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British Historic
Rally Championship



RACRMC Newsletter April 2024

Welcome to the April Newsletter

April has seen the Rallynuts Severn valley Stages run with a maximum entry of 180 cars and a long time since this number of cars competed on an event, the event organisers need to be praised for the way they managed the entry process and the running of the event which ran near flawlessly.

Championship News

Championship Points after the Rallynuts Severn Valley Stages round 3 are now available on the web site www.racrmc.org

Looking towards Round 4 and 5 on the Manx Rally.

Ordering of Fuel for the Manx

The below has been received from the event organisers:

For any BHRC competitors that are competing on the Manx National, fuel orders for Carless fuel need to be in for 3pm next Wednesday the 24 April 2024. Note there is no 99 octane fuel in any filling stations on the Island, at best is 97, which is not available in all.

To order Carless Superplus 99 (or Hiperflo Dev 2, H-300, H-250) please email sales@manxrallysport.im or whatsapp/call +447624280000 .

For any fuel ordering it will be self-refuelling at the grandstand and you will need to bring you own pump, all carless fuel ordered will be 25L tins. Fuel will be delivered to secure containers at the grandstand and the tins will have the competitor's numbers on them.

Round 4 of the championship will run from Special Stage 1 to Special Stage 9 inclusive this is 60.77 Stage Miles

Overall stage time penalties will revert back to zero for Round 5 which will run from Special Stage 10 to Special Stage 15 inclusive and this is 66.36 Stage Miles.





Round 6 – Argyll Rally – 21 / 22 June

Entries Open at 09.00 on 1st May

Round 7 – Tour of Epynt to confirm that this event is running Saturday 20th and Sunday 21st July.

Rally Anglo Caledonian

It is expected that the event regulations will be published on Saturday 1st June 2024.

Press Releases from the last month:

Perez takes his Porsche to BHRC honours at the Severn Valley Stages



Seb Perez and Gary McElhinney took their Porsche 911 to a convincing Fuchs Lubricants British Historic Rally Championship victory at Saturday's Rallynuts Severn Valley Stages [13 April].

Perez battled with BHRC newcomer and former British Rally Champion Mark Higgins during the day, but with four fastest times from seven stages, did more than enough to claim his first win and give a Category Two [cars registered between 1968 and 1975] machine the first overall BHRC win since 2019.





Despite a valiant effort, Higgins and co-driver Phil Pugh were forced to settle for second place, although they gave the Triumph TR7 V8 its highest finish in the championship to date. Adrian Hetherington finally found some luck in his Escort MKII after a trying start to the season, rounding out the podium with Dan Petrie on the notes and now takes control of the series with the championship lead.

The third round saw crews tackle an extended day in the mid-Wales forests, with 62 miles of world-class stages such as Hafren, Sweet Lamb and Myherin on the table. Adding further jeopardy to the already tricky stages, sporadic rain and thick fog made it a tougher prospect for crews as they battled the elements as well as each other.

Fastest out of the blocks though were championship leaders heading into this round, Nick Elliott and Dave Price in their FIAT 131 Abarth. Despite a short opening test, Elliott opened almost seven seconds from Perez, but it would all be in vain, sliding wide on a tightening left-hander and getting beached on the very next test.

That left Perez in control and Higgins in hot pursuit, which would become the story for the remainder of the opening loop of stages. Daniell Mennell and Richard Wise were third overall after the second stage in their Ford Escort MKII but would be demoted to fourth after a solid performance from Richard Hill and Patrick Cooper saw them land third spot into service in their Escort.

Just three stages made up the afternoon schedule, but they were lengthy in nature and Hetherington clearly enjoyed his lunch with a scratch time on the second pass of Sarnau. But it was the longest stage of the rally, Myherin Main where Perez seized the initiative, taking a whopping 16.8 seconds out of Hetherington, and 21 seconds out of Higgins to ensure he headed into the final test with over 35 seconds in hand.

Higgins took back eight on the final Hafren Main stage, but it wasn't enough, and Perez landed his maiden BHRC win in emphatic style.

"Really happy with that one," said Perez.

"It's a great result for us, as we had a bit of bad luck with the car last year, so we have been trying to piece everything together over the past few BHRC rounds, so it's been really nice to get a good result with it. I'm looking forward to seeing what we can do on the Manx now".

Higgins was still happy with second, a top result for the relatively new TR7, he and co-driver Phil Pugh also sealed the Category K [FIA Specification] honours in the process. Hetherington's third spot and Category Three [cars registered between 1976 and 1981] top score now sees him move into the lead of the series as it moves onto the asphalt, a surface the Irishman is very well-versed in.





Hill secured fourth in yet another consistent run to move him into contention for the title race whilst Mennell battled the grips levels in the afternoon to salvage fifth. Rudi Lancaster and Guy Weaver rounded out the top six.

Sadly, engine issues for Matthew Robinson meant he failed to make the start of the event, whilst George Lepley also elected not to start after feeling under the weather.

In the fight for the remaining Category Two spots, it was Jeremy Easson and Mike Reynolds who claimed second in their Escort MKI, with round one top scorer Josh Carr and Osian Own on the notes, taking third spot in their similar machine.

Steve Magson took his second Rally2 [non-Historic] win of the season in his RWD Astra, despite suffering a broken engine mount which was rectified in service. He and Steve Beilby finished way in front of David Dobson/Brian Hodgson in their Ford Escort.

The series now makes a shift onto a sealed surface as the Manx National Rally takes crews over to the Isle of Man for the popular closed-road event in May.

