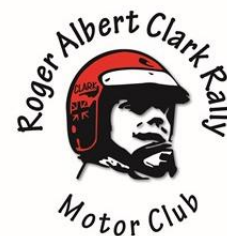


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RACRMC Newsletter No 6

Welcome to the October Newsletter.

It has been a busy couple of weeks for the club, with the last round of the MSA British Historic Rally Championship. The announcement of the 2019 Championship and the long awaited news of the Roger Albert Clark Rally for 2019 and what the club is organising.

All the announcements are below.

Over the next couple of weeks we will be announcing the Fuchs Lubricants RACRMC Historic Asphalt Rally Championship, which will see two new events in the calendar.

The second year of the Rally 2WD Championship will also see some new events added to the championship, and we hope that this championship will grow after the great feedback from those crews participating this year.

As the Roger Albert Clark Rally develops over the coming months, we will be making various announcements so please keep an eye on the Web Site www.racrmc.org

Championship Points

The final Fuchs Lubricants MSA British Historic Rally Championship points are attached to the newsletter, please check them as they are provisional for 7 days, then I will send an update out conforming who the prize winners are.

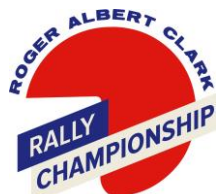
Club Awards Night

This will once again be held at the Cassa Hotel in Chesterfield on Saturday 2nd February 2019, tickets will be 48.00 each. If you wish to reserve your ticket please email nicola@racrallychamp.org menus etc will be announced once we have them, but don't delay and book your night out.

Regards

Colin & Nicola Heppenstall

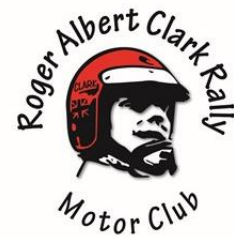
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News from the FUCHS LUBRICANTS MSA British Historic Rally Championship

Press release – 1 October 2018

Home rule for Robinson and Collis in BHRC final

Matthew Robinson and Sam Collis scored a popular home victory on the Trackrod Historic Cup (28/29 September) during the sixth and final round of the **FUCHS LUBRICANTS MSA British Historic Rally Championship**.

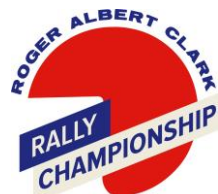
Meanwhile, Brian Hodgson was confirmed as champion co-driver in this year's MSA BHRC. With champion driver Paul Barrett using several co-drivers through the season, Hodgson became the top co-driver after a superb campaign alongside Stuart Egglestone in their Ford Escort Mk2. Chris Skill was crowned as Category 2 champion in his Ford Escort Mk2.

Bob Bean and Miles Cartwright claimed the Category 1 title and the inaugural BHRC2 crown after coming out on top of the division for Category 1 and 1600cc cars in their Lotus Cortina.

Robinson put down a marker by being fastest through a dark and dusty Dalby stage on Friday evening over the non-BHRC registered Fiat 131 of Matt Edwards. Steve Bennett and Osian Owen were right in contention, while Ieuan Rowlands, on his first sight of a Yorkshire forest, was quick in the BRM-powered Avenger with Emyr Hall alongside. However, Yorkshire had bitten 2018 BHRC champion Paul Barrett and Gordon Noble, who were on their roof within a handful of junctions after an overshoot ended in a gentle roll. Damage was light and Robinson soon found them a replacement screen for a re-start the next morning.

Saturday dawned bright and dry for early stages in Cropton and Gale Rigg and Barrett flew through the pair of stages to take a second a mile out of everyone. Things were not so good for the leaders, however, as both rear springs had snapped and there wasn't much service time to replace them. Robinson was well into his lateness allowance getting one side fixed but, fortunately, there was only a 10-mile stage in Dalby before a second service when the other side was replaced.

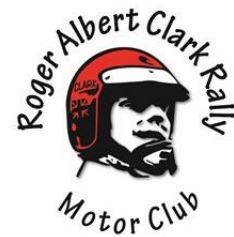
Sadly, the Dalby stage ended the tremendous battle for the BHRC co-driver's title as Bennett/Owen went out with a broken halfshaft and Simon Webster/Jez Rogers had a suspension breakage. Bennett had been just 10s up at that point. Also out from the battle



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with gearbox problems went Rowlands and the Avenger. The final stage was nearly 14 miles in Langdale and Robinson set the pace to secure a well-deserved victory and win the **Rally and Competition Equipment** Category 3.

Second in the BHRC ranks was more than enough to make Chris Skill the **Skipton Ford** BHRC Category 2 champion in his Escort Mk1 after a great performance with Graham Wild on the notes. They had a fine battle with Warren Philliskirk/Garry Green and ended the rally unable to turn the engine off due a snapped starter lead. Eventually, Philliskirk finished just 17s behind the flying Skill, while a D3 class-winning fourth among the BHRC contenders for Egglestone/Hodgson secured the BHRC co-driver's crown for Hodgson.

BHRC2 supported by Sherwood Engines

The new BHRC2, supported by Sherwood Engines, was created for 2018 to turn the spotlight on the Category 1 (pre-1968) and up to 1600cc cars in the championship. The division featured a winner-takes-all scenario on the Trackrod between the Lotus Cortina of Bob Bean/Miles Cartwright and the flying Ford Anglia of Welshmen Malcolm Rich/Arwel Blainey.

Both crews were running in the **REIS** Category 1 and it was Bean/Cartwright who emerged with both the Category 1 title and the BHRC2 crown. Bean went half a minute clear in the darkness of Friday night and the matter was finally settled when the hard-working Anglia's engine went poorly on Saturday.

Eliot Retallick and Tim Tugwell (Hillman Avenger) dropped some time in the dark against their class C2 rivals, but set about clawing it back on Saturday. They finally took the class lead against strong opposition in the second Dalby as Ken Graham's Avenger went out.

Terry Cree and Richard Shores were the pacesetters in class C3 in their BMW 2002Ti but this was no easy cruise to victory. The BMW was consuming water at an alarming rate and Cree had to nurse the car through Saturday at lower revs than normal. Finally, the seven-hour trek from North Devon for Freddy Camp and Gareth Drayton (Peugeot 205GTi) was rewarded with class F2 spoils.



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News from the FUCHS LUBRICANTS MSA British Historic Rally Championship

Press release – 1 October 2018

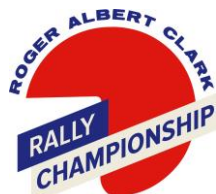
BHRC Trackrod award winners announced

The special award winners from the sixth and final round of the 2018 **FUCHS LUBRICANTS MSA British Historic Rally Championship**, the Trackrod Historic Cup (28/29 September), have been announced.

Chris Skill collected the award for the ‘Best Improvement on Seeding’, which is a set of axle brake pads from **Mintex**. In one of his best performances to date, Skill and co-driver Graham Wild finished second BHRC crew to secure championship victory in Category 2.

The ‘Spirit of the Rally’ product award from **Fuchs Lubricants** went to Matthew Robinson and co-driver Sam Collis who turned in a stunning performance to win their home event for the first time. They had to contend with major suspension dramas on Saturday and even helped rival Paul Barrett compete in the Yorkshire forests for the first time.

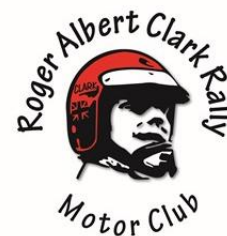
Finally, Paul Barrett won the ‘Hard Charger’ award of a 20-litre jerry can from **Green Valley Industrial Supplies**. Following a low-speed roll on Friday evening, he re-started on Saturday morning and was fastest on three of the five stages despite this being his first experience of rallying in the Yorkshire forests.



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News from the FUCHS LUBRICANTS MSA British Historic Rally Championship

Press release – 25 September 2018

2019 BHRC dates unveiled

The dates for the 2019 FUCHS LUBRICANTS MSA British Historic Rally Championship have been unveiled, with a seven-event calendar covering both gravel and asphalt events.

The 2019 calendar features a return to the Ulster Rally as the major sail-away event of the season, with the event's compact one-day format sure to be attractive to competitors seeking a top-level, closed-road challenge without taking too much time away from businesses and families.

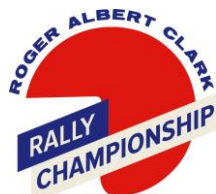
Five top quality gravel events, covering Wales, Kielder and Yorkshire along with the Harry Flatters Rally on the asphalt roads of the Epynt ranges make up the nicely-spaced calendar.

Once again, the championship will include BHRC2, the division within the MSA British Historic Rally Championship for Category 1 (pre-1968) and 1600cc cars in the championship.

“The 2018 season has been a very positive time for historic rallying and the changes made to running order on gravel events have been a real boost,” said Championship Manager Colin Heppenstall. “We’ve had over 70 registered contenders out competing this season, with more than 20 crews scoring points in BHRC2.”

The provisional schedule, subject to MSA approval is:

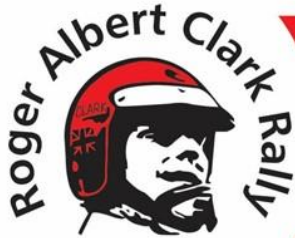
- Saturday March 30: North Wales Stages (gravel)
- Saturday April 27: Pirelli Rally (gravel)
- Saturday June 8: Carlisle Stages (gravel)
- Sunday June 23: Red Kite Stages (gravel)
- Sunday July 28: Harry Flatters Rally (asphalt)
- Saturday August 17: Ulster Rally (asphalt)
- Fri/Sat September 27/28: Trackrod Historic Cup (gravel)



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Roger Albert Clark Rally

2019 Roger Albert Clark Rally will be the toughest yet

The 2019 Roger Albert Clark Rally will be the toughest yet, with 300 stage miles in five days of rallying when the 12th edition of the rally runs in November 2019.

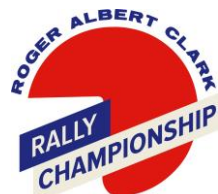
After the runaway success of the 2017 edition, Rally Manager Colin Heppenstall has confirmed that the 2019 rally will build on that success when it runs from 21 to 25 November 2019. While the event has strong support from the historic fraternity, the concurrent Open Rally is open to any MSA log-booked two-wheel drive rally car.

The draft route takes in around 30 special stages and 300 competitive stage miles covering Wales, England and Scotland. The event will again start from Brightwells in Leominster, which will also be the base for documentation and scrutineering. The rally will start at 6pm on Thursday for a leg of more than 20 miles in the Welsh forests in the dark. A further 40-45 miles will run in Wales on Friday with a planned finish from 2.30pm, allowing crews an earlier start on the transport section north.

Saturday's route remains to be confirmed as there are two options, depending on final availability of forests. The first option takes in some classic Yorkshire forest stages before heading north and west to finish the leg at Carlisle. The second option is a re-start from Carlisle for a day of stages in the southern section of Kielder.

Sunday will be a full day of around 100 stages miles in southern Scotland before Monday's sting-in-the-tail leg of another 70 miles in the central block of Kielder, before an afternoon finish in the Carlisle/Kielder area.

"We have listened to competitor feedback from the 2017 event and have planned the



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toughest UK rally for two decades,” said Heppenstall. “An earlier finish on Friday will allow crews an easier journey north and we will shortly confirm which route option we are taking for Saturday. The signs are that people are already preparing for the rally and we think there will be strong demand for entries.”

There will be a maximum field of 150 cars, with 20 of those spaces reserved for overseas crews. An initial deposit of £300 will reserve a place for the first 130 depositors, while a second payment of £500 will be due before the end of April 2019. A third payment of £500 will be required before the end of August, which is the final date for withdrawing deposits less a £50 administration fee. Deposits are now open.

Full payment of the entry fee must be received by 1 November 2019. It is expected that the final entry fee will be no more than £3,700 for 300 stage miles. Full details of the entry deposit system can be found on the event website at www.racrmc.org

Press release: Wednesday 3 October 2018

Competitors rush to 2019 Roger Albert Clark Rally

Competitors from across the sport have given plans for the 2019 Roger Albert Clark Rally an overwhelming response following the opening of the entry deposit scheme 10 days ago.

Already, 60 crews have lodged deposits to secure one of the 130 initial places on the entry list for the 21-25 November 2019 event. In addition, marshals, suppliers and fans have given the event a massive thumbs’ up after Rally Manager Colin Heppenstall revealed a five-day, 300-stage mile route for what will be the longest and toughest stage rally in Britain for more than 20 years. While the event has strong support from the historic fraternity, the concurrent Open Rally is open to any MSA log-booked two-wheel drive rally car.

“The response has been amazing,” said Heppenstall. “For an event that is 14 months away, there has been a rush to secure a place. Importantly, the great majority of the crews placing deposits are known to us as previous competitors, so we know that they are very serious about doing the rally.”

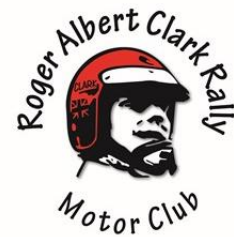
The organisers are initially taking 130 £300 deposits, with a further 20 places reserved for overseas crews. Any deposits over 130 will go on a reserve list. “Experience suggests that we will eventually lose a number of depositors, so those on the initial reserve list are still likely



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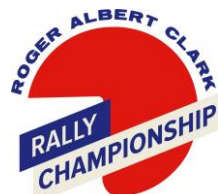


to get a place," said Heppenstall.

"As well as the competitor response, we've been bowled over by the reaction from officials, marshals and fans," added Heppenstall. "Importantly, trade suppliers and potential commercial partners are very positive about the rally, which is really good news as running an event of this scale is an enormous undertaking, both in terms of logistics and finances."

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