



HRCR MIDLANDS NEWSLETTER : MAY 2018

FORTHCOMING HRCR MIDLANDS EVENTS



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. Assistance with marshalling on all three days, which may well be done in conjunction with other local motor clubs, will definitely be needed, especially in the Chesterfield area. **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 being considered. Whilst that list is now also full, if you still wish to be considered for a place, please apply as indicated on the event's website www.derbyshiredalesdrive.co.uk

Offers of help in marshalling 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.

A recent visit to Buxton to establish the best arrangements for assembling the cars before the Start and after the Finish has revealed that building refurbishment works are unlikely to be completed as had been intended. Thus more marshals than usual will be required on both occasions. **If you can offer support in this and other ways, please contact Clerk of the Course John Ball (01332 704503) or Peter Haynes (lotus@peterehaynes.plus.com) 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

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. Rather than registering direct with the Air Ambulance team, it has been agreed that you should 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.

?? July

ANOTHER FIELD DAY / GYMKHANA, TAMWORTH

Dave Leadbetter and Cath Woodman have agreed in principle to organise another afternoon event at Richard Prosser's farm so long as their commitments to the HRCR Clubmans Road Rally Championship do not prevent them from doing so.

Much depends on how of if the rather strange weather conditions have affected agricultural practice and when the field might be available.

Watch for further details in future Newsletters

CLASSIC & HERITAGE VEHICLE SHOW

A Family Day Out

**FREE
ENTRY**
donations to the
air ambulance
welcomed!

**IN AID OF YOUR
LOCAL AIR AMBULANCE**

SUNDAY 24th JUNE 2018 • 10am - 4pm

At Carsington Water, Nr Ashbourne (DE6 1ST)

**Join us for the 2nd Annual Air Ambulance
Classic & Heritage Vehicle Show.**

Free Entry, Free to Exhibit

in the beautiful setting of Carsington Water with fun for all the family!



your local
air ambulance

Derbyshire Leicestershire Rutland

Warwickshire • Northamptonshire

Book to exhibit at

www.airambulance.co.uk/classiccar
or call Keith Murfin on 07824471150

**DON'T FORGET TO GET
YOUR RAFFLE TICKETS!!!
MANY GREAT PRIZES TO BE WON**



‘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			
1	<i>HRCR Scenic Tour series</i>		
2	<i>HRCR Clubmans Road Rallying Championship</i>		
3	<i>HRCR Speed series</i>		
4	<i>HRCR Old Stager Historic Stage Rally Championship</i>		
5	<i>HRCR Stage Masters Historic Stage Rally Challenge</i>		
6	<i>HRCR Premier Rally Championship</i>		
HRCR	Date	Event	Contact
	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
	13 May	John Overend Memorial Stages : Melbourne <i>ANEMMC Stage Rally Championship</i>	N Humberside MC
2+6	19 May	Leukaemia Historic + Targa Rally : S Wales 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	Coventry Motorfest Sprint : Coventry Ring Road	BARC Midlands + speed@HRCR.co.uk
	5-8 June	Three Castles Trial : Ilandudno	0208 878 2003
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
		Jackson Trophy Rally : Derbyshire + S. Yorkshire <i>EMAMC Road Rally Championship</i>	Sheffield + Hallamshire MC
	17 June	Flying Fortress Stages : Grafton Underwood <i>EMAMC + ANEMMC Stage Rally Championships</i>	Dukeries MC
1	24 June	Falcon Classic Car Tour : Herts + Beds	www.falconmotorclub.co.uk
1	1 July	Black Mountains Classic Tour : Black Mountains + Radnorshire	www.breconmotorclub.co.uk
		Shelsley Walsh Hill Climb : Worcs : WR6 6RP	www.vsc.co.uk
1	8 July	Aquae Sulis Tour : E Wilts + N Somerset	www.bathmotorclub.com
5	15 July	Brawdy Stages : Haverford west	www.pembrokeshiremotorclub.com
2	21 July	Ross Traders Historic Rally : Forest of Dean + Welsh Marches : OS 149, 161 + 162	www.rossmotorsports.co.uk
6	21 – 22 July	Beaver Rally <i>Also EMAMC/ANEMMC Road Rally Championships</i>	Beverley + District MC
1	22 July	The Nottingham Classic : Nottinghamshire	www.nottinghamclassic.com

HRCR	Date	Event	Contact
	22 July	Twyford Wood Stages : Twyford Wood, Lincs <i>EMAMC + ANEMMC Stage Rally Championships</i>	Mid Derbyshire MC
3	28 + 29 July	Shelsley Walsh Hill Climb : Worcs : WR6 6RP	speed@HRCR.co.uk
6	28-29 July	Morecambe Rally	Morecambe Car Club

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.

NORTH YORKSHIRE CLASSIC RALLY : 25 MARCH 2017

With the postponement of the Tour of Cheshire due to the snow at the beginning of March the North Yorkshire became the first round of the HRCR clubman's championship this year. The start, as in previous years, was at The Hawkhill (Government Emergency Planning Centre) between York and Easingwold with scrutineering on the Saturday afternoon at Tholthorpe and a well-attended novice training session in the evening at the Hawkhill, before back to our hotel to plot controls and one and part of one regularity on to maps 100 & 105 for me and test diagrams for Clive. The route this year was a roughly clockwise tour around York.

Sunday morning started frosty and sunny – the first sunshine the locals said they had seen for some time. The second part of Regularity One was handed out 20 minutes before our start time of 9.16.

Firstly, we had three tests on Tholthorpe airfield where the muck heaps had been washed down into slurry lakes for us to drive through, so the cars smelt of pig muck after the first five minutes!! Clive posted times between 5 and 11 seconds behind the fastest crews. Another test followed at the nearby Cold Harbour farm, before it was onto the first Regularity, the first half being a load of black spots to avoid to get us to a specific grid square followed by road number, NAM 4 spot heights and half a dozen map symbols with 10 speed changes. A quick back track was required when I realised we hadn't found the long way round at Yearsley – another 8 crews look to have missed it completely.

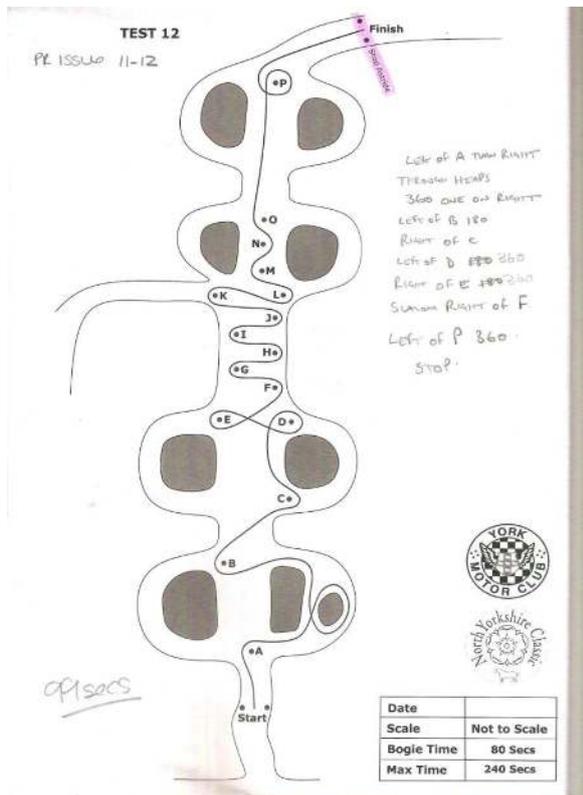
After coffee at Sherriff Hutton Village Hall it was on to Sutton on the Forest for Tests 6 and 7. Test 6 was shortened as we arrived due to workings and Test 7 was nice open slaloms with a twiddly bit at the bottom and we were just 1 and 3 seconds off the leaders. Regularity Two started immediately after the last test so still on private land for a short distance and was all directions of departure from grid squares with five changes of speed and we dropped a total of just 12 seconds. About three miles along the A64 to the east led to the next regularity start, again directions of departure but this time as a square with one side or part of one side missing to indicate direction with 7 speed changes, one of them at a sign (Stamford Bridge $\frac{3}{4}$ & Pocklington $8\frac{1}{2}$) obviously the previous 2 or 3 signs all went to Stamford Bridge too!! We dropped 28 seconds on this one but the last two sections were scrubbed from the results. We didn't notice it but apparently the sign was wrong in the notes.



Sliding round the tests at Murton : See Youtube NYCR2018 for clips of the action

A test round Murton Livestock Centre followed, which was excellent and, with going up and down the rows, plenty of hairpins and a few slaloms thrown in, we were catching the Mini in front and Clive posted a fifth fastest time. Lunch followed and provisional results at this stage had us as 6th overall. But Clive joked that I would have to make a mistake later if we were to retain our Novice status!

We then got to do the test again and managed to scrub one second off our previous time. Regularity 4 was handed out as we arrived for lunch and it was a list of places not to pass and a list of places we had to pass, including one windmill. A couple of potential routes appeared but on checking neither crossed grid line 77 four times, but after quick alteration to one route we managed to get it to work before our due time out – just. A longish transit followed to get us from the east round to south of York and Tests 10, 11 and 12, giving me time to plot the first part of the next regularity – joy Road colours with the caution "LOOK" this turned out to be an elongated LWR which the first part wasn't visible on the road (now overgrown) taking us to a sharp hairpin right, which we very nearly missed as still looking for the turn to miss.



Tests 10 – 12, these were all on the disused airfield south of York at Acaster Malbis
 Test 10 had another “slurry Lagoon” to slide through but was great fun.
 Test 11 had had to be signed after halfway point as piles had been moved and was therefore blind around piles of spoil.
 Test 12 started with a figure of eight around spoil heaps before a wide slalom and ended with a 360 around the last cone and here Clive posted the fastest time.

There were just two more regularities to go. Regularity Five was on yellows plotted on the transit section and, for Six, Part One had been given at the end of Regularity Four. It was “Overs” and “Unders”, including a village call Overton before a herringbone on some whites, and started in a layby just north west of York on the A19, zigzagging over the railway line and back onto map 100 using several “whites” (fortunately not the waterlogged ones we had joked about on our way to the start). Part Two was issued at the regularity start and was as follows

“18 then +6, -1 +5” (spot heights)

“E N N W” (directions of leaving squares)

Wb .35 ing .66 W .38 .49

Plotting on the move, I thought I had it and even “double” checked my route in the couple of minutes we had before our start. I took the last “W” as being departure from the square, having dismissed the alternative route as being longer, only spotting my mistake as a car exited a side junction and realised it was a “W” on the road. So we turned round and tried our hardest to get back on the right route and having to pass several other competitors (the briefing had told us to put our lights on if we wanted to pass a competitor if we were trying to make up time and this worked brilliantly) only to be thwarted by a local turning out of their drive and dawdling along at 20mph. In all we dropped 5.08 minutes and, as Clive had joked, the “deliberate” mistake dropped us from a potential 6th which would have been our best ever result to 18th. The only consolation was Clive’s being 4th fastest on the tests and coming first in class. However, on closer inspection of the results as emailed to us, we should have been 17th and overall Novice.

The event was won by Darrel Staniforth for the second year and this time navigated by his daughter Nicky (Morris Mini Cooper S). Paul Crosby and Andy Pullen (Porsche 911) were second and John Abel & Nail Frost (Sunbeam Tiger) third.



Photos courtesy of Phill Andrews – Adjusting the clutch and on a test.

It had been a superb event organised by York Motor Club with just the right balance of brilliant tests and regularities, and only marred by our mistake in the final minutes!!

Anji Martin

COPPA D'EUROPA RALLY : MARCH 2018



Robert Robinson,(my driver) and I went over to Holland to take part in our second Coppa Rally and this year were joined by two other British crews, Peter Pratt / Janet White and Angus Watt / Alan Petit.

It is advertised as a regularity rally which features amongst the most challenging and exciting historic rallies in the central European event calendars. It started in Maastricht and travelled 1500 kilometres through five countries, Holland, Belgium, Germany and Austria to finish the Czech Republic.

The first car left at 07.30am on Thursday 22nd March, followed by the remaining competitors at one-minute intervals. This was the longest day, being soon into Belgium and touching the Ardennes which is a very nice rally area. Germany was next where the choice of roads with the many steep climbs and descents certainly gets the adrenalin going. Then on through the Eifel area down towards the rivers Moselle and Saar in the Hunsruck region. There was evidence of large snow falls everywhere through the three days but the roads were clear. Having said that, I managed to find a snow-packed road which we shouldn't have been on taking us up a short cut to a control. Phew!! Peter Pratt in his 50 year old ex-Works TR2 was right behind us. We finished this day in the city of Weinheim and the first of the 4 Star hotels.



Peter Pratt and Janet White won the 'Spirit of the Rally' Award.

The second day continued east to the Odenwald district, apparently one of the most attractive parts of Germany. It offers fantastic opportunities to rally through this wooded mountainous area, being sparsely populated, containing challenging roads, countless hairpin bends and curves, where driving is still fun. We finished this day at Regensburg near to the river Donau.

The third and final day saw us soon nipping through a corner of the Czech Republic and then into Austria for a short trip through some typically snow-capped peaks with plenty of people out skiing. After this, we were soon heading back into the Czech Republic where the final part of the rally moves into gear with some more interesting navigation coming into play which inevitably is designed to sort out the final results.

The rally finished in Ceske Budejovice, the home of Budweiser Beer. The hotel was the 4 Star Clarion which provided first class accommodation and service. The evening concluded with the final dinner and presentations. The awards were set out on a table approximately 12 yards in length, with the main Trophy taking centre stage and standing about twice the size of the FA Cup!! The Top Four crews also receive (using my description) a motorcycle tyre covered in gold foil to drape around their necks. This, I think, is a touch of the past days of rallying. All in all, it was a good evening at the finish of a brilliant event. The organisation is outstanding and they are genuinely pleased to see crews from this country.



Well, that's all about the rally so just a word about the navigation. Generally, it is all contained in road books, of which you receive two per day.

Overall Robert and I rate this rally as being one of the best we have tackled. Last year we entered with a lot of trepidation, being the only British crew out of the hundred but this year with the organisers and fellow competitors pleased to see us, we are already feeling as though we are part of the family.

Now my selling pitch: It would be really good to commandeer our own table at the awards dinner so we are trying to encourage 4/5 more British crews to come along to join us. We think it is one of the best value events in which we have participated. If, as for the past two years, they hold the price at 1595 Euros and also offer a 250 Euro discount, it is not to be missed. The three hotels are 4 Star with car security guaranteed overnight, so the only extras are ferries, fuel, and the first night pre-rally hotel.

The route for what will be the 15th anniversary of rally is already planned for between 4th to 7th April 2019. It will take in 5 countries in 3 days. The Start will be in Vaals (NL) and the finish in Luxembourg. Should fit in nicely between the North Yorkshire Rally and the Ilkley Rally, so think seriously about it. **YOU WILL NOT BE DISAPPOINTED.**

Further details of the 2018 event can be found via the following link <http://www.coppa-europa.org/PDF/bro18.pdf> In the meantime if anyone would like any further information please contact Robert Robinson on 07774761136 or the author, Peter Mellor, on 01543 492722.

RALLYNUTS STAGES RALLY : 14 APRIL 2018

As a result of the unfortunate cancellation of the Malcom Wilson Rally, the Rallynuts Stages Rally has now become round 2 of the 2018 JORDAN Road Surfacing BTRDA Rally Series and we welcome the Midland Manor Motor Club event back to the BTRDA Rally Series. The event will be based in the Royal Welsh Showground, Builth Wells and will be using stages in Cefn, Crychan, Gwibedog and Radnor.

The Rallynuts Stages Rally was to have been the third round of the HRCR Stage Masters Historic Rally Challenge but, with the cancellation of the first round, the Mid Wales Stages, because of the Beast from the East (or whatever the Welsh equivalent might be), it was effectively the second. After the unfortunate cancellation of the Malcom Wilson Rally for much the same reason, the rally also became Round 2 of the 2018 Jordan Road Surfacing BTRDA Rally Series, one that it joined for the first time. Additionally, the event was also a qualifying round of the Pirelli MSA Welsh Rally Championship and the Brian Dennis Motorsport Welsh Historic Rally Championship.

Now run in April rather than June, the weather was warm and sunny for was to be the 45th running of the Midland Manor Motor Club organised event, one that had been known for 13 years as the Kerridge Stages Rally, then the Mutiny Stages Rally and latterly the Severn Valley Stages Rally, the association with Rallynuts Motorsport should continue for another five years. Based at the Royal Welsh Showground in Builth Wells, this year's rally offered what is now seemingly the standard 45 miles of action in the forests of Crychan, Cefn, Gwibedog and Radnor.

Of the 124 cars that started, 17 were in the Historics classes and in which 8 crews were registered for the HRCR Challenge and their progress may be summarised as follows. The overall winner of the rally (Leader in the table below) was Matt Edwards and Darren Garrod in a Ford Fiesta R5 who beat Luke Francis and John Roberts in their WRC example by 40s. Paul Bird and Jack Morton secured the final podium spot in their Ford Focus WRC, to further extend their lead of the Jordan Road Surfacing BTRDA Rally Series.

O/A pos'n	No	Driver / Co- driver	Vehicle	Class	Class pos'n	Total time	Diff leader	HRCR Champ
32	50	Ernie Graham Robin Kellard	Ford Escort RS1600	H3	1	0:49:29	6:58	
35	47	Terry Brown Den Golding	Ford Escort MkII	H3	2	0:49:46	7:15	
42	99	Jason Gardner Graham Cox	Ford Escort	H3	3	0:50:51	8.20	Y
47	57	Tom Coughtrie Baz Green	Mitsubishi Galant VR-4 (ex-Ari Vatanen)	H4	1	0:51:27	8.56	Y
48	70	Gareth Lewis Mark Crisp	Ford Escort	H1 / H2	1	0:51:36	9.05	
57	52	Nev Jones Keegan Rees	Ford Escort MkII	H6	1	0:52:23	9.52	
63	121	Jeff Wincott Gareth Davies	Ford Escort MkII	H1 / H2	2	0:53:24	10:53	Y
66	109	Jeremy Wells Martin Saunders	Ford Escort Mk1	H3	4	0:53:41	11:10	Y
79	120	Peter Jones Graham Joseph	Ford Escort RS1600	H3	5	0:55:41	13:10	
86	122	Ken Davies Alan Jones	Volvo Amazon	H1 / H2	3	0:57:13	14:42	Y
91	130	Miles Chamberlain Nick Wilkins	Ford Cortina	H1 / H2	4	0:58:02	15:31	
92	49	Jonathan Brace Tim Samuel	Ford Escort RS	H3	6	0:58:40	16.09	
RTD	23	Nick Elliott Dave Price	Ford Escort MkII	H3	Engine : SS1			
RTD	28	Rudi Lancaster Guy Weaver	Foird Escort RS1800	H6	Gearbox : SS4			Y
RTD	58	Gary Smith Phil Clarke	Ford Escort Mk1	H3	Clutch : SS3 then Gearbox : SS4			
RTD	88	Steve Ward Mike Crawford	Ford Escort MKII	H3	OTL : fuel leak : SS6			Y
RTD	138	Mark Ferreday Jordan Joines	Volkswagen Beetle	H1 / H2	Rolled : SS1			Y

Initially, the results were provisional only, thanks to drugs testing being carried out at the Finish. On the following Monday, however, they were ratified with the issue of the following statement. *"Following consultation with, and advice received from The Motor Sports Association, the results of the Rallynuts Stages Rally, organised by Midland Manor Motor Club and held on 14th April 2018 are now declared final"*.

But it may not have ended here as *Motorsports News* reported that *'there is an outstanding matter related to the testing process, and the matter is being dealt with by UK Anti-Doping (UKAD)'*. Let's just hope that British rallying does not follow British Cycling and any uncertainties concerning therapeutic exemptions.

KICK RALLY OF DERBYSHIRE : 14-15 APRIL 2018

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

The rally started at the premises of Flowflex Components Ltd, Buxton SK17 7LR. MR 119/073736 and the first car was away at 2331hrs, after which the competitors went to NTC2 at 035695 to start the first competitive section just off the main Buxton – Leek road near Axe Edge. Colin and Margaret Armit took charge of this control whilst the author spectated, having to leave before the control closed to travel to his own appointed location for 0110hrs. Thereafter, Colin and Margaret followed a chunk of the rally route collect clocks, marshal time cards, control boards and code boards before rendezvousing at a neutral time control in a layby on the A523 near Waterhouses (070506) to hand over their items to myself for onward transmission to the Finish.

To their credit, they stayed until the control closed and we then left at 0250hrs, me to collect yet more clocks, marshal time cards, control and code boards whilst Colin and Margaret could return home, somewhere not far away. The first part of the route used the rough white roads through Broomyshaw and near Birch Head, requiring some cautious driving in the low-slung Saab estate. It certainly explained the bangs from sump guards when the competitors went though.

Soon it was back onto yellow roads that I knew well, traversing Ipstones Edge to collect clock, time card and control board at TC18 before going part way through the village before turning west to collect yet more items at TC19, for which the marshals had already left, maybe arising from my careful driving of the earlier whites and their having to be elsewhere.

The route went on to Basford Green before skirting to the east for Cheddleton before stopping at TC20 on an industrial estate in Leekbrooks. Here, all of the collected equipment was transferred to other marshals who would be taking it to the Finish. Thankfully I could now avoid going in the opposite direction from home to Finish at the Fickle Mermaid, Chapel-en-le-Frith (SK23 0RB + MR 110/062815).

Why do marshals go out on night rallies? It must be more than any propensity for insomnia. It must be for the love of the sport, its sights and sounds and, for we 'oldies', the stirring of past memories and experiences. And even if, like last year, there were no rally crew members who would be claiming points for the HRCR Premier Rally series, it still demonstrated support for what was a local round of an HRCR championship.

Finally, there was another personal benefit in that further interesting roads had been found that could be useful for future scenic tours such as the Derbyshire Dales Drive.

David Yorke

SNIPPETS

The recent East Midlands Association of Motor Clubs (EMAMC) Inter-Club Quiz provided an opportunity for the Editor to catch up on what Cath Woodman and Dave Leadbetter had been doing recently and their plans for the future (in rallying, that is!)

ILKLEY JUBILEE HISTORIC RALLY : 15 APRIL 2015

Dave and Cath finished fifth on the Ilkley and District Motor Club's round of the HRCR Clubmans Road Rallying Championship and also won the Amazon Cars Challenge for cars driven to the event. It is reported that, by having shaken his hand, 'Northern Browhopper' (guess what, that was one of the quiz questions!) and road-rally hero Ron Beecroft is now one of Dave's new best friends.

RALLY TENDRING AND CLACTON : 22 APRIL 2018

Since this was to be the first closed road rally in England held in modern times and probably one of the more positive legacies of David Cameron's times in leading the UK Government, several persons wanted to be part of this historic occasion, including BRTDA regulars Melvyn Evans (the eventual winner) and Hugh Hunter, as well as rallycross's Kevin Proctor. Even the MSA's David Richards was there, fully recognizing the occasion as being 'a very historic day for motorsport in Britain' and a tribute to the co-operation between the regions car clubs to make it happen.

Another who took part was Cath Woodman who was out with Ian Rix in an Escort RS1800. When asked how the pair fared, Cath said that 'they did not trouble the engravers'.

Even so, she very much enjoyed the occasion, remarking that the public support was exceptional, there being crowds even on the link sections from the seafront to the more inland stages. What is more, there seemed to be few problems, this inaugural event running to time and being free of protesters who had been vocal in the lead-up to the event. Certainly, it now provides a template for future such events and a fine riposte to the negative publicity caused by the fateful Jim Clark closed roads rally that has now been well-scrutinised by the Scottish courts.

SHAMROCK VINTAGE CHALLENGE : 20 – 23 MAY 2018

Cath has been asked to navigate on the Shamrock Vintage Challenge, which is a 3½ day regularity event with special tests, designed for Pre-1940 cars, has smooth roads and no night driving. Furthermore, the organisers state that '*the pace of the event has been set to suit these cars, and though competitive, there will be plenty of time allowed at the various stops for socialising*'. Time to enjoy the craic then, as should be expected in Ireland, especially when it is said that '*you might also have to make compulsory visits to licensed premises*'.

How demanding with the navigation be? The event's website says that '*It is intended that the event should be suitable for crews of all abilities, but some previous experience might be a help. Each crew will be equipped with a road book with route directions given by way of tulip diagrams, this is the simplest form of navigation and should not*

cause any problems. The navigation for the regularity sections will be given in various ways, including marked maps, narratives, grid references etc. This will all be straightforward, with no faded maps or other tricks. A GPS reference will be given for the end of each regularity, so, if any competitor should get lost, they can simply find their way to this point, and pick up the tulip instructions again'. A working odometer will be required, and to this end a modern Halda, Brantz, Monet etc unit may be fitted, as long as it simply records distance.

The Irish take on navigation (and possibly life in general) is perhaps best shown by the following extract from the Irish Racing Green Newsletter No.5. *'The route has been pretty much finalised. As you meander through the byways of Sheets 61, 62, 67, 68, 74, 75, 76, 81 & 82 you will enjoy some challenging roads – wide enough to allow evasive action on encountering random tractors and other potential impediments and importantly, smooth. The list of nine maps above reminds me that navigating used to be a more compact exercise in Ireland when we used half-inch maps. These were much easier to manage physically though their rather tenuous representation of reality did make maintaining the specified route more of a challenge. The detail on the 1:50000 maps that superseded them, I suppose about 20 years ago, makes life simpler. The good news regarding the nine maps listed above is that you won't actually need any of them! The route instructions provided will furnish you with the wherewithal to find your way around successfully. I suppose, though, that the more punctilious navigators will feel apprehensive without a set and will be unable to resist the temptation to visit the online OS shop. Neither will you require the dreaded "speed tables". Again, you will be supplied with all that is necessary to keep you on schedule. And again, I will be surprised if the regular navigators don't bring theirs along – just in case'.*

Cath's journey should at least be comfortable, being in a Lagonda LG45 driven by none other than John Abel. Whilst their start number is #13, if they have problems, Peter and Betty Banham will be on hand as the official assistance crew, being *'the best known and the best in the business'* in the organisers' opinion. But even so, *'competitors should be self-sufficient and capable of repairing their own cars and the assistance crew will not be driving the route but will be available at the hotel and at refreshment breaks. In addition, and in the rare cases where the assistance crew is defeated, there will be a breakdown truck on hand to bring any stricken car back to the hotel car park'.*

COMMENT

LET'S START AGAIN!

Like, I suspect, a lot of other people, I will be watching the progress of Dave Richard's time as Chairman of The Motor Sports Association (the UK governing body). Dave has an enviable record in everything he has done, but none of us should expect the impossible. One thing for sure -- Dave will recognise this -- is the lack of new people coming into motorsport, especially rallying. I believe he has indicated that this is an area which he will be visiting. He has also made a point that we can't return to the good old days, but maybe we ought to remember what made rallying so popular and ultimately led to the term 'the golden years of rallying'.

I am proud to say that it was slightly before my time, but by the 1960s, if a youngster couldn't be a pilot or a racing driver, he wanted to be a rally driver, especially spurred-on by the Minis doing so well on the Monte. As we know, this led to a big surge in motor club membership and over-subscribed road rallies which, in truth, went on for a good 10 to 15 years.

The main difference between then and now is that if someone in a motor club fancied doing a rally, he and a friend (navigator) could perhaps use their wife's car, or in some cases (well documented), an Avis hire car to do a road rally.

This is one element of entering motorsport which is completely denied today. I am aware that we still have road rallies, but they are only a challenge to eggheads, who probably did *The Times* crossword on a Monday. The driver is a non-entity (excluding Wales). I am assuming that the people I have mentioned, who put their toe in the water, would eventually be called Russell Brookes, Will Sparrow and perhaps Tony Pond. Even Roger Clark did the odd road rally...

It sadly went wrong when road rallying became an out-of-control wild animal. I am sure that this is how many people came into motorsport in the 1960s and 1970s. Wind the clock forward 40 or 50 years and there is no such opportunity to put a toe in the water. But there could be an opportunity, even in these health and safety times.

Back in the good old days, autotests (they were called driving tests in those days) were very popular. What I liked about an event like the recent Christmas Stages Rally at Croft is that in many ways it is just like a giant autotest. So here's a suggestion: why not have a class for standard cars and standard people at events like the Christmas Stages?

These would be events where there is nothing to hit. I know from my day job that standard cars, provided that are not tampered-with and retain their air bags, seat belts and automatic tensioners, etc, are incredibly safe and could easily be used at an event like the Christmas Stages, where the only things to hit are a round staw bale or the armco barrier -- just like a motorway. There could be a class called "S" for standard, where crews would require nothing more than a crash helmet and 'away we go'.

The whole thing doesn't even require much fine-tuning, we all know what a standard car is, whether we admit it or not. There is no safety issue, because --- apart from the fact that cars have nothing to hit -- there are medical facilities within 30 seconds and it would give a whole raft of people a chance to take part in a rally, something they may only have dreamed of for years.

OK, not all rallies would be suitable, but some rallies could be adjusted. The *Motorsport News* Circuit Championship comes to mind, because the only real enemies of a rally car, by and large, are ditches, trees, telegraph poles, stone

walls and so forth, none of which were at the Christmas Stages. Also, remember that the late Philip Young was not too far away from this, with his endurance events.

Before consigning this to the dustbin, just think how **you** started in motorsport.

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JUNE'S NEWSLETTER

All contributions for next month's newsletter are very much welcomed, for which copy should be no later than Friday 25 May 2018 to yorkesport@btinternet.com