hastings Drive, Warndon, Worcester, WR4 0SR : 7:00pm Finger buffet : 8:00pm meeting and JLR talk.

11-13 May

HERO SUMMER TRIAL

The HERO Summer Trial for cars built before 1 January 1986 was established to encourage entries from people new to classic rallying or to appeal to those with limited free time whilst still maintaining a sufficiently competitive element to appeal to the more competitive crews. For cars built before 1 January 1986. Whilst the event is classified by HERO as 'Introductory', it is also considered suitable for any level of experience from absolute novice to seasoned expert. The current Entry List shows that local HRCR members Paul and Roma Handley are entered in their MGB.

This year, the Summer Trial will be based in Chesterfield at Steve Perez' Casa hotel visiting the Peak District for some 400 miles (250 miles each day, 10 tests and 15 regularities. There will be no night sections.

Friday 11 May : Prologue

Scrutineering will start at approximately 09:00 and finish at 12:00, between 11:00 and 12:00 there will be a chance for novice and newcomer crews to take part in a training session prior to the prologue. 14:30 will see the first car leave the start of the prologue if on schedule, we expect the first car to return at 18:30. There will be a welcome buffet dinner served from 19:30. This will give you chance to relax with your fellow competitors or get an early night and prepare for the day ahead

Saturday 12 May : A full day's competition

You've settled in on the prologue and swapped tales of derring-do in the bar the night before, don't be up too late though as the first car leaves at 08:30 and heads out into the lanes. This is a day of driving tests and regularities - it has all the hallmarks of the longer HERO events and will keep you on your toes. You'll stop for morning coffee, lunch and afternoon tea before making your way back to the hotel for dinner, the first car back at around 17:30

Sunday 13 May : A half day's competition and Prizegiving

This is a more compact day than Saturday. The first car leaves at 08:00 and is scheduled to return at around 13:00. Following a buffet lunch, awards will be presented and we hope to have you on your way home with some awards to polish at 15:30 - should you have won one!

Being largely within 'our' area, HERO has already been contacted to see where help might be required from HRCR Midlands Members. Such services will probably be marshalling which may be done in conjunction with other local motor clubs. **So please contact David Yorke via 07767 412919 or yorkesport@btinternet.com as soon as possible if you are able to help.** Once more details are known, particularly of locations, he will then get back to you.

3 June

DERBYSHIRE DALES DRIVE

At the Talk by Tony Walker on 12 March, it was learnt that the 60-place entry list was full and that a reserve list was now being considered. If you wish to be on said list, please apply as indicated structured on the event's website www.derbyshiredalesdrive.co.uk

Although the event is organised to run successfully with low numbers of marshals, offers of help are always much appreciated, particularly this year when it is expected that summer visitors to the Pavilion Gardens in Buxton are likely to take a great interest in the assembled vehicles so general public safety will be a particular consideration. If you can offer support in this and other ways, please contact Clerk of the Course John Ball via 01332 704503 in the first instance.

Where and Where : Both the Start and Finish will be from The Pavilion Gardens, St John's Road, Buxton, Derbyshire SK17 6BE (OS 119 / 054731). The indicative timetable is as follows

09:00 - 10:00 Signing-on and Breakfast.
10:01 First car away: subsequent cars at one-minute intervals in numerical order.
16:30 (approx) First car returns

24 June

2nd DERBYS, LEICS & RUTLAND AIR AMBULANCE CAR SHOW

Having been at the inaugural show last year, we are considering returning to Carsington Water to support the Air Ambulance service

The Show is set in the beautiful surroundings and one can enjoy the stalls and side shows and perhaps enjoy a picnic by the reservoir besides visiting the shopping courtyard, visitor centre and main-sail restaurant.

Prizes will be awarded on the day with trophies and rosettes awarded to the winners of each category.

This is a charity fundraising event. Although the event is free to enter, donations to the Derbyshire, Leicestershire & Rutland Air Ambulance will be much appreciated to help keep their lifesaving service flying.

Last year, HRCR Midlands had some 12 cars on display and we would like at least the same number. So please help if you can and register your interest with David Yorke via yorkesport@btinternet.com or text 07767 412919 as soon as possible.

Where and When : Carsington Water, Ashbourne, Derbyshire DE6 1ST from 1000 to 1600hrs.

'LOCAL' AND OTHER EVENTS OF POSSIBLE INTEREST

Contributions from motor clubs within the Midlands area are always welcome.

As ever, please confirm details with the relevant event organisers.

Key to HRCR Events			
HRCR	Date	Event	Contact
1		HRCR Scenic Tour series	
2		HRCR Clubmans Road Rallying Championship	
3		HRCR Speed series	
4		HRCR Old Stager Historic Stage Rally Championship	
5		HRCR Stage Masters Historic Stage Rally Challenge	
6		HRCR Premier Rally Championship	
1	8 April	Taith Cymru : Black Mountains + Brecon Beacons	www.hrcr.co.uk
5	14 April	Rallynuts Stages : Llandovery	www.severnvalleystages.co.uk
2	15 April	Ilkley Jubilee Historic Rally : OS maps 99 + 104	www.jubilee-rally.org
1		Corinium Run : Cotswolds	www.cirencesterclub.com
6	17 - 18 Apr	The Devil's Tour : N.B. to be confirmed	Devizes + District MC
	22 April	'Drive It Day' Scenic Tour : Start at Bradmore NG11 6PQ : Finish at Langar NG13 9HE	www.carltondmc.co.uk
	26 - 29 April	Flying Scotsman	Endurance Rally Association

HRCR	Date	Event	Contact
3	28 April	Aintree Sprint : Liverpool	Liverpool Motor Club
		Pirelli Carlisle Rally : Carlisle Round 2 of the British Historic Rally Championship	http://racmc.org/british-historic-rally-championship/index
6	28 – 29 Apr	Night Owl Rally	Aberystwyth + District MC
6		Berwick Classic	Berwick + DMC
4 + 5	29 April	Dixies Challenge : 45 stage miles on Epynt	www.forresterscarclub.co.uk
1		Cambridge Classic Car Run : Cambs, Herts, Essex	www.cambridgecarclub.co.uk
	4-6 May	Donington Historic Festival	www.doningtonhistoric.com
	6 May	Curborough Speed Trials : Lichfield WS13 8EJ	www.vsc.co.uk
1	12 May	Bluebell Run : Forest of Dean + N Herefordshire	www.rossmotorsports.co.uk
3		Llandow Sprint	Bristol Pegasus
6	19 May	Leukaemia Historic : CANCELLED? CHECK	Ecurie Cymraeg
6	19-20 May	Altratech 061 Rally : N.B. to be confirmed	Stockport 061 MC
1	20 May	Hills and Valley Scenic Tour : North Powys, Gwynedd + Denbighshire	www.kiddersminstercarclub.co.uk
2 + 6	2 June	The Hughes Historic Rally : Kent : OS 188 + 189	www.HughesRally.co.uk
3	2-3 June	Sprint : Coventry	BARC Midlands + speed@HRCR.co.uk
3	9+10 June	Sprint : Epynt, Sennybridge	www.breconmotorclub.co.uk speed@HRCR.co.uk
4	10 June	Abingdon Car-nival Stages Rally : Oxfordshire	www.abingdoncarnival.com
2	16 June	East Anglian Classic Rally ; Norfolk + Suffolk OS 144, 155 + 156	www.chelmsfordmc.co.uk
6	16-17 June	GP Memorial Rally	Garstang + Preston MC
6	21 – 22 June	Beaver Rally	Beverley + District MC
1	24 June	Falcon Classic Car Tour : Herts + Beds	www.falconmotorclub.co.uk
	1 July	Shelsley Walsh Hill Climb : Worcs : WR6 6RP	www.vsc.co.uk

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.

THE FUTURE OF MOTORING : 12 MARCH 2018

One of the happy spin-offs from the running of the Derbyshire Dales Drive is the meeting of interesting people. One such being Tony Walker who, having retired from a very senior position with Toyota at Burnaston, is the current President of the SMMT (Society of Motor Manufacturers and Traders), Chairman of the Business Environment and Skills group of the UK Government / Industry Automotive Council when he is not managing Toyota Motor Europe's London Office.

There is likely to be no-one better placed in the UK to know what the future of motoring might be so, since HRCR's raison d'être is motoring history, here was an opportunity to a look into what will be the history of the future and its consequences for motoring. Whilst obviously Tony was speaking from a Toyota perspective, he was keen to mention that other motor manufacturers are available and might not subscribe to his personal and company views.

Toyota is fortunate in that Mr Toyoda is a motor enthusiast himself and wishes to bring the joy of motoring to youngsters. Evidence of this is the re-introduction of the Toyota Supra at the Geneva Motor Show and his personal racing activities such as driving in the Nurburgring 24hrs race.

However, millennials have a different approach to cars as can be seen in their reduced interest in car ownership and motor sport, possibly brought on by the high insurance premiums for young drivers and their increased concern for saving the planet and resources. What is almost certain is that the global car market will go into decline after 2030 for this and other reasons, a matter that the industry cannot ignore.

One of Toyota's aims is to be 'Clean and Green' so is striving for zero emissions by 2050 as seen from all aspects besides reducing CO2 emissions by 90% from the 2010 levels by the same date. The challenge is how this can be achieved.

Battery Electric Vehicles (BEVs) are one solution but their general limited range and lengthy recharging times mean that only 0.54% of all new UK vehicles in 2017 were so powered. Any headlong rush to electricity also begs the question as to whether there will be sufficient power available at all times and whether the power sources will indeed be green themselves.

Hybrid vehicles are another answer, which involves a transmission rather than engine technologies. Such is not new to Toyota which was dealing with this 20 years ago and now, with Lexus, sells 93% of all hybrids in Europe. The change is evident in that 50% of Yaris sales are hybrids and those of the C-HR are 80%. The general public's attitudes to the internal combustion engine are changing.

Hydrogen fuel cell vehicles are appearing, the Toyota Mirai being one, its name meaning 'the future' in Japanese. Hydrogen is a good store of green energy and better than a battery and, believe it or not, safer than petrol. What also makes such propulsion attractive is that its energy density is the same as that of conventional fuel and refilling times are the same, all making it comparable with petrol and diesel vehicles and so generally acceptable.

The present downside is the sparseness of its refuelling infrastructure, so unsurprisingly there are only 50 such cars at present (JCB's Lord Bamford has one) but 200 are expected by the end of September. Progress in this technology is influenced by the 15 companies in the Hydrogen Council which include Toyota, Hyundai, Daimler, BMW and Honda.

Another public concern is Safety and when are things safe enough. The aim is for zero accidents and the levels are reducing all the time. The autonomous car is coming but full automation will take 15 to 20 years. One present problem is that autonomous cars cannot yet recognise the same road in different circumstances such as snow, ice and sunshine.

Yet another issue is Connectivity. Integration and linkages between cars, phones, music, tv etc. are becoming more and more important for the general public so Toyota had Microsoft as one of its partners.

Another goal is the need for vehicles and transport to be Convenient to all users and consumers. The notion of what is convenient differs in rural and urban areas and the nature of the vehicle's use so one size cannot fit all. Autonomous vehicles should be able to prolong the mobility of the aged.

Tony's talk certainly raised many issues for the Q and A session and the discussion was often between the 50 to 60 members of his audience, not all of whom were HRCR members. Thankfully, the discussion kept to the subject (which is massive enough in itself) and did not dwell on Brexit. But given Tony's role in the SMMT and his links with Government, maybe that is a topic for another occasion and a possible return visit.

THE JASPERS BAKERIES AGBO HISTORIC STAGES RALLY : 17 MARCH 2017



*Gareth James / Steffan Evans during a sunny period during the AGBO Rally in Weston Park. Here they are on the correct route, having come up this road on their first visit, only to find it taped off.
All photos © David Yorke*

Once again, Owen Motor Club's (OMC's) AGBO Stages Rally was the opening round of the HRCR *Old Stager* Asphalt Historic Championship but now scheduled to be run over two days. The Saturday's ten stages would be dedicated to a maximum of 70 Historic cars whilst Sunday's running was for up to 75 'other' cars, again with ten stages and counting towards the AWMCC and Heart of England championships.

Not for the first time was the Historic rally oversubscribed, the clamour for places perhaps causing some consternation for those who planned to contest the HRCR championship but were obliged to sit out this round by being unable to log on in time to secure an entry or simply did not enter soon enough. Of the 56 drivers on the seeded entry list, 29 were listed as Members of the HRCR and 39 were shown as contesting the HRCR *Old Stager* series. This at least made the rally worthy of local HRCR Member support even though the weather turned out to be 'Beast of the East Mk2'.

One thing was certain, however; the rally would be something of a 'Minifest', with no less than 30 of the Issigonis wonders present with engines from 970 to 1380cc and one Mini-based Autobianchi A112 Abarth, far outweighing the Escorts for once. Any notion that this would be just a two-make series was nullified since the tarmac roads in the Capability Brown landscape of Weston Park attracted not one but two Ferrari 308s, something the writer had never seen before on a UK rally. Another 'exoticar' was an ex-John Price Renault 5 Turbo that was in the same 2500+cc class as the Michelotti Ferraris and a Triumph 2.5Pi MkII.



Italian interloper amongst the Minis : Alistair Oxley and Robert Wadsworth in their Autobianchi A112 Abarth



Italian supercar amongst the snow flurries : Neil McMahon and Brian Commons in the Gp.4 Ferrari 308

The first competitive run through the first stage was by Darren Moon in his MkII Escort RS, followed by Gareth James in another who lost 16s to Darren when he took the wrong route, either through driver, co-driver or arrowing error. Thereafter, the rally lead would oscillate between the pair for the rest of the day.

Stages 3 and 4 had to be cancelled, the first because of two severe accidents involving one of the Ferraris and an Escort whilst the second was to bring the rally back onto schedule and meet the curfew of 5pm. The necessary break for the use of external emergency vehicles gave the writer the opportunity to take off his tabard and take photos in the service area which was in bright sunlight at the time. But this was but one of the prevailing weather conditions as there were also spells of two types of snow and very strong winds throughout the day.

The weather did keep spectator numbers down and they drifted away as the day drew on, so much so that the main crossing point to the spectator areas became over-marshalled, giving another chance to grab some photos on one of the later stages. Unfortunately, the Renault R5 Turbo and one of the Ferraris had retired by now on account of a broken drive shaft and accident respectively. During this walkabout, it was pleasant to find that HRCR Midlands members Colin and Margaret Armit had responded to the call and were also marshalling.

The battle for the lead lasted right to the very last stage, the two leading crews being just two seconds apart. Darren Moon was now ruing the loss of the eight seconds he had gained over Gareth James on SS3 by its cancellation. He now had to give it his all and possibly 'overdrove' by missing a hairpin and stalling after Weston Park's infamous water splash. Come the end of the rally, the organisers seemed to have got their seeding right in that #2 Gareth James / Steffan Evans won by nine seconds, #1 Darren Moon / Chris Sharpe-Simkiss were second and #3 Dave Pritchard / Emyr Hall were third, all in Escorts.

In the HRCR championships, Eifion Thomas / Jordan Wilkinson won the *Old Stager* round in their #8 Ford Escort RS2000 whilst first in the Stage Masters round were Mike Simpson / Julie Lord in another Ford Escort RS2000 #9. The MiniSport Cup round was run by Ireland's Ray Cunningham and Jared Gill in #14 Austin Cooper S, obliging Clive King and Anton Bird in their #15 Austin Cooper S to settle for winning the Welsh Tarmac Championship round.

The rally went well and kept to time. Even the weather did not detract too much though the wind chill factor made things horribly cold. But we Brits are nesh creatures. Two of the spectators were Swedish car collectors who, whilst being wryly amused at what we seem to think is bad weather, acknowledged that the dampness made the difference. One also said that it was Lancia who actually built the Autobianchis like the one present.

Had they come over for the rally? No, they had been to Martin Robey's place for E-type parts, were going to the Jaguar Spares Day and had heard that none other than Stig Blomqvist was spectating at the rally. If so, none of us happened to see him. Now, if he had brought his helmet and overalls and was looking for a ride.....

RALLY NORTH WALES : 24 – 25 MARCH 2018

Nick Elliott and Dave Price took a dominant two-wheel drive victory at the North Wales Rally Services – Rally North Wales whilst Dylan Davies and Llion Williams picking up the four-wheel drive win at the re-vamped event.

O 120 crews were at Dolgellau for the opening round of the Fuchs MSA British Historic Rally Championship, Rally2WD series and second round of the Pirelli MSA Welsh Rally Championship.

In a change from previous years, the rally consisted of two separate events. The two-wheel drive contenders (Rally2WD) starting early on Saturday morning before a lunchtime finish. Then the four-wheel drive group started their Rally4WD event, returning to the ceremonial finish just before dark. Both events tackled 45 miles of world famous stages in the Dyfi / Gartheiniog forest complex in Mid Wales.

In Rally2WD, Ieuan Rowlands and Emyr Hall (in a Hillman Avenger rather than their usual Escort) took the first stage with a time 22 seconds faster than the rest. Sadly, on the very next stage, they retired the Barry Jordan-loaned machine up with distributor issues.

Last year's winners Nick Elliott and Dave Price in their familiar Escort MkII in a new sponsor's livery then took over and held the lead for the rest of the rally to take maximum points in the BHRC and Welsh Championships. Commenting on the event, Nick said that "there was some big pressure on us with plenty of really good people behind so to come away with the win is a great start to the season. The pace out there has been impressive but we had a really clean run and kept out of trouble. The stages have been excellent and I'm glad we hooked it all together. We are very grateful winners!"

Marty McCormack came over from Ireland and had 2017 BHRC champion Phil Clarke (when he was with Jason Tauber Pritchard) alongside. Whilst they had slow start to the day, they improved significantly to finish runners-up. Third place was taken by Paul Barrett and Dai Roberts who had had to climb the leader board.

Local Dolgellau resident Osian Pryce (still in a Ford but an Escort MkII rather than a Fiesta R5 and partnered by Dale Furniss) set a string of impressive times throughout the day. Local knowledge may have helped but Osian managed to get to grips with the Historic car and might have mixed it with Elliott but for a puncture on the final loop obliging him to settle for fourth place.

47 Escorts started the rally, of which there were 33 amongst the 48 finishers. Almost one-make rallying, perhaps, and a major demonstration of what 50 years of development can do since the first Mk1 appeared in 1968. No wonder rally drivers choose them – why, there is even a special model to mark this feat, the Escort Popular Plus(!)

SNIPPETS

THE 'BEAST FROM THE EAST' : MARCH 2018

The weekend of 3 and 4 March did very few favours for motor sport, causing the cancellation of many events. Within HRCR circles, one was the well-oversubscribed Tour of Cheshire, upon which at two crews of local HRCR members had secured places. Another was the Mid Wales Stages, scheduled to be the first round of the HRCR Stage Masters series.

Happily, in the HRCR Premier Rally Championship series, the Bath Festival Targa Rally managed to find an early date suitable that was acceptable to the landowners, being Saturday 31st March 2018. Other than a change of Start/Finish venue, the aim was to provide the same event with around 30 miles of tests in a total route of 100 miles, starting in the afternoon and finishing later in the evening.

Also, in the same series, the organisers of the Bruce Robinson Rally showed great foresight and managed to avoid the weather problems by the novel expedient of moving its date forward, from 3/4 March to 10/11 February. Clearly there might a job for them at the Met Office.

The third and final rally in the Premier series scheduled for the 3 / 4 March weekend was the Saltire Classic historic and Targa Rally based in Pitlochry, Perthshire. Unsurprisingly, that was cancelled and a new date is awaited.

Finally, based in Ashover and using various trials sites both within and immediately outside the Peak District National Park area, the VSCC's John Harris Trial was another casualty.

Given the UK's crowded motor sport calendar, whether all of these events can be rescheduled during the year remains to be seen.

MAY'S NEWSLETTER

All contributions for next month's newsletter are welcomed, for which copy should be **no later than Friday 27 April 2018** to yorkesport@btinternet.com