



## HRCR MIDLANDS NEWSLETTER : AUGUST 2019

### FORTHCOMING HRCR MIDLANDS EVENTS

#### 18 August LUPIN FARM CLASSIC CAR SHOW

The Stafford and Warwick Group of the TR Register says that this local event gets bigger and bigger with cars, bikes, commercial, agricultural and steam vehicles all on show. Entry is by donation to charities and worthwhile causes.

**Where and When** : Lupin Farm, Orgreave, Alrewas, DE13 7DQ (on A513 Kings Bromley to Alrewas)

#### The following are possibilities for the Autumn season

#### 21 Sept RALLYDAY, CASTLE COMBE

Two former World Rally Champion Drivers, Miki Biasion and perhaps Didier Auriol, are scheduled to be present at this year's event, making it perhaps a Lanciifest. It is Didier's first visit at such events and he drove Metro 6R4s and Sierra Cosworths in the French National Rally Championship. Jimmy McRae and Craig Breen are others attending.

**Where and When** : see <http://rallyday.com/>

#### 3 October WALES RALLY GREAT BRITAIN : SS1 AND HISTORIC RALLY CAR DISPLAY

The day begins with a final pre-event Shakedown held this year for the first time in Gwydir Forest, Snowdonia in the morning before the teams head to Liverpool for the Ceremonial Start at 1600hrs.

The first stage of International part of WRGB is being held at the Cheshire circuit where there will be a display of cars that have taken place in previous events, all to celebrate the 75<sup>th</sup> running of the rally. A full evening of entertainment is planned, with appearances from WRC legends and iconic vehicles, live music and DJs, historic rally displays and an autograph session which will be open to all spectators. Crews will then head for Llandudno in readiness for the forest stages that follow.

**Where and When** : Oulton Park Circuit, Cheshire

#### 5 October MCC's EDINBURGH TRIAL

It is a long-standing custom of some HRCR Midlands Members to visit this trial though it clashes with WRGB's 'Super Saturday' that features Dyfi (15.84 miles), Myherin (14.60 miles) and Sweet Lamb Hafren (15.97 miles) and the new street stage in Colwyn Bay.

**Where and When** : OS Landranger maps 118 + 119 : times depend on the locations chosen.

#### 19 Oct CARLTON + DMC PRACTICE DAY, CURBOROUGH

See preliminary details in 'Snippets' towards the end of this issue.

#### 2 Nov DANSPORT RALLY

Though not stated in the 2019 HRCR Yearbook, Matlock MC is planning to run this night-time round of the HRCR Premier Rally Championship on this date. Inevitably, marshals will be needed so please consider volunteering your services.

**Where and When** : Traditionally on OS Landranger maps 118

#### 10 Nov RALLY OF THE TESTS

This is the final day that sees the crews leave Stoke-on-Trent for the journey back into Wales with a mixture of Tests and Regularities before the finish in Chester. Matlock MC have been asked if they could arrange marshals for this event and HRCR Midlands members have assisted them previously.

**Where and When** : <https://heroevents.eu/event-schedule/rac-rally-tests-2019/>

#### December CHRISTMAS MEAL AND QUIZ

Having become another HRCR Midlands tradition, please come if you can once the date is known.

**Where and When** : Possibly at the Royal Oak, Ockbrook : 1900hrs for meals and quiz at 2030hrs.

## ‘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.*

<b>Key to HRCR Events</b>			
<b>1</b>	<i>HRCR Scenic Tour series</i>		
<b>2</b>	<i>HRCR Clubmans Road rallying Championship</i>		
<b>3</b>	<i>HRCR Mini Sport Cup Stage Rally Championship</i>		
<b>4</b>	<i>West Wales Rally Spares HRCR Stage Masters Challenge</i>		
<b>5</b>	<i>HRCR Speed Series (Hill Climb and Sprint) Championship</i>		
<b>6</b>	<i>HRCR Premier Road Rally Championship</i>		
<b>7</b>	<i>HRCR Motorscope Northern Gravel Rally Championship + Asphalt Rally Championship</i>		
<b>HRCR</b>	<b>Date</b>	<b>Event</b>	<b>Contact</b>
5	<b>3 August</b>	<b>Hagley + DMC Loton Park Hillclimb</b> : Shropshire	<a href="http://www.hdlcc.com">www.hdlcc.com</a>
1	<b>4 August</b>	<b>Valleys and Villages</b> : North Wessex Downs	Devizes +DMC <a href="http://www.ddmc.co.uk">www.ddmc.co.uk</a>
3+4		<b>Used Car Parts Solway Coast Historic Rally</b> : Dundrennan Ranges Kirkcudbright	<a href="http://www.solwaycarclub.co.uk">www.solwaycarclub.co.uk</a>
7		<b>Tyneside Stages Rally</b> (asphalt) :	<a href="http://www.facebook.co.uk/groups/HRCRMOTORSCOPENHRC/">www.facebook.co.uk/groups/HRCRMOTORSCOPENHRC/</a>
2	<b>11 August</b>	<b>St Wilfred Classic Rally</b> : North Yorkshire	<a href="http://www.rmhc.org.uk/st-wilfrids-rally">www.rmhc.org.uk/st-wilfrids-rally</a>
1	<b>18 August</b>	<b>Welland Valley Wander</b> : Leics, Rutland, Lincs	Loughborough Motor Club <a href="http://www.wellandvalleywander.co.uk">www.wellandvalleywander.co.uk</a>
5	<b>25 August</b>	<b>BARC Yorkshire Harewood Hillclimb</b> : Leeds / Harrogate	<a href="http://www.barcyorkshire.co.uk">www.barcyorkshire.co.uk</a>
7		<b>Pendragon Stages Rally</b> :	<a href="http://www.facebook.co.uk/groups/HRCRMOTORSCOPENHRC/">www.facebook.co.uk/groups/HRCRMOTORSCOPENHRC/</a>
2(+6?)	<b>31 August</b>	<b>Vale of Clwyd</b> : likely to be in the Mold / Ruthin area	<a href="http://www.cvmc.org.uk/ClwdClassic.html">www.cvmc.org.uk/ClwdClassic.html</a>
1	<b>1 September</b>	<b>9<sup>th</sup> Regis TAP</b> : Hampshire + West Sussex	<a href="http://www.bognor-regis-mc.co.uk">www.bognor-regis-mc.co.uk</a>
3+4	<b>6-7 Sept</b>	<b>Tour of Flanders</b> : Belgium (2 rounds)	<a href="http://www.omloopvanvlaanderen.be">www.omloopvanvlaanderen.be</a>
5	<b>8 September</b>	<b>Five Clubs MC Wiscombe Hillclimb</b> : Honiton	<a href="http://www.fiveclubs.org.uk">www.fiveclubs.org.uk</a>
1	<b>15 September</b>	<b>Tony Matthews Classic Tour</b> : Shropshire + Welsh Borders	<a href="http://www.owenmotoringclub.co.uk">www.owenmotoringclub.co.uk</a>
5	<b>21 September</b>	<b>BARC Midlands Sprint</b> : Curborough	<a href="http://www.barc-midlands.co.uk">www.barc-midlands.co.uk</a>
3	<b>22 September</b>	<b>Cheviot Stages Rally</b> : Northumberland	<a href="http://www.cheviotstages.org.uk">www.cheviotstages.org.uk</a>
	<b>3-6 October</b>	<b>Wales Rally Great Britain (Int + National)</b>	
5	<b>5 October</b>	<b>Hillclimb : Prescott, near Cheltenham</b>	<a href="http://www.prescott-hillclimb.com">www.prescott-hillclimb.com</a>
1	<b>6 October</b>	<b>Tour of Kent</b> : Kent and East Sussex	<a href="http://www.blackpalfrey.co.uk">www.blackpalfrey.co.uk</a>
1	<b>13 October</b>	<b>Ludlow Classic Tour</b> : Shropshire and the Welsh Marches	<a href="http://www.ludlowcastlemotorclub.co.uk">www.ludlowcastlemotorclub.co.uk</a>
7		<b>Cheviot Stages Rally (2 rounds)</b>	<a href="mailto:coordinator.nhrc@yahoo.com">coordinator.nhrc@yahoo.com</a>
2 + 6	<b>19 October</b>	<b>Devils Own Rally</b>	<a href="http://www.devilsownrally.co.uk">www.devilsownrally.co.uk</a>

## REPORTS

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### THE HUGHES RALLY, KENT : 1 JUNE 2019

Organiser: Blackpalfrey Motor Club : Starters: 54 :

Current Historic Road Rally Champions Ian Crammond and Matt Vokes (Mercedes 280SL) took a hard fought win on the Hughes from former European RC Car Racing Champion Richard Isherwood partnered as usual by Ian Canavan (Golf GTi), these two crews were the class of the field, over a minute ahead of a gaggle of cars led by James Griffiths/James Howell (Mini 1275 GT)

The event based at the Moat, nr Sevenoaks saw Dave Hughes and his team from Blackpalfrey continued their tradition of starting the 1st regularity at MTC1, but this didn't catch anyone out, Ken/Sarah Binstead (MGB) cleaned it followed by Thomas/Roger Bricknell (Golf GTi) on 1sec and Simon Mellings/Henry Carr (Toyota MR2) on 2secs

Simon Mellings worked through the night before the event to ready a backup car when paperwork for the historic didn't arrive, he and Henry Carr moved to the "modern" class which they promptly won by over 3 minutes

Reg 2 brought us to the first of many visits to the MOD complex at Mereworth, effectively 2 laps through the forest including 7 speed changes, 6 passage checks and 3 timing points in 8 miles, great fun, Crammond/Vokes taking the honours on 11secs

The next reg using the yellows around Hemsted Forest was simple enough save for the use of a "DIY" timing point, no, I'd never heard of one either, apparently it was all explained at the Drivers briefing. The problem was many of the navigators were cheerfully plotting when the Drivers briefing was taking place and we all asked our returning drivers anything worthwhile at the briefing ...no of course not (they're drivers), anyway we all got through

Two tests followed in the beautiful surroundings of Hole Park the quickest time of 145 being shared by the Bricknells, Gavin/Carrie Rogers (Reliant Scimitar) and Paul Hernaman/Ray "Crow" Crowther (Porsche 911). A short Reg E was cleaned by 3 cars Isherwood/Canavan, Griffiths/Howell and Peter Engel/Mark Dunkerley (Golf GTi) however this Reg saw the challenge from last year's winners the Bricknell's end, as they missed a secret check

Back to Hole Park for 3 more tests and the lunch halt, the Porsche of Hernaman/Crowther took these tests from the resilient Bricknells and Harvey Steele/Martin Pitt (Volvo 144)

The first afternoon Reg was taken by the ever-popular Whyte sisters Seren and Elise this time in a Datsun Stanza from the Bricknell's and the Bricknell's followed this with a shared fastest, with Griffiths/Howell, at the Brockton Farm test. A lesson for all to see a crew who've had a "mare" just knuckle down and get on with it

The final 2 Regs followed Crammond/Vokes taking the first by a second from the Bricknells and final Reg was taken by "guest driver" Andy Dawson/Martin Phaff (Fulvia) a second ahead of Isherwood/Canavan. Andy possible yearned for some extra Stratos horsepower but loved the "full on nature of the event"

Five tests at Mereworth followed all short blasts on tracks used earlier in the day, the Bricknells and Steele/Pitt shared the honours whilst eventual winners Crammond and Vokes had to nurse their Mercedes through the final test with a sticking throttle.

Martin Phaff

#### Results

1	Ian Crammond/Matt Vokes	Mercedes 280SL	946
2	Richard Isherwood/Ian Canavan	VW Golf GTi	969
3	James Griffiths/James Howell	Mini 1275GT	1035
4	Paul Hernaman/Ray Crowther	Porsche 911	1075
5	Gavin Rogers/Carrie Rogers	Reliant Scimitar	1154
6	Seren Whyte/Elise Whyte	Datsun Stanza	1165
7	Harvey Steele/Martin Pitt	Volvo 144	1184
8	Andy Dawson/Martin Phaff	Lancia Fulvia	1187
9	Thomas Bricknell/Roger Bricknell	VW Golf GTi	1190
10	Ken Binstead/Sarah Binstead	MGB	1233

Class winners: Expert Hernaman/Crowther (Porsche 911); Novice Phil Woods/Kelvin Phipps (Volvo P1800)

### DERBYSHIRE DALES DRIVE : 2 JUNE 2019

Following the pictorial review in last month's issue of this Newsletter, a report should be appearing in the next issue of *Old Stager*.

## THE EAST ANGLIAN CLASSIC RALLY : 29 JUNE 2019

Organiser: Chelmsford Motor Club : Starters: 42

Richard Isherwood and Ali Procter took a hard-fought victory in their VW Golf GTi this weekend on the East Anglian Classic Rally winning by 3 seconds from Clive and Anji Martin Escort 1600 Sport with Harvey Steele and Martin Pitt a further one second back in their Volvo 140

Crews were given much of the route an hour before starting, Steve Johnson/Henry Carr (Escort RS) led the field away at 9.00 straight into a relatively easy to plot Regularity which was won by Dave Leadbetter/Cath Woodman (BMW 2002) from Gareth Hockridge/Rob Henchoz (Volvo Amazon 121S). Guest driver in the MSN car Martin Donnelly was unlucky to puncture after just two controls and with "no pit crew and a jack drama" the crew lost five minutes

Two tests at Thorpe Abbots airfield followed with Isherwood/Procter taking fastest one second better than Martyn Taylor/Amy Henchoz (Astra). A short Reg (map references) to the East of the airfield was won by the Volkos Hockridge/Henchoz one second better than Steele/Pitt

Back to the Thorpe Abbots for 3 more tests, James Griffiths/John Pearce Mini 1275GT taking fastest from the Cooper S of John Peterson/Ian Graham, the Porsche 911 of Paul Hernaman/Crow retired here losing the electrics, a final morning Reg (map features) won by Isherwood/Procter brought us to the lunch halt. Top 3 at lunch were Isherwood/Procter from Taylor/Henchoz and Steele/Pitt

Reg D (junctions/map features) won by Isherwood/Procter from Taylor/Henchoz brought crews to the exciting parts of the rally first the Larkshall tests where Peterson/Graham Mini just beat the Martins Escort and then Wretham Park which although shorter than originally planned gave crews a chance to enjoy the loose Griffiths/Pearce Mini took fastest from Steele/Pitt in the "big Volvo"

Reg E (depart the square) won by Hockeridge/Henchoz provided a short interlude before crews went back to Larkshall and Wretham, by now Martin Donnelly in the Lancia Fulvia was getting to grips with the car and rallying he took great satisfaction out of flattening cone E on Larkshall 3 only to get joint fastest with Isherwood/Procter on the next test!

Wretham second time round saw Steele/Pitt clip 13 seconds off their earlier effort to take what must have been a very entertaining ftd, this was followed by a short Reg on private land a few crews wondered if the start was in the exact location shown which meant a number took penalties for early arrival. The final flourish to a very entertaining rally was a plot n bash Reg from Thetford down to Bury St Eds where Hockridge/Henchoz just pipped the Martins.

Paul Brewerton and his team from Chelmsford MC had once again put on a cracking challenge on maps that have little ambiguity.

Martin Pfaff

Results:

1	Richard Isherwood/Ali Procter	VW Golf GTi	1334
2	Clive Martin/Anji Martin	Escort 1600 Sport	1337
3	Harvey Steele/Martin Pitt	Volvo 140	1338
4	Gareth Hockridge/Rob Henchoz	Volvo 121S	1359
5	Pete Johnson/Roger Bricknell	VW Golf GTi	1389
6	Dave Leadbetter/Cath Woodman	BMW 2002	1400
7	James Griffiths/John Pearce	Mini 1275GT	1410
8	Steve Johnson/Henry Carr	Escort RS	1436
9	John Peterson/Ian Graham	Mini Cooper S	1442
10	Ken Binstead/Sarah Binstead	MGB	1461

Classes: Expert Martin/Martin (Escort 1600GT); Novice Binstead/Binstead (MGB); Beginners Clifton/Clifton (SAAB)

## THE WHITE ROSE CLASSIC RALLY, YORKSHIRE WOLDS : 7 JULY 2019

Organiser: Malton Motor Club ; Starters: 48

Matt Warren and Andy Pullan (Ford Escort) came out comfortable winners on this weekend's White Rose, 2 minutes ahead of Richard Isherwood and Henry Carr (Golf GTi) with Harvey Steele and Martin Pitt (Volvo 144) a further minute back

The 150-mile event run by Stuart Taylor and his team consisted of 11 tests and 9 regularities combing every useable road in the Yorkshire Wolds. The innovative design for many of the regularities and the wonderful open tests combined to make this Rally the most enjoyable to date in the MotorSport News backed Championship

The crews were flagged away from the Market Square in Malton at 9.00 straight into Reg 1 through the Vale of Pickering amongst the 4 cars to tie on 1 second the amazing 4.5ltr Bentley Derby of Stuart and Emily Anderson.

Test 1 followed and was cleaned by half the field showing how difficult it can be for organisers to slow down even the oldest cars, the test finish combined as Reg 2 start which kept everyone on their toes, this 12 mile Reg had 10 speed

changes and finished with flourish in Wykeham Forrest with Warren/Pullan fastest from Andre Scruton/John Youd (Porsche 911). Reg 3 continued through Wykeham this time Warren/Pullan squeezed out Isherwood/Carr for the win

On the next 3 tests around Wykeham Abbey John Haygarth/Bob Hargreaves (Opel Kadett Rallye) won 2 – 1 to Warren/Pullan but the biggest smiles were from car 45 Derek and Susan Skinner with a 2nd on the middle test

Reg 4 was won by Rob and Amy Henchoz (Volvo PV 544) and this brought us to test 5 the first of the Sledmere tests where John Ruddock/Roger Burkhill (Escort Mexico) took ftd. The lunch halt at Sledmere House was followed by 2 more tests in the estate, on the first Warren/Pullan took 19 seconds out of the field probably being the only crew to master a power 360 round cone E! Whilst the second test saw 7 cars better bogey

Reg 5 through Helperthorpe and Rotter Brompton Wold! Was taken by Ruddock/Burkhill 1 second ahead of Steele/Pitt and John Bloxham/Martin Phaff (Lancia Fulvia), John Bloxham out in the MotorSport News car to celebrate 50 years since his win on the then Motoring News Championship. Sadly, their day was spoilt by Phaff failing to record a time at the start of Reg 9 dropping them well out of the top 15

Reg 6 was cleaned by Haygarth/Hargreaves and Pete Dalton/Paul Bodset (Lotus Cortina) and tests 8-10 were shared one each to Ruddock, Haygarth and Warren. Regs 7 + 8 both went to Isherwood/Carr before Haygarth/Hargreaves took the final test and Warren/Pullan sealed the win on Reg 11

A really intense challenge to both driver and navigator, a great event.

Martin Pfaff

Results:

1	Matt Warren/Andy Pullan	Ford Escort	18.12
2	2 Richard Isherwood/Henry Carr	VW Golf GTi	20.14
3	3 Harvey Steele/Martin Pitt	Volvo 144	21.17
4	4 Rob Henchoz/Amy Henchoz	Volvo PV544	21.57
5	5 Andre Scruton/John Youd	Porsche 911	23.06
6	6 Andrew Johnson/David Taylor	Lancia Fulvia	23.24
7	7 Pete Dalton/Paul Bodset	Lotus Cortina	24.50
8	8 Roger Fildes/Seren Whyte	MGB	25.54
9	9 Thomas Bricknell/Roger Bricknell	VW Golf GTi	25.55
10	10 Hugh Garnish/David Bell	Peugeot 205GT	26.05

Classes: Expert Steele/Pitt (Volvo); Novice Jonathan Swales/Sue Swales (Mini 1000)

## HERO SUMMER TRIAL : 12 – 14 JULY 2019

It must be hard to organise a sporting event that relies on so many volunteers when there are others of arguably greater national importance over the same period, and one happens to be the British F1 GP. HERO's 2019 Summer trial was no exception in that some of those HRCR Members who had previously supported it were otherwise engaged.

The rally returned to its base at the CASA Hotel in Chesterfield and had no less than eight tests over the Friday, Saturday and Sunday on the Steve Perez estate SW of Chesterfield.

Friday's two tests started at around 1630hrs whilst those on the Saturday were spread over the day, the first beginning and the last in the late afternoon/evening. Sunday saw two tests during the morning and a regularity through the grounds to the Finish later on.

Colin and Margaret Armit were involved as marshals and report as follows.

*The Special Tests at the beginning and end of each day's regularities were held on the Walton Lodge Estate outside Chesterfield.*

*HRCR Midland Members Andy Fowkes, Colin and Margaret Armit along with other members of Matlock Motor Club volunteered to marshal the tests.*

*Imaginative use of the roads, tracks and driveways gave two tests with a single start location, splitting to two separate finishes. Each test could be run in either direction requiring minimal turn round and once the second test started, cars were running at thirty second intervals creating plenty of action for the marshals.*

*Large bales and a good quantity of tape had been used to protect recent landscaping around the main house. On the Friday evening with the sun still very warm, this created a magnificent scene reminiscent of a Sunday Spectator Stage on an RAC Rally of the early eighties.*

*Possibly this nostalgia trip impaired concentration, or maybe because being sat low in a rally car, the competitors could not see over the bales. Either way, 12 of the 88 crews picked up a Wrong Test for turning left rather than right at the slit point for the first test. With plenty of cones being passed on the wrong side, or missed completely, there was much to keep the small band of marshals busy.*

*Performances slowly improved over the next two days, with lack of confidence turning to over-exuberance as cones were being clipped at speed rather than being missed altogether.*

*Overall this was a great location to marshal, enjoying fabulous cars in a magnificent setting.*

Another out marshalling on the Friday was Andy Fowkes.

*Friday afternoon is always going to be difficult to man as most people are at work. However, this year had no tests on the outwards run so there were just two before returning to the hotel.*

Three of us reported for cone-spotting duties, Colin and Margaret being on Test One and me on Test Two. Tree cones formed a chicane to slow the cars before the time control at the end of the test.

Check sheet in hand, I crossed of the cars as they passed and panicked slightly when the first cars through then reappeared! The entry had 88 cars of which I never saw two yet 97 attempts were made of this test. How come? Some navigators were missing the turn to keep them on Test One thus causing Test Two to be done twice.

Other results included five cars hitting Cone F, a Porsche doing so with all four wheels locked in a cloud of tyre smoke and destroying the cone – RIP.

We were told that 4000 bottles of water had been issued by HERO to Marshals last year but, due to the cost, the practice will be discontinued. A sticker rather than a badge or dog tag plastic was the memento that marshals were given.

From: Chrys Worboys Sent: Monday, 15 July 2019, 16:41:12 BST Subject: HERO Summer Trial 2019

Good Afternoon,

As you are now all aware we had a cracking entry for the above event with quite an eclectic mix of machinery to fight for honours over, what the competitors all agreed, was a fantastic route through beautiful scenery.

Judith and I found and I know you did too, that the competitors were all in good humour despite the ever-increasing challenges they faced from day to day.

There were a few tired and relived faces at the prize presentation after the event, mostly on the faces of the competitors but also on HERO's latest CofC, Nick Reeves. Nick public praised you all for being at your correct location and in time. A statement which was received with a round of applause and cheers from everyone in the room.

Steve Robertson, the overall winner, (MG PB -car 10) reiterated Nick's words which again brought another round of applause and a chorus of hear, hear.

I would like to say that the weather I arranged was excellent but that was due to a much higher power than mine.

Very many thanks for your contribution to the competitors experience and enjoyment and the effort you all put in to make that happen. I have sent this email to the contact person for each marshalling team/group so can I ask that you forward this email to the people who accompanied you with my thanks.

Please check out HERO's website for future events which you may be able to assist with.

Kind regards

Chrys Worboys (Chief Marshal - HERO Events Ltd) [www.heroevents.eu](http://www.heroevents.eu) [www.endurorally.com](http://www.endurorally.com)

That said, by doing so many events and sometimes seemingly failing to attract sufficient marshals, might HERO need to reconsider how it might better demonstrate its appreciation of their services to what is a commercial rather than member organisation?

### 3<sup>rd</sup> OAKAMoor HILL CLIMB REVIVAL : 13 JULY 2019



Chris Hetherington of Owen MC in the early section of Car Bank: photo © David Yorke

Though the present-day course is not that upon which Francis Boulton and the Mid-Staffordshire Automobile Club in the 1900s, it had been an ambition of the event's prime mover David Leigh to re-act these early hill climbs in Oakamoor.

The first revival meeting was held prior to the David Cameron Government's recent legislation that allowed easier closures of public roads for speed and rally events and the same procedures largely apply as if a street party was being held. From 9.00am to 5.00pm, the road that runs from Carr Bank into Eaves Lane up to Blakely Lane is closed to provide the course. Though it serves a number of residential areas and farms and is crossed by public footpaths no unauthorised vehicles or persons can be permitted on to the road except during intervals between runs with the

authorisation of the Chief Marshal. The tolerance of both local residents and walkers in waiting whilst the runs are in progress must be applauded in this regard, the situation being not unlike the Isle of Man and its Manx rallies.

Since the course is part of a public highway, National speed limits apply. Thus all vehicles have to be constructed, insured and road-registered in accordance with the Road Traffic Acts and driving standards and speeds must conform to the Highway Code and relevant legislation. Basically, the road is closed as if a street party is being held, which in many ways, this re-enactment / demonstration is by celebrating motoring and motor competition.

Whilst the event is not run under the jurisdiction of the MSA, its safety procedures and best practices for marshalling are still adopted. Several experienced motor sport regulars were marshalling and held the senior official posts, ably assisted by Police and Army cadets. Communications were largely in the hands of Raynet operators because there were no lines of sight between marshal points and, as the organisers readily admitted, *'mobile reception is a bit intermittent!'*

To be eligible for the 100 places available, vehicles generally had to have been produced between 1900 and 1975 unless they were *'Sponsors' and Exotic Cars'* permitted at the discretion of the Organisers.

This year's event built on what had happened the year before when some 1000 spectators and 87 entrants enjoyed a demonstration (i.e. neither timed nor competitive) motoring event that formed part of the North Staffordshire village's Festival and raised £12,000 for the Staffordshire Clubs for Young People charity.

Owen Motor Club had another display and I was invited to join them, thus being accepted for runs up the hill in the BMW M3. Like Roger Tristram's Lancia Integrale, it was perhaps regarded as an 'exotic'. Like Roger's Triumph Dolomite Sprint and Chris Hetherington's full rally-prepared Peugeot 205GTi were also entered to go up Carr Bank. HRCR Mini Cup navigator Anton Bird had intended that his Lotus Cortina would be there but some vital parts did not arrive in time.

Some 110 cars took to the hill, expecting four runs each during the road closure. The M3 sat out the first set of runs run as I marshalled MP3 on behalf of Owen Motor Club. Being away from the main public area, the camera's telephoto lens being used to identify the numbers on the fronts of the cars and 'incidental' photographs taken.



*Roger Tristram further up Carr Bank in his 16-valve Integrale : photo © David Yorke*

For the second set, Roger Tristram took my place and I went off collect the M3 and passenger Andy Fowkes. The run itself went well but, after the long but very scenic return trip to the Paddock, steam was coming from under the bonnet, a split water hose being the culprit. Fortunately, son Mike was also there and he took it on himself to go home to Uttoxeter to collect the key for his works unit in Longton. Once there, he took off the similar hose from my other M3, and brought it back to Oakamoor and fitted it. This had indeed been the level of performance normally associated with a Works team. Whilst, unsurprisingly, the third set of runs had been missed, the fourth was possible and passed without further incident.



*The Editor's BMW M3 on Carr Bank : photo © Martin Robinson*

Colin and Margaret Armit intended to go to the Revival the traffic and parking situation became such that they never actually got there. They were a few cars behind Andy Fowkes in the queue when they decided the car park was full. Having sat watching the chaos on the road develop, they grabbed a chance to head up the hill towards Cheadle.

Colin reports that the organisers may have to have a rethink for next year to avoid the event becoming a victim of its own success, particularly when there were a number of irate families trying to get to Alton Towers.

Was it the number of demonstration vehicles that cause the problem? Numbers were originally limited to 100, one was seen bearing #116 and my BMW bore #109. Despite the problems the fourth set of runs were completed well within the 1700hrs opening of the roads again.

So this increase seems not to have been the problem, perhaps because some chose or were forced to limit their number of runs. One such was myself who was marshalling rather than doing his first run and sat out the third when a water hose split. Sensational performance worthy of a WRC mechanic by my son Michael enable me to make the fourth session. He first drove to Oakmoor to Uttoxeter to collect his keys for his premises in Longton. He then drained the radiator and took off the similar hose from my other M3 before taking it to Oakmoor, fitting it and then refilling and bleeding the cooling system.

Mention was made previously that the course was not that which used in Francis Boulton's time because it now forms a crucial access to Alton Towers. However, it has to be crossed by vehicles proceeding from the Paddock to the foot of the hill, a passage eased by the use of temporary traffic lights. Quite how such an arrangement can be avoided is difficult to see so anyone in need of an urgent passage to Alton Towers on Revival Day really ought to consider finding an alternative route rather than crossing over the River Churnet at this point.

David Yorke

Further details at can be found at <https://oakmoorhillclimb.org/>

## THE SOLBERGS COME TO WALES RALLY GREAT BRITAIN

This year's WRGB will see the return of Petter Solberg who dominated the event for no less than four years on the run between 2002 and 2005. He will be joined by his teenage son Oliver who will be making his WRC debut on the event and showed spectacular car control at the recent Goodwood Festival of Speed. Both will drive Volkswagen Polo GTI R5 cars.

Having confirmed his decision to end his professional driving career earlier this season, Solberg Sr, who debuted the Polo R5 in Spain last October, is competing in Britain as part of his Farewell Tour. Rally GB has always been a special event for Petter who secured his first WRC win in Wales in 2000 and won the World Drivers Championship there in 2003.

*"When I was putting together my Farewell Tour, I could find a reason to compete on all the WRC rounds," Solberg told wrc.com. "I love this championship so much. But I had to take just one rally and Wales has been like a second home event for me. My co-driver Phil Mills is from here and the people, the fans, I completely love to be with them. They seem to understand me and my passion for this sport. That's why it had to be Wales, so many special things happened there. And to take Oliver with me is going to be so special. The emotions will be unbelievable."*

Solberg Sr is keen to offer his son a guiding hand through his WRC debut. *"I remember the first time I drove in the WRC,"* said Petter. *"Everything is bigger and more complicated than anything you have done before."*



*Petter Solberg won the WRC title at Wales Rally GB in 2003*

Despite having only started eight rallies in a four-wheel drive car, Solberg Jr has won four of those, including Latvia's ERC round, a result which made Solberg the youngest ever winner of a European Rally Championship round.

His latest Polo outing netted an impressive seventh overall behind six World Rally Cars at Shell Helix Rally Estonia. He won the R5 class by a minute and a half.

Solberg Jr cannot wait to come to Wales. *"Having papa there is so cool for me. I've listened to his stories about Sweet Lamb, Dyfi and these places for so many years. He's my hero, so to drive alongside him is like a dream for me. But I understand Wales is the very, very big one. It's so much bigger than anything I have done and I'm going there to learn*

*and to listen to what my Dad and co-driver Aaron (Johnston) are telling me. Everybody knows more about this rally than I do, but I can't wait to start to learn about the way the grip changes with the weather and all the stuff I've heard about for so long".*

Maybe those going out to watch the rally will see the passing over of the baton (or driving gloves) from one Solberg generation to another, and hopefully with the best vintage 'Hollywood' style.

## **STIG RETURNS TO THE 2019 SAFARI CLASSIC**

Former World Rally Champion, Stig Blomqvist, returns to the East African Safari Classic Rally this year, leading a four-car entry by Sweden's Team Tidö Race4Health. Race4Health is a fundraising group which to date has raised over 2 million Swedish Krona for charitable projects across East Africa and in Sweden, including the highly successful Race4Health eyewear redistribution operation.

"Heading this passionate rally team that has shared so much humanity across East Africa is an honour," said Blomqvist. "Safari Classic remains the world's toughest rally and taking part is an incredible challenge. I hope we can recapture our pace from 2015 and add another Swedish win to the history books."

Having narrowly missed a Safari win with Blomqvist in 2013, Stig and the team returned two years later to claim an emphatic victory. The 2019 East African Safari Classic Rally runs from November 27th to December 6th.

Based on a press release by Francis Tuthill Ltd

## **SNIPPETS**

### **RALLY NAVIGATION / CO-DRIVER EQUIPMENT**

If you wish to see some interesting pre-digital equipment, you might like to check out the following link from the USA

<https://stevemckelvie.wordpress.com/rally-navigationco-driver-equipment-for-sale/>

### **CARLTON +DMC PRACTISE DAY AT CURBOROUGH SPRINT COURSE : 19 OCTOBER**

For over twenty years now, C+MDC has held an annual untimed practise day at Curborough sprint course and once again, members of HRCR and Quantum owners club[QOC] are also invited . A brief summary for a full day on the track follows.

- Informal untimed practise day
- Only one car on the track
- Only safety requirement is crash helmet required for all occupants [but needn't be latest spec]
- Noise test which all normal cars should pass [enquire if your cars loud]
- On-site catering & toilets
- The cost this year for a car is unchanged @ £40
- The charge for passengers/second drivers is £5 per person.
- For every eight bookings, the maximum number of cars will be reduced by one to give more track time for all. This will be mean a lesser number than previous years so be warned to get your entry in early.
- All bookings will be confirmed and you will be advised if you are on the reserve list.
- Those who have not attended before will need to send a cheque to confirm your booking though it will not be cashed until after the event.
- Final details will be sent by the weekend before
- For any other questions please contact Vince Orme via [vince.cdmc@gmail.com](mailto:vince.cdmc@gmail.com) or [vince.qoc@gmail.com](mailto:vince.qoc@gmail.com) or 077 998 02107

## **SEPTEMBER'S NEWSLETTER**

All contributions for next month's newsletter are very much welcomed, for which copy should be **no later than Friday 23 August 2019** to [yorkesport@btinternet.com](mailto:yorkesport@btinternet.com)