



RACRMC Newsletter May 2023

Welcome to the May Newsletter

After the first three rounds of the Fuchs Lubricants Motorsport UK British Historic Rally Championship the championship could not be closer in the overall, class and category battles.

Latest points tables are attached to this newsletter after the Plains Rally

Championship News

Next Round Tour of Epynt

The organisers are encouraging any championship contender who intends to compete on the event who has not already entered to complete the entry form as soon as possible as the event is nearing its maximum number, and you don't want to miss out.

Entry Form Link below

<https://www.rallies.info/webentry/2023/epyntbhrc/webentry>

News from the Championship Scrutineer

Historic cars and Category 2

Some scrutineers are questioning if some historic's should be moved into cat 2 with a Passport issue.

If a scrutineer comments, please say you will refer the comment to the BHRC eligibility team.

The rules are as follows:

R49.5. A validated Historic Rally Vehicle Identity Form (HRVIF) must be obtained from Motorsport UK and presented at scrutineering. This will be the definitive document for the





technical specification of the vehicle for which it has been issued. The HRVIF will remain valid for a period of 10 years from the date of issue or surrender.

R49.6. Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, 3 and 4 Rally Cars.

R49.6.1. They should be detailed on the Historic Rally Vehicle Identity Form and duly ratified by Motorsport UK

R49.6.4. Exceptionally, Motorsport UK may grant a dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does not confer an advantage in either performance or reliability. Motorsport UK will give consideration to written requests from Competitors who are unable to source vital components.

49.6.5. Competitors will be notified by means of an Official Bulletin of any part subject to dispensation.

Additionally, there has been some queries on the following:

The below refers to Ford Escorts in Category 3 and the FIA Appendix K cars

Slipper springs, Long links, Panhard rod or Watts linkage.

The fitting of Coil over springs is allowed, however as in period a leaf spring must also be fitted.

The Ford works team I am led to believe used a plastic look alike spring to satisfy the rules.

Cars in Motorsport UK Historic Cat 3 (escorts) Fibreglass bonnet and bootlids are allowed.

Alloy body panels are not permitted other than wheel arch extensions.

The bonnet must be plain with no louvres or vents fitted to it.

Front and rear steel bumpers must be fitted.

FIA APEENDIX K cars must have steel bonnet and boot.





Advertisement

Friendly garage near Chester-le-Street

John Cooper The BHRC eligibility scrutineer is looking for a reliable honest garage for some repairs of a relative in the following areas.

Chester-le-street, stanley, beamish local area.

Kielder Rally – Saturday 17th June

The Kielder rally have asked if the Championship can promote their event to our members, the event is based in Hexham and is using the stages of Sheperdshield, Pundershaw and the Bower

45 stage miles for £775

<https://kielderforestrally.co.uk/wp-content/uploads/2023/04/KFR-Supplementary-Regulations-2023-2.pdf>

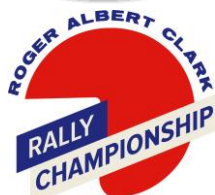
Recent Press Releases:

Tuthill tames the Plains with last-gasp BHRC victory

Richard Tuthill secured his first Fuchs Lubricants British Historic Rally Championship victory since 2007 at the weekend [20 May], snatching the Plains Rally win on the very last stage of the event.

The Porsche 911 driver and co-driver Dale Furniss had been locked in an intense battle for the lead with Marty McCormack and Barney Mitchell's Ford Escort MKII throughout the event, heading into the short and final LLangower stage on identical times.

But it would be Tuthill that emerged with the closely fought win, setting a time two seconds faster to take his first BHRC victory since a similar battle had ensued in 2007 with McCormack on the Isle of Man lanes. History repeated, but this time on the gruelling North Wales gravel.





The two duelling drivers were never more than five seconds apart all day long with the lead swapping three times over the eight stages. But it would be Tuthill's final stage flurry that netted him the win.

"I don't quite know what to say, that's pretty cool" said Tuthill at the finish.

"Marty [McCormack] was really quick on that first stage after lunch and I had to concede, I just couldn't match him there, but it all turned round in the end."

"We have some history together, I think one of my most enjoyable performances ever was at the Manx Rally battling with Marty and I had lost today, there would have been no better man to lose to. And actually, it wouldn't have been a loss, I would have been beaten."

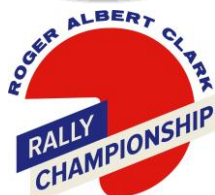
The Plains Rally marked the third round of the UK's top Historic Rally series and took crews to the spectacular Snowdonia National Park. They were met with hot, dry, and dusty conditions which ultimately led to a drama filled day.

It would be Tom Walster and Andrew Roughead [Escort MKII] who set the early pace but fell down the order after the loop of Alwen stages. In fact, Walster would enjoy his own mini duel with Adrian Hetherington and Ronan O'Neill [Escort MKII], for the final podium place, which was decided when Hetherington slipped off the road on the first stage after service.

That left Walster to knuckle down and secure more points for his maiden BHRC season. His third place on the Plains has duly slotted him into second in the championship standings.

Nick Elliott and Dave Price headed into the weekend with a lack of experience of the Plains Rally tests, but it didn't show. They hustled their FIAT 131 Abarth through the demanding stages and were another to be fighting for position during the day.

This time it would be with championships leaders Roger Chilman and Patrick Walsh [Escort MKII], but the outcome was decided for them when Chilman left the road on the final stage, handing Elliott fourth and first FIA Category car home. Moreover, his result means he now leads the championship standings.





Richard Jordan and James Gratton Smith enjoyed a trouble-free run in their Escort MKII and continue to build pace, sealing fifth spot, whilst Seb Perez and Gary McElhinney took sixth. They would be forced to make a late car-change after their Porsche 911 developed an engine issue, so used their Roger Albert Clark Rally Ford Escort MKII that was originally due to be used by father, Steve. It proved a productive swap.

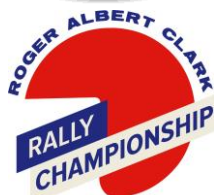
Early casualties included Robert Gough who failed to emerge from the opening stage, and British Historic Champion Simon Webster who also retired from a top ten position on the first stage out of service.

In a rally that produced some spectacular fights for position, the Category Two [cars between 1968-1975] contest was arguably a little simpler. No one could touch the pace of championship leader coming into the event, Mike Stuart in his Ford Escort MKI. He had built up a lead over almost a minute from nearest rivals Josh Carr and Richard Wardle in their example, even challenging some of the more powerful Category Three cars in the process.

But his rally came to an end when an engine issue forced him out on the sixth test, leaving Carr to manage the remainder of the event and take his second win of the season. It wasn't without drama however. Lingering dust, intercom failure and a last-minute gearbox change in service all added to a trying weekend for the youngster, but his perseverance paid off and he now resumes the category championship lead.

Jeremy Easson and Mike Reynolds did enough to take second place in the category, whilst Andrew Stokes and Jonny Evans rounded out the top three, giving the Ford Escort MK1 a podium lock out.

The Fuchs Lubricants British Historic Rally Championship now heads onto the asphalt for its only sealed surface encounter of the season, the Tour of Epynt on 30 July.





Roger Albert Clark Rally rewards loyal competitors

The two drivers who have contested all 14 editions of the Roger Albert Clark Rally run to date are being given a free entry for the 2023 rally (November 23-27).

Steve Graham and Dave Hemingway are the only drivers to have started each of the 14 rallies and both will receive a free entry this year, an award worth £5000 per car. Graham and his brother Tony will compete in their wonderful Lancia Fulvia while Hemingway and Simon Ashton, winners of the Open Rally in 2008 and 2010, will be back in their Vauxhall-engined Ford Escort Mk2.

Steve Graham said: "Getting a free entry for 2023 is a very generous act from Colin Heppenstall and the organisers and we really appreciate it. We've started all of them and only failed to finish twice. We didn't finish the first one when our Peugeot 205 broke a half shaft and we had another non-finish when the rear suspension failed on the Lancia Fulvia. It gets harder and harder each time and we are one of the crews that still does the rally on maps, rather than on route notes."

Hemingway said: "It's very kind of Colin to do that and it's a really nice gesture. It's a lot of pressure getting the car ready and a lot of pressure getting around. But when you finish there is this sense of euphoria that you've actually done it and got to the end and not bent anything. I've finished every year and always got to the finish. It's a highlight of everybody's year."

Rally manager Colin Heppenstall said: "Without the support of our loyal competitors, we would not be here now. So I'm really pleased to be able to repay that support by giving Steve and Dave a free entry for 2023. They have been outstanding in their unwavering support for the Roger Albert Clark Rally. Of course, there are other competitors who have done the event many times and we appreciate each one of them."

