



RACRMC Newsletter March 2023

Welcome to the March Newsletter

The second round of the Fuchs Lubricants Motorsport UK British Historic Rally Championship has taken place in Welshpool at the Get Jerky Rally North Wales with 47 registered contenders competing.

Championship News

The Championship currently has 64 registered contenders and the points tables after the second round are attached to this email or can be found on the clubs website www.racrmc.org

Entries for the third round of the Championship the Plains Rally are now open.

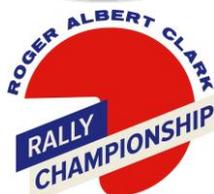
Championship Eligibility News

This year the Club are working closely with Motorsport UK Technical Department to ensure all the Historic Cars running in the Championship have the correct and necessary papers and the papers are in date.

You will have noticed at the recent Riponian and Rally North Wales events the Championship Eligibility Scrutineer John Cooper with help from Jim McDowell have been checking papers that the crews have presented and have where necessary been requesting crews to get certain paperwork revised or submitted to Motorsport UK.

This work will continue during the year and over the next week I will be writing to crews who have some issues with their paperwork that they hold for their cars.

At Rally North Wales the safety scrutineers were overstepping their responsibility about the technical eligibility of certain cars which were being presented. Please ignore any comments made by the safety scrutineers on this event as they cannot issue this advice and refer all questions or issues about Eligibility to John Cooper the Championship Eligibility Scrutineer.





Roger Albert Clark Rally

A fantastic entry has been received for this years rally with a current full entry of 180 cars with a few reserve crews.

Below is the press article to be announced today for the event route which is giving crews over 350 miles over the 5 days.

All the latest event news can be found of the web site www.racrmc.org

Enjoy reading the articles below

Colin & Nicola

30 March 2023





Press Articles during the month:

Roger Chilman and Patrick Walsh added to their Riponian Rally win, by taking a convincing victory at the second round of the Fuchs Lubricants British Historic Rally Championship at the weekend, the Get Jerky Rally North Wales [25 March].

Chilman threaded his Ford Escort MKII through the slippery world-class stages to the west of the Welshpool rally base, taking the lead on the second test and would never be headed, to secure the second BHRC victory of his career.

Behind the winner, there was a tooth-and-nail battle for the remaining podium spots with Nick Elliott and Dave Price recording their best result of 2023 with second place in their FIAT 131 Abarth and BHRC returnees Jason Pritchard and Phil Clarke stealing third on the final stage in their MKII.

"That start [to the season] couldn't really be better" enthused Chilman.

"I'm delighted with that one, especially when you consider the competition around us here today and a top three would have actually been a good result. So I'm absolutely delighted to get maximum points this weekend, it's a great start. Patrick's been shouting at me enough today so I know it's been a good one, and he's now actually hoarse. But the pleasing thing is our pace was good today and that's encouraging, especially with the experience of the guys towards the front".

And whilst Chilman claimed the spoils, he was only fastest on one of the eight stages on offer as a string of top-drawer names littered the top of the time sheets during the event. It was Elliott who took an early lead through the Dyfnant test, stopping the clocks two seconds faster than Chilman but with the remaining stages suiting the Escorts, his lack of top speed, coupled with a throttle issue meant grabbing points for the championship was the aim. His second spot also netted him the FIA Category K top score.

A sensational performance from Robert Gough saw him settle into second place after the first test and just three seconds shy after the second. But throughout the day, he and Paul Morris haemorrhaged time, firstly with a starter issue and latterly a hydraulic leak, leaving Pritchard to pounce on the final test and claim third on his first BHRC outing since claiming his third title in 2017.





Gough would have to settle for fourth whilst the ultra-consistent Richard Jordan and James Gratton Smith secured fifth in their MKII after a good day in the office. Both podium sitters in round one, Tom Walster and Adrian Hetherington couldn't quite match the pace of the front-runners, with Walster and Chris Ridge in sixth. Hetherington and Ronan O'Neil took eighth after a late resurgence from Marty McCormack.

Making his first BHRC appearance since 2011, Richard Tuthill stamped his mark on the series in fine style with three scratch times and could have well been in line for the lead battle. But an opening stage "silly mistake" saw he and co-driver Stephane Prevot beach themselves at a chicane, leaving the Porsche 911 crew well down the order.

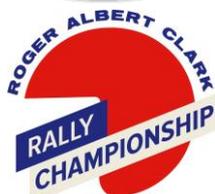
Another to be left thinking "what could have been" was the luckless McCormack. Retiring on the opening stage of the Riponian, he and Barney Mitchell were out for redemption but a puncture on the opener dropped them well over a minute. Fastest times over the closing two stages is an encouraging sign for the remainder of the season.

In the Category 2 fight [cars between 1968-1975], it was Seb Perez and Gary McElhinney who had full control, with an impressive lead over the chasing pack in their Porsche 911 SC. As was their pace, they were sitting fourth overall for much of the rally, before failing to emerge from the final test, handing the win to the Scottish crew of Mike Stuart and Sinclair Young in their Ford Escort MK1. Ben and Steven Smith had pushed them all the way through, taking runner up spot as Josh Carr and Richard Wardle survived a front impact to claim vital points in third.

Craig Jones and Ian Taylor were also in the mix during the day, but endured a heavy off on the fifth test.

Brynmor Pierce and Matt Baddeley embarked on their first BHRC outing and brought home the silverware, taking the Category 4 top spot in their Richard Burns-inspired Peugeot 309 GTi.

The Fuchs Lubricants British Historic Rally Championship stays in Wales for round three, as the Plains Rally takes crews to Bala in May.





Roger Albert Clark Rally route revealed

The detailed route for the 2023 Roger Albert Clark rally (November 23-27) has been revealed ahead of five full days of forest rallying covering Wales, Scotland and England.

This year's rally opens with a ceremonial start in Carmarthen on Wednesday evening (22 November) and finishes in Carlisle on Monday afternoon after 350 stage miles, 33 special stages and the longest special stage rally in the UK for more than 30 years.

Thursday offers a straightforward 46 stage miles, effectively a BTRDA rally for starters. Rally manager Colin Heppenstall said: "The first day is a relatively easy lead in for everybody, especially the new crews and the foreign crews. The idea is to get people to the end of the event and Thursday will just ease them in," says Heppenstall.

With 77 miles, including 12 miles in Myherin and 16 miles in the main Hafren stage, Friday is where the results will start to open up before the transport section to Carlisle ahead of Saturday's new look leg in south-west Scotland.

"We start Saturday morning straight into the Ae stage that everyone knows well. The Ae and Dalbeattie stages are both single use. Then we move on to brand new stages for this event, and some of them haven't been used for a long time.

"It's our first time going into the Galloway forests. We've worked with the local forester who has welcomed us with open arms and allowed us to have forests that haven't been used for quite some time. It's really good to have a forester who is willing to work with organisers to come up with something new for an event."

Heppenstall reckons that Sunday will be the toughest day of the rally. "It's the longest day with 88 stage miles and every stage is over 10 miles long. The first four miles of Mount Common have never been used and the last two miles have not been used for many years," says Heppenstall.

However, Monday is perhaps even more intense and is certainly the sting in the tail with 76 stage miles before a 1530hrs finish in Carlisle. Heppenstall says: "The final loop of stages is still being finalised but we have the option of joining some stages





up to make a longer stage. We're in discussion with the forestry and Motorsport UK and we're looking at various options for linking some of the stages together for a big final stage. I think we've come up with a very, very good challenge for this year's event!"

The route in detail

Stage Name	Distance	First car
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Wednesday November 22

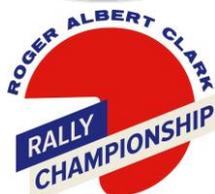
Ceremonial start, Carmarthen town centre	1900	
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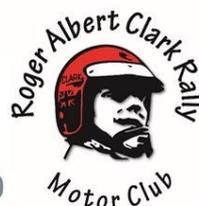
Thursday November 23 (47 stage miles)

SS1 Crychan 1	10.75	0944
SS2 No spectators	3.10	1011
SS3 Walters Arena 1	8.00	1208
SS4 No spectators	3.00	1306
SS5 Crychan 2	10.75	1348
SS6 No spectators	3.10	1415
SS7 Walters Arena 2	8.00	1537

Friday November 24 (77 stage miles)

SS8 Esgair Berfau	5.19	0920
SS9 Myherin 1	11.66	1100
SS10 Hafren 1	16.13	1228
SS11 Hafren South 1	8.31	1303
SS12 Myherin 2	11.66	1447
SS13 Hafren 2	16.13	1605
SS14 Hafren South 2	8.31	1640





Saturday November 25 (66 stage miles)

SS15	Ae	8.50	0839
SS16	Dalbeattie	4.60	1008
SS17	Glen Gap 1	7.00	1037
SS18	Glencaird Hill 1	10.75	1255
SS19	Arroch Hill 1	8.85	1332
SS20	Glen Gap 2	7.00	1517
SS21	Glencaird Hill 2	10.75	1655
SS22	Arroch Hill 2	8.85	1732

Sunday November 26 (88 stage miles)

SS23	Kershope 1	16.81	0834
SS24	Kershope 2	16.81	1140
SS25	Mount Common 1	16.57	1246
SS26	Harwood 1	10.86	1407
SS27	Mount Common 2	16.57	1648
SS28	Harwood 2	10.86	1809

Monday November 27 (77 stage miles)

SS29	Shepherdshield	6.50	0844
SS30	Pundershaw	14.18	0907
SS31	Roughside	10.09	0937
SS32	Hopehouse	8.08	1006
SS33/34/35	tba	37.89	1250

Please note: these times and distances are provisional and may change.

