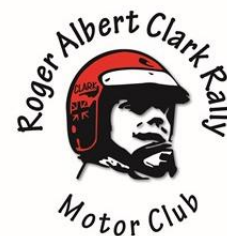


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RACRMC Newsletter No4

Welcome to the July Newsletter.

It has been a very busy May and June for the club with organising the ATL Carlisle Stages Rally and Championship events for the MSA BHRC on the Red Kite Rally and Tarmac Championship on the Mini Epynt Rally.

The ATL Carlisle Stages Rally started with the largest number of entries that any forest rally has this year with 127 crews starting the event. The feedback from both the BHRC and BTRDA crews has been very encouraging for the event and next year we will be making the majority of the route single usage.

Regulations and Entries are available for the next round of the BHRC and Tarmac Championship on the Harry Flatters Rally on 29th July.

<http://www.breconmotorclub.co.uk/index.php/rallies/harry-flatters-rally/documents>

Regulations and Entries are also available for the earlier postponed Bovington Stages for the tarmac championship on the 11th and 12th August.

<http://www.bdcc.org.uk/events/the-bovington-stages/>

TV Coverage of BHRC Championship events

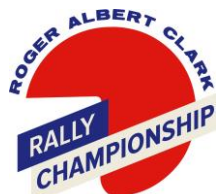
The ATL Carlisle Stages is being first shown on Front Runner Sky Channel xxx on Thursday 5th July at 5.30pm

Roger Albert Clark Rally - It is hoped that in early August the initial information for next year's event will be published and the well received deposit scheme for entries will once again be open. The event will be running from the 21st to 25th November 2019.

Note to championship contenders

It has been noted that during pre-event and post event scrutineering that some contenders cars are running with a specification not as there HVIFs or FIA Historic papers.

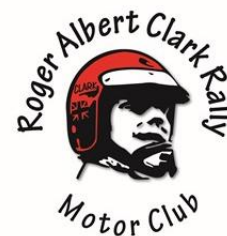
Can we please remind crews that the car must be as the historic papers in all respects, suspension, ignition, fuel system, bodywork engine specification etc.



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If the vehicle has been changed or modified in any way from the historic papers issued then the papers must be returned to the technical department at the MSA for approval.

Colin & Nicola Heppenstall

3 July 2018

Robinson wins Carlisle Historics

Matthew Robinson and Sam Collis took a long overdue first BHRC victory when they won round three of the **FUCHS LUBRICANTS MSA British Historic Rally Championship**, the **ATL Carlisle Stages** (8/9 June).

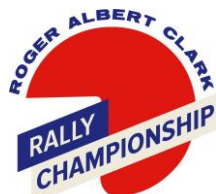
Over tough and dusty stages Robinson and Collis (Ford Escort Mk2) had a great battle with the BRM-powered Hillman Avenger of Ieuan Rowlands/Emyr Hall until the Avenger slid into one of Kielder's notorious ditches on the penultimate stage. Instead, into a superb second place went the Pinto-powered Escort Mk2 of Stuart Egglestone and Brian Hodgson.

As the Category 1 cars returned to their rightful place at the head of the field, Rikki Proffitt and Graham Wild won the division in their Porsche 911 and Mark Holmes and Craig Simkiss again topped Category 2 with another fine performance in their Escort Mk1.

As well as being the third of eight BHRC rounds, the ATL Carlisle Stages was also the third round of the BHRC Forest Challenge, supported by **Rally and Competition Equipment**, and the third event for the new BHRC2, supported by **Sherwood Engines**.

"We've been close so many times, so it makes a change," said Robinson after a very popular win. "But the man of the rally was Ieuan Rowlands." Three stages on Friday evening started the historic rally and Rowlands attacked from the start to take a five-second lead over Paul Barrett/Dai Roberts.

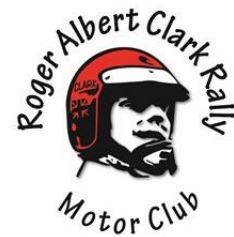
Unfortunately, former championship leader Barrett went out with an engine fire at the start of the second stage and the survivors were glad to make it back to Carlisle at the end of the



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very dusty first leg. Robinson clawed back time on Rowlands in stage two but the Welshman added another five seconds in the second run of Tommy's Fell to finish the leg five seconds ahead.

After a short test in Florida opened Saturday's action, the daunting 14-miler in Newcastleton decided the result as the flying Avenger slid into a ditch and out of the lead. A safe run through the final Ash Park stage sent Robinson and Collis back to Carlisle for a well deserved victory, both overall and in the Rally and Competition Equipment Category 3.

A class D3-winning second overall was a fantastic result for Egglestone and Hodgson as the local driver leapt to head of the BHRC points with a mighty run. It was close for second between Egglestone and Rudi Lancaster/Guy Weaver and Egglestone had a margin of just three seconds at the finish.

A few seconds back, another tight contest settled fourth place for Simon Webster/Jez Rogers who had only five seconds in hand over Steve Bennett/Osian Owen. Bennett was a fine second fastest in Newcastleton to claw back 21s, but was still just short of regaining time lost on Friday evening.

Tim Freeman and Paul Williams were sixth despite losing time to several cars off in Newcastleton, while Ben Friend/Cliffy Simmons headed the class D3 chase of Egglestone in seventh. Holmes/Simkiss took the Skipton Ford Category 2 by half a minute from Warren Philliskirk and Mark Casey who were a last minute pairing after illness struck Philliskirk's original co-driver.

After two disastrous non-finishes this season, Josh Carr and Ben Hall (Ford Escort Mk1) were pleased to finally finish a rally and duly won class C3. However, it was still not a trouble-free run as they lost the brakes half way through the long Newcastleton stage.

BHRC2 supported by Sherwood Engines

The ATL Carlisle Stages was the third round of the new BHRC2, supported by Sherwood Engines, which has been created to turn the spotlight on the REIS Category 1 (pre-1968) and all other up to 1600cc cars in the championship.



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Top of BHRC2 as well as clear winners of class C2 were Robin Shuttleworth and Ronnie Roughead (Ford Escort Mk1) who went clear of husband and wife Stuart and Linda Cariss. Shuttleworth had a great battle with the flying Hillman Avenger of Ken Graham/Rory McCann until a detached brake pipe put Graham out on the long Newcastleton stage.

The Porsche 911 of Proffitt and Wild claimed Category 1 glory despite a big challenge from the Ford Anglia of Malcolm Rich/Arwel Blainey. The final margin was only 22s after both crews reported excellent road conditions at the head of the field, with the Anglia taking class B3 victory.

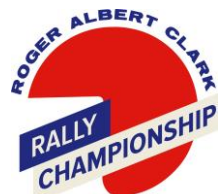
Out of luck were the two Lotus Cortinas. Bob Bean and Miles Cartwright were out before the start of the first stage with engine issues, while Paul Mankin and Desmond Bell became more victims to the Kielder ditches in the long Newcastleton stage. Brothers Malcolm and Ronald Mounsey (Talbot Sunbeam) overcame fuel problems on Friday night to get their Sunbeam Talbot to the finish and took class D2 honours in the process.

Barrett bounces back to top Red Kite

Paul Barrett and new co-driver Will Rogers fought back from early delays to scoop maximum points in round four of the **FUCHS LUBRICANTS** MSA British Historic Rally Championship, the Red Kite Stages (24 June).

As the event took rallying back into the forests of South Wales for the first time in four years, a fabulous battle raged for BHRC points behind rally winner Osian Pryce. Just 42s covered the top seven championship finishers and Barrett/Rogers scythed ahead of Simon Webster/Jez Rogers to score a last stage victory. In a dramatic finish, Steve Bennett/Osian Owen edged Webster back to fourth by a single second, while only one second down on Bennett was another Escort Mk2 in the hands of Ryan Barrett/Paul McCann.

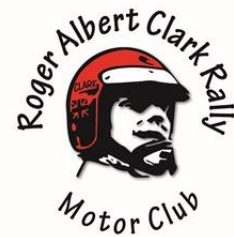
Category victories went to Chris Skill/Tom Murphy (Ford Escort Mk1) and Malcolm Rich/Arwel Blainey (Ford Anglia) on a day when high speed stages and hanging dust made conditions challenging. However, the little used stages drew rave reviews from the crews, many of whom were tackling these forests for the first time.



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As well as being the fourth of eight BHRC rounds, the Red Kite Stages was also the fourth round of the BHRC Forest Challenge, supported by **Rally and Competition Equipment**, and was the fourth event for the new BHRC2, supported by **Sherwood Engines**.

Barrett and Webster opened their battle by setting the same time in the first Crynant stage, but it changed in stage two in Resolven when Barrett collected a front puncture and drove out on it, losing about 20s. Rudi Lancaster/Guy Weaver also punctured, but up into contention came Bennett/Owen and Ryan Barrett/Paul McCann.

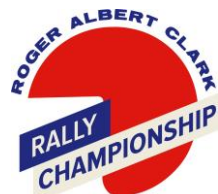
After service came a single run at nine miles in Margam and Bennett was a strong second as punctures struck Webster, who lost at least 20s, and both Barretts. After a second visit to service, Barrett went on the attack for the re-run of the first two stages.

Starting the deciding Glyn Castle stage, three seconds covered the top trio and Barrett continued his attack to grab maximum BHRC points from Bennett and Webster as 10 seconds decided the BHRC top three. Ryan Barrett joined the party by getting to within a second of Webster.

It was an important result for Paul Barrett in the championship after a non-finish on the previous rally. "We've had so much help to get here after the fire on Carlisle," he said of the work to rebuild the Escort after an engine fire two weeks earlier. Bennett delivered a superb drive and Webster drew equal praise for running at the very head of the pace.

Lancaster deserved more than points for fifth after a puncture and late clutch issue, and he was chased home by the leading two Pinto-powered Escort Mk2s from class D3. Despite the driver feeling unwell, Stuart Egglestone and Brian Hodgson did it again but this time it was very close as Ben Friend and Cliffy Simmons were just 7s adrift after a mighty day-long scrap. Friend capped his day with third fastest time in Bryn but sadly off the road in the morning went class contender Josh Browne and Jane Edgington.

While Barrett/Rogers topped the Rally and Competition Equipment Category 3, it was Chris Skill and Tom Murphy who took a great win in the **Skipton Ford** Category 2 with a performance that took them inside the top 10 overall. However, Skill was relieved to make the finish with an ailing diff. Skill's main category rivals were delayed by punctures and so into a fine second in Category 2 went the class C3-winning Hillman Avenger of Baz



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Jordan/Paul Wakely as Avengers packed out the top of the category.

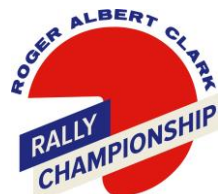
BHRC2 supported by Sherwood Engines

The Red Kite Stages was the fourth round of the new BHRC2, supported by Sherwood Engines, which has been created to turn the spotlight on the REIS Category 1 (pre-1968) cars and all other up to 1600cc cars in the championship.

The value and status of BHRC2 was ably demonstrated as the top three cars were covered by just 11 seconds after a glorious battle at the head of class C2. Eliot Retallick and Tim Tugwell (Hillman Avenger) badly wanted a finish and battled back from a cautious start to grab the class over the similar car of Ken Graham/Rory McCann and the Escort Mk1 of Robin Shuttleworth/Ronnie Roughead. But any one of the three crews could have been on top after a fantastic contest.

The result of Category 1 changed within sight of the end of the final stage when Rikki Proffitt and Graham Wild were nearly a minute ahead until a damaged ball joint allowed a front wheel to work loose. With just three corners of the final stage to go, their rally was over.

Instead, Malcolm Rich and Arwel Blainey swept by to win Category 1 after an attacking drive in the Ford Anglia. Bob Bean and Miles Cartwright (Lotus Cortina) were half a minute adrift after a slightly off-colour rally, but still clear of the Volvo Amazon of Ken Davies/Alun Jones.



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