HRCR MIDLANDS NEWSLETTER : OCTOBER 2019

FORTHCOMING HRCR MIDLANDS AND OTHER LOCAL EVENTS

After a long period away, the WRC returns to Oulton Park between 3 and 6 October. Ari Vatanen and David Richards take their Rothmans Escort the 'wrong way' out of Lodge Corner. Their subdued drive and second place overall made the 1981's World Rally Champions.

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 75th 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, Little Budworth, Tarporley, Cheshire CW6 9BW. Gates open at 3pm. Advance ticket sales only. Tel 0843 453 9000

Further information:
Tickets https://www.walesrallygb.com/spectators/ticket-information/
WRGB https://www.walesrallygb.com/spectators/route-information/route-overview/
National Rally https://www.walesrallygb.com/world-championship-stage-open-to-local-heroes/

For further details see weblinks below and the July issue of this Newsletter.

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 SPRINT COURSE

This is a final call to fill the last couple of places on this popular annual event.

For over twenty years now, C+MDC has held an annual untimed practise day at Curborough sprint course and once again, members of HRCR are invited. Here is a brief summary for a full day on the track.
• Informal untimed practice 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 or vince.qoc@gmail.com or 077 998 02107

Where and When : Curborough Sprint Circuit, Netherstowe Lane, Lichfield WS13 8EJ

31 Oct

AN EVENING WITH ALAN BEARDSHAW

Alan and Tina Beardshaw crossing Axe Edge in one of his Aston Martin Ulsters during an AMOC scenic tour in August 2014. His second Ulster is following.

Ever since he entered the 2016 Derbyshire Dales Drive in his Aston Martin DB4GT Zagato re-creation with a puzzling registration number that was consecutive to those on the cars raced by Jim Clark and Roy Salvadori and the Editor met him again later at a later 50th anniversary meeting for Ecurie Bertelli he reckoned that Alan Beardshaw must have some real rallying stories in him, especially as he had driven from his home just south of Sheffield to Olney, Bucks in his one of his 1930s Aston Martin Ulsters. At long last, someone (probably his friend and HRCR Clubmans Championship co-ordinator Martin Pfaff) has managed to tempt him to do so.

Alan started competing in classic car rallies in 2007 in his much-treasured Aston Martin DB5 Vantage, incidentally named “Roland”. His stable of Aston Martins has grown to eight, including two Ulsters which he has used on the Flying Scotsman and the Mille Miglia. In fact, he has competed on five Mille Miglia events, once in an ex-Mussolini Alfa Romeo! Other cars currently owned include a Jaguar SS that finished third on the 1937 RAC Rally and an MG K3 once raced by Dick Seaman.

More recently, he and his wife Tina have competed in the African Safari, Trans America, Rally of the Incas, Road to Saigon and Himalayan Challenge before embarking on their latest adventure from Peking to Paris.

Alan will chat about his recent exploits on classic car rallies after which there will be a Q & A session.

HRCR Midlands members are consequently invited to join those from Matlock Motor Club for what should be a very entertaining and interesting evening.

Where and When : The Black Swan, Church Street, Ashover, Chesterfield S45 0AB. Matlock Mc’s meetings usually begin at 2030hrs.
2 Nov **DANSPORT-RALLY : NOW CANCELLED**
Though not confirmed in the 2019 HRCR Yearbook, Matlock MC was planning to run this night-time round of the HRCR Premier Rally Championship on this date.

7-10 Nov **RALLY OF THE TESTS**
This year’s Rally of the Tests 2019 will start from Torquay with a short but taxing prologue. On the Friday, the route will be taking in some of the ‘Testers’ favourite venues through the West Country en-route to the overnight halt in Bristol.

On Saturday 9 November, the rally starts again at the iconic RAC building next to the M5, crossing into Wales before the overnight halt in Stoke-on-Trent. The Curborough Calendar shows the sprint course reserved for the ROTT from 100 to 1700hrs during the day.

The final day sees the crews leave Stoke-on-Trent for the journey back into Wales complete with will be a mix of Regularities and Tests before the finish in the City of Chester.

As ever, marshals are wanted so sign up via the website. Matlock MC has also been asked if it could arrange marshals for this event and HRCR Midlands members have assisted them previously.

**Website:** [https://heroevents.eu/event-schedule/rac-rally-tests-2019/](https://heroevents.eu/event-schedule/rac-rally-tests-2019/)

8-10 Nov **LANCANTER INSURANCE CLASSIC MOTOR SHOW, NEC BIRMINGHAM**
This year, the Classic Car Show at the NEC celebrates its 35th anniversary with something rather special. On Saturday 9 November, cars and crews competing in the RAC Rally of the Tests will take on an indoor course in one of the seven show halls. With a wonderful selection of classic and vintage vehicles competing, the crews will be battling it out to set the fastest time to lift the winner's trophy at the finish line.

The action, which will last for around two hours, takes place in Hall 6 and will see competitors tackling a thrilling speed and agility test. This will mark the half-way point of the Rally, and crews will be waved away from the NEC to continue with the event. On hand to provide commentary and interviews will be by Tony Jardine.

But that is not all. More than forty clubs are already confirmed for the Anniversary Hall, joining the other 260 that will be spread across the other six halls of the show. When it comes to the classics on display, there really is something for everyone from family models and sports car to heroes from the world of motorsport.

Amongst the Anniversary Hall highlights are some great Japanese classics and there will be plenty more sporting classics to enjoy too. Ford enthusiasts will certainly want to help mark 20 years since of the launch of the Racing Puma whilst the Peugeot Sport Club UK’s stand will feature the brilliant 205 GTi and its 35th birthday, one shared with the official launch of the MG Metro 6R4 rally car, examples being displayed both 6R4.net and Rallying History.

**Where and When:** NEC Birmingham. Tickets are now on sale and you can either purchase your advance tickets online or over the phone. If you book before midnight on Thursday 7 November, you can save up to 15% on the on-the-door ticket prices. Even so, you can always turn up on the day and book tickets at the door.

**Website:** [https://www.necclassicmotorshow.com/](https://www.necclassicmotorshow.com/)

21-25 Nov **ROGER ALBERT CLARK RALLY : 21 – 25 NOVEMBER 2019**
If you like Historic rally Escorts of any persuasion, this is definitely something that cannot be missed. At the time of writing, there should be around 79 are Escorts within the 200 entries made.

The initial draft programme for the one historic rally in the UK that many may wish to see was reproduced in last month’s issue of this Newsletter.

**Website:** [http://racrmc.org/roger-albert-clark-rally/index](http://racrmc.org/roger-albert-clark-rally/index)

??? Dec **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.

7-10 Dec **LE JOG :**
The anniversaries keep coming this year and LE Jog celebrates its 25th. Either the adverse exchange rate of the pound (£) or the event’s reputation has brought a surprisingly high number of entrants from abroad. Chester seems to be the nearest point from the North Midlands. As ever, marshals are needed.

**Website:** [https://heroevents.eu/event-schedule/le-jog-2019/](https://heroevents.eu/event-schedule/le-jog-2019/)
29 Dec  

CHRISTMAS TREASURE HUNT

Whilst it still seems a long way away, all the shops have their Christmas stock and Santa displays. Also Christmas-time sees the traditional **Treasure Hunt** which Vince Orme organises for the Carlton and District Motor Club so now is the ideal time to reserve the date for a day out for the family.

Vince is still in the [very] early planning stages but can promise more of what people have liked in previous years and, if it comes off, there will be a special bonus for this year!

More information to come next month but HRCR members are invited and entries are now being accepted. Contact Vince Orme via vince.cdmc@gmail.com, vince.qoc@gmail.com or 077 998 02107.

11 January  

HRCR OPEN DAY : BRITISH MOTOR MUSEUM, GAYDON

Make a note of the date. Hopefully it will be more of the same but different. Our own 2020 DDD will be launched there and help manning the stand will be needed. More details will be given in future Newsletters.

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.*

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<th>Key to HRCR Events</th>
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<td>1 HRCR Scenic Tour series</td>
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<td>2 HRCR Clubmans Road Rallying Championship</td>
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<td>3 HRCR Mini Sport Cup Stage Rally Championship</td>
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<td>5 HRCR Speed Series (Hill Climb and Sprint) Championship</td>
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<td>13 October</td>
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<td>Saltire Classic Rally : Pitlochy</td>
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<td>7 – 10 Dec</td>
<td>LE JOG : guess where from and where to! Overnight in Chester 7-8 December</td>
<td><a href="http://www.heroevents.eu">www.heroevents.eu</a></td>
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NOVEMBER’S NEWSLETTER

All contributions for next month’s newsletter are very much welcomed, for which copy should be **no later than Friday 25 October 2019** to yorkesport@btinternet.com

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doc ref : 191000 HRCR Midlands Newsletter final
ST WILFRED’S CLASSIC RALLY, NORTH YORKS : 11 AUGUST 2019 : Update

Mention was made in the last issue of Clive and Anji Martin’s finishing 10th overall on the St Wilfreds. On 8 September, your Editor received a text from Anji as follows, perhaps proving that at least someone reads this Newsletter(!)

‘Just noticed your comment about us. The St Wilfred was our first event as Masters, in part due to our second place on the East Anglian which very few Masters entered. We were back to form with a couple of missed controls (first of the year too) on the Vale of Clwyd but with 25 Masters, 25th wasn’t too bad’.

Further comment on the St Wilfred from another navigator can be found in the September issue of Matlock MC’s Klaxon.

Earlier this year, I competed on my first daytime historic regularity. It was absolute chaos but seemed to go OK as I was invited back for a couple more. My tendency towards any sort of commitment is to run in the opposite direction so reluctantly to do ‘just one more and see how it goes’ and found myself out on the Hughes Classic. Again, it seemed to go OK, so as the final opportunity on the horizon, I agreed to do the East Anglian Classic (Preston Country!).

That was me done - I’d had my opportunity and Phil was back with his regular navigator and I was back to road rallies - or so I thought!

Wednesday morning and I got an E-mail explaining the aforementioned regular nav couldn’t make the St Wilfreds at the weekend. Should I, could I, maybe see if I can have a pass-out at short notice? Anyway, Saturday afternoon I was heading North to Thirsk for Scrutineering and Signing on!!

I have to say, the view from my seat was fantastic. 911, Mexico, RS2000 to chase through the forests!!

The tests were very quick. The first three were a quick blast on slippery grass at Thornborough track, two loops of three tests in Boltby forest and two runs through Pry-Rigg forest and Phil was trying. I’m not sure a Volvo P1800 was ever meant to handle particularly well. It’s certainly a handful but was thrown through the trees at quite a pace for most of the day, especially for a guy who’d been in hospital with food poisoning the previous weekend!!

The results were interesting: three zeros throughout the day and a mention in Motorsport News suggest something is improving on my side of the car.

20th o/a was something which I wasn’t massively impressed with. I thought we’d done better than that but the results showed just a few seconds cost many places. I shouldn’t complain on my fourth daytime historic and a mega entry.

More of the same next time out: I could be beginning to enjoy this!!

Kelvin Phipps, Car 29
ANNUAL CLASSIC VEHICLE GATHERING, LUPIN FARM, ORGREAVE : 18 AUGUST 2019

This annual event is gathering appeal year on year. From one field when I first attended to three fields this year. It is put on by the farmer at Lupin Farm, Orgreave which is just between Airewas and Kings Bromley. It is all about raising money for the St Giles Hospice, so entry for spectators is by way of a £5 donation. It is never advertised generally but word of mouth is still a great advert.

There must have been close on 1000 cars, the largest collection of classic lorries, motor cycles, stationary engines, military vehicles and also many autojumble stalls together with a few car boot type entries. Rolls Royce always has a very good collection of many of the marques of the past and I’ve seen the Owen Motor Club present in the past.

It is not a ‘spit and polish show’ although there are a lot of very nice cars to view. Do you remember the three-wheel Berkeley sports car powered by a two- cylinder Excelsior motorcycle engine? There are not many of these left and the gent who brought this along has had it for 45 years and brings it out most weeks of the year. I had a sit in a very well ex-Army Land Rover tool-ed up with all the armaments, very frightening really when you remember where these have been operating.

The autojumble stalls seemed to be doing a good trade which reminded me of the days when we spent a lot of time climbing around scrap car yards looking for parts to keep your cars going, those were the days. One thing I bought for £1 was an Autosport magazine dated 19th February 1981 in which the cover story was all about the first rally the Audi Quattro won. It was the Swedish with Hannu Mikkola driving and Arne Hertz navigating and in second place was Ari Vatanan with a certain Dave Richards as his navigator - very interesting. Incidentally it was a surprise to see the same Dave Richards navigating on the Clwyd Rally on the 31st August this year in which he finished 30th after he thought he was going for a gentle ride around North Wales.

So finally, the Lupin gathering is usually around the second Sunday in August and I could certainly recommend you to give it a visit. I’ll try and get the date as soon as it starts circulating. We may even be able to set up a HRCR stand.

Since penning this report, its author Peter Mellor sent the Editor an extract from the Letters page of 5 September issue of the Lichfield Mercury in which the farm’s owner gave the following information.

2019 saw the 33rd running of the event

• The weather was sunny after ‘what had been a horrendous week weatherwise’

• The gross final sum raised for charities was £15060.15. After deducting £580 for toilet hire, donations would be going as follows

  a. St Giles Hospice £6500
  b. Midlands Air Ambulance £6500
  c. Bone Cancer Research Trust £ 400
  d. Lichfield and Hatherton Canals Restoration Trust £ 400
  e. Queen Elizabeth Hospital B’hham Prostate Cancer Charity £ 680.15

• Next year’s event will be on Sunday, 23 August.

As Peter mentions, might there be enough enthusiasm from HRCR Midlands members to set up a display of some sort next summer, drawing on the Region’s past experience from attending the Air Ambulance show at Carsington Water?

TONY MATTHEWS CLASSIC TOUR, SHROPSHIRE + WELSH MARCHES : 15 SEPT 2019

Last minute checks at the Start on car #1, the 1947 Freestone and Webb coachbuilt Bentley MkVI of Owen MC’s Michael and John Davis.

All photos © David Yorke 2019
Last October, I did the Ludlow and Marches Classic Tour with the intention of seeing the delights of the Welsh Marches and repaying a friend for taking me on the maps for an earlier Tour of the East Midlands (TOTEM) organised by the local branch of the Porsche Club, one in which Peter Haynes plays a key role.

I never found what I was looking for, thanks to low cloud and torrential rain, so the opportunity was taken to revisit the area this year on another of the HRCR Scenic Tour rounds, that run by Owen Motoring Club to whom I had provided photographic services on previous running of the event before it became part of the HRCR series.

On my previous visit, the state and narrowness of the roads did my low-slung BMW no favours so a more suitable car from within the family was borrowed, being one of the rarest of the Peugeot 205 GTI’s limited editions. This time, navigation services came courtesy of Andy Fowkes rather than a now retired Lieutenant Commander from the Royal Navy, which had been somewhat appropriate for the flooded roads encountered previously.

The tour was to start from the Salop Leisure Centre outside Shrewsbury and finish at the Ludlow Kitchen, Bromfield, near Ludlow, the same location as the earlier tour. Consequently, it was ‘local’ in that it required no other overnight stays other than that for Andy on the night before.

The tour would be split into four sections, each being some 25 miles and having a short refreshment break between each. There would also be interim passage controls and code boards to keep crews entertained.

Satnav took us to the start and all went well with the Peugeot. Breakfast was the traditional bacon bap and coffee and soon we were taking our #3 place and ready to leave at 0918hrs. Owen MC generally determine the running order on the cars’ dates of manufacture but we had a dispensation for our 1992 vehicle so that photos could be taken of the other entrants en route.

Section 1: to the Long Mynd

On leaving the Salop Centre and joining the main road, the Road Book instructed us to ‘Zero trip’ and would do so for the start of each section. It was then that we noticed that the trip would not ‘zero’ and the main milestone did not record tenths. Furthermore, the latter did not rotate progressively but only when reaching the full mile. Andy would have some arithmetic to do, though not as bad as having to convert mileages into kilometres and vice versa as he has to do in the BMW. Clearly there are benefits in having a Branz, Monit, Terratrip or Rallytrip app on a smartphone. We had none of these so would have to rely on the Road Book instructions and perhaps OS maps.

The first section was a run to the Long Mynd, somewhere which I had visited before en route to Cardiff and Trawscoed for a Wales Rally GB. A westerly run on Shrewsbury’s southern ring road took us to the turn-off for A49 which we soon left for Lyth Hill before crossing it once again en route to Condover and Frodersley where we met and travelled south west along the old Roman road. Just before Cardington (the one not famous for its airship hangers), the route went north west of Caer Caradoc Hill before joining the same Roman road which was soon left to head for Leebotwood.

Turning west from the A49, we took the long approach to the top of the Long Mynd via Woolstatson and Robin Hood Butts (tumuli, not bottoms!) and Ratlinghope. The paragliders hinted that morning coffee was not far away at the Midland Gliding Club, one with historic sporting connections, aviatrix Amy Johnson having been a member pre-WWW2 and Prince Bira afterwards.

Section 2: to the Stiperstones, Church Stretton and the Acton Scott Historic Working Farm

Suitably refreshed, we made the steep descent off the Mynd by the ancient Portway to Asterton, Wentnor and Norbury in the valleys of the Rivers East and West Onny, ever heading towards the Stiperstones which I had never saw on the Ludlow and Marches Classic Tour, being enshrouded in mist and low cloud. The sight of the quartzite tors was not disappointing.

Thereafter it was another descent to the Rover East Onny to the appropriately named village of Bridges to go north east of yet another ancient hill fort, Castle Ring, and on to Church Stretton via Picklescott and All Stretton. After a brief run south along yet another Roman road that is now Part of the A49, the route turned east near Marshbrook and lunch at the Acton Scott. The working farm still uses early and mid 19th century agricultural practices and machinery. Even if the vehicles are classics, quite how a car tour fits in with this particular ethos poses questions. However, the answer may lie in the TV re-enactment series ‘The Victorian Farm’ which was filmed here and shown by the BBC in 2009.

doc ref: 191000 HRCR Midlands Newsletter final
Section 3: To Wenlock Edge and beyond

After the sandwich lunch, the route wandered towards Wenlock Edge via Soudley, Tickerton and Harton to climb the wooded, limestone escarpment of Wenlock Edge a Site of Special Scientific Interest (SSSI) and a place with connections to the poet A.E. Houseman and composer Vaughan Williams. After visiting Westhope and Seifton batch, the B4368 took us towards Diddlebury and the nearby Delbury Hall where the route took in private parkland and offered a view of the Hall itself and opportunities for Anton Bird (HRCR Mini Cup navigator and current Chairman of Owen MC) to take photos of the cars and their occupants in front of it. We did not know of this in advance so we also stopped within the park to take photos of cars that we had not seen elsewhere.

The BMW 2002 of HRCR Members Graham and Sally Waite in the grounds of Delbury Hall

The Suffolk SS jaguar of Neil and Sue Jervis approaching Delbury Hall

The Road Book the directed us towards the north east of Ludlow, taking in Peaton, Lower Hayton, Hopton Cangepord, Middleton, Bitterley (where we might have had some route finding problems, thanks having no trip to validate the short distances between Tulip directions) and a short length of the A4117 before the afternoon tea halt at the 17th century Bennett's End Inn at Knowbury.

Miscellaneous cars at Bennett's End Inn, their drivers taking afternoon tea in the Beer Garden

The Fiat 124 Spyder of Dave and Lynne Watkins departs for Leg 4

Section 4: To Ludlow via the Clee Hills

There was some backtracking from the Bennett's End Inn which explained why we had seen other tour cars coming towards us on the way in. Andy's navigation skills were thus substantiated.

Dean Forrest + Gary Caldecott in their MGB Roadster on the Clee Hills
A short photostop was taken just outside Cleehill to take in the viewpoint into the sunset. Then came some OS map changes, overlaps and fast main road work to Hopton Wafers - aren't some Shropshire names quaint? A near loop to Hill Hose and Hoptonbank then saw the crews head north west over the hills to Cleton St Mary, Broomfield and the B4364. A left turn before Burwarton (of past RAC Rally / Roger Clark / gatepost / retirement fame?) led to Blackford, Stoke Court, Hopton Cangford (again) and Hayton Bent (again again).

Soon Ludlow Castle was in sight but we were not finishing there but rather the Ludlow Food Centre near Bromfield and Ludlow Racecourse. We got there via Stanton Lacy and found that many others had arrived before us and were tucking into a two-course cooked meal. Indeed, by having four places with food provided, the whole tour might have been an extension of Ludlow Food and Drink Festival which was just finishing on the very same day in Ludlow Castle.

All in all, whilst the 2019 Tony Matthews Classic Tour was in the HRCR Scenic Tour series for the first time, it has won its spurs and its effective organisation was much appreciated, as to be expected from an experienced team. There is some talk of it becoming biannual and moving to another region, the question being where it should be so as to avoid overloading certain maps and repetition. If the organisation remains much the same, such a change should cause no problems.

David Yorke

CLASSIC MOTORING EVENTS : A SUMMARY AND A PARTICULARLY BUSY SEPTEMBER

After a relativity quiet summer [motoring event-wise], it all gets busier from late August. Whilst enjoying an elongated sunshine break at the East Coast, I picked up a flyer for a NEW classic event at Thurby Motors near Alford. Those members of a similar age will know the name as a Vauxhall dealership with associations with rally cars, stage rallies and also Mablethorpe Motor Club. As the weekend was clear, weather forecast good and the event was free I popped along.

I hadn't realised the range of classics they now had for sale at sensible prices for all pockets. (See their website for current stock - by the way I have no links to them). Although there were plenty of staff around at the dealership, there was no "sales pressure "

There was a small turn-out of members of public's cars. I don't know if it was a one-off or will be repeated next year but could be worth a visit anyway.

I now find two consecutive weekends during the month with events on both days, so here is a brief description of each and a photo or two.

Saturday 7th September

Today was a visit to a local event called Coppice Steam which I had only visited once before four years ago. The name is a bit odd as, in addition to steam, there were loads of other vehicles – military lorries, emergency vehicles, classic cars and bikes. There were also various stalls, food/drink and an arena with things happening over the weekend. Adult admission was just £4 per day.

Sunday 8th September

There was an early alarm call for this year's revived Sherwood Classic Car Run, now organised by Mick Worrall and friends. It was great to be going back to Sherwood Restorations who were hosting both the Start and Finish.

The route and intermediary stops were nicely thought out and a nice touch was the inclusion of the route on maps in the road book. After leaving the Start, it took various yellow roads to a comfort stop at Whisby Nature Park, a new venue to me. After being suitably refreshed, it then headed into Lincolnshire to arrive at the lunch halt in Uncle Henry's Farm Shop, yet another new venue for me. This was more than just a farm shop and was obviously geared up for groups. In addition to ourselves, there were two further classic clubs, motorbikes, Minis and static displays of emergency vehicles and stationary steam engines ….. together with members of the public. All too quickly, the two-hour stop was over and time to hit the road again.

The 58-mile non-stop route back to the Finish was again down some really great country lanes and for the majority of the time we didn't see another car, not even another entrant. At the Finish we could exchange stories as freshly prepared food was eaten. Put this event in your 2020 diary.
Line up on the Sherwood Classic Car Run

Saturday 14th September
The country-wide heritage days saw Carlton + DMC's contribution [coordinated by Richard English] as the regular "classic drop-in" at the old Bartons bus depot at Chilwell. On arrival, it was nice to see the area full to overflowing with classic vehicles. There were other stands from the Civic Society, various history groups, local camera club and a choice of food/drink. All free as well.

It was nice to see Richard there and mobile after his accident weeks earlier. A personal bonus was the catching up of news with my old stage rally co-driver Dave who was also involved with another stand.

Classics drop in at the former Barton depot at Chilwell

Sunday 15th September
Sunday was the date for the Haunted Classic Car Run by Mablethorpe Motor Club. Unfortunately, Mick Hollis couldn't make it and, despite last minute efforts, I didn't succeed in finding his replacement.

Saturday 22nd September
Back to the East Coast to enjoy the great weather [for late September] and a visit to the newly resurrected Mablethorpe Carnival which had a few classic cars, the next Lewis Hamilton and a Spitfire fly past which turned up 30 minutes early.

Vince Orme