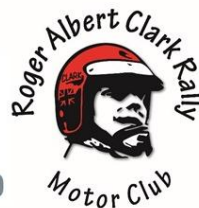


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British Historic
Rally Championship



RACRMC Newsletter October 2026

As we move into October we have seen the first Asphalt Championship come to a conclusion on the recent Hills Ford Rally, and the penultimate round of the BHRC on the Trackrod Rally.

Rally Anglo Caledonian

Entries are still coming in for this two day event.

The Club have made the decision that the event will definatly be running as the event is very important not only to the Club but to Forestry England and the locael community.

If you are still thinking about entering either the whole event or one of the signle day events could I ask for members to place there entries into the entry system.

Fuchs Lubricants British Historic Rally Championship

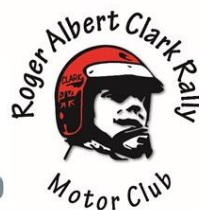


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British Historic
Rally Championship



Dramatic BHRC battle in Yorkshire sets up thrilling title fight at the final round

The FUCHS Lubricants British Historic Rally Championship title fight will go down to the final round of the season after a dramatic Trackrod Rally Yorkshire left Ben Smith and Damien Tourish as the two remaining contenders for overall championship honours.

The penultimate round of the 2026 season delivered everything expected of the iconic North Yorkshire forests, ensuring that the destination of the BHRC crown remains undecided heading into November's Rally Anglo Caledonian.

While Smith and Steven Smith secured the Category 2 title in fine style aboard their Porsche 911, the overall championship remains firmly in the balance. With the final round carrying 1.5-times points, Tourish and Kevin Duggan remain very much in contention and will stand between the Porsche crew and the ultimate prize when the championship tackles its toughest event of the season.

The weekend itself got off to a frustratingly slow start when Friday evening's planned 12-mile blast through Dalby Forest was cancelled before the BHRC crews could take to the stage. That left Saturday's five-stage, 42-mile programme as the first opportunity for competitors to get their rally underway, with warm late-summer sunshine providing very different conditions to the traditional Friday night atmosphere.

Category 4 [Cars Registered 1982 – 1990] & Category 5 [Cars Registered 1991 – 1999]

James Lepley/Simon Jones wasted no time in making their return to the BHRC after several months away, setting the

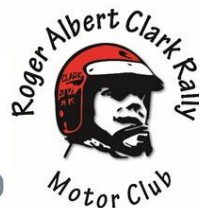


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fastest historic time overall on the opening test in their Mitsubishi Lancer Evo IV.

Lepley quickly established a sizeable advantage over Baz Jordan/Arwel Jenkins, who was making the BHRC debut of their Mitsubishi Lancer Evo VI, but his charge would ultimately come to an early end when he retired before the final stage.

That handed Jordan the Category 5 victory on his first BHRC outing with the Evo VI, providing the reigning champions with an impressive start to the car's championship career.

Category 4 provided one of the weekend's most intriguing battles, with George Lepley's four-wheel-drive, turbocharged Mitsubishi Galant VR-4 taking on the two-wheel-drive, naturally aspirated BMW M3 of Marty McCormack and Barney Mitchell.

The long, fast Yorkshire stages initially played into the hands of the Galant, with Lepley and Dafydd Evans building almost 30 seconds in hand heading into the afternoon loop.

Drama then struck both protagonists. McCormack's BMW suffered a coil lead failure on the fourth stage, while Lepley's challenge came to a heartbreaking end when the Galant retired on the final test.

With Paul Clayton also retiring his Peugeot 205 GTi, it was Phil Hall/Nathalie Rutten who emerged as the Category 4 winner in their Skoda Felicia.

McCormack's retirement also brings his overall BHRC title challenge to an end, despite a strong season in the BMW. He can, however, still secure Category 4 honours on the final round.





Category 3 [Cars Registered 1975 – 1981]

Category 3 once again produced some of the closest and most dramatic action of the rally, with Matthew Stroud returning to BHRC competition for the first time since February and immediately setting the pace.

The Yorkshireman and co-driver Sam Spencer topped the opening two stages at Gale Rigg and Cropton, establishing an advantage of more than ten seconds over fellow local driver Paul Thompson, with returning BHRC competitor David Henderson a further 1.8 seconds back.

Stroud continued his charge through the afternoon, adding two more fastest times to complete a dominant start-to-finish victory.

It was a landmark result for the Yorkshire driver and a first BHRC category win, highlighting the progress made with his historic machinery over the past 12 months.

Henderson and Jack Bowen secured second despite a moment off the road on the fourth stage, while championship contender Damien Tourish adopted a more measured approach to the challenging forests and brought his Ford Escort MkII home in third.

For Tourish, the priority was clear: with the overall championship now firmly in his sights, bringing the car to the finish was more important than chasing outright stage times.

The final stages claimed several of the leading runners, with Richard Hill retiring from fourth and Adam Milner also forced out of the rally in his distinctive Opel Kadett GTE.





Category 2 [Cars Registered 1968 – 1975]

Ben and Steven Smith secured the Category 2 title with another start-to-finish victory in their Porsche 911, capping a hugely impressive season in which the pair have established themselves as one of the benchmark crews across the BHRC field.

Their Yorkshire victory was not without its challenges, however, with an overheating engine forcing Smith to carefully nurse the Porsche through the closing stages.

The strategy worked, with the crew reaching the finish and securing the points required to seal Category 2 honours. More importantly, Smith now heads to the final round with the opportunity to add the overall BHRC title to his category crown.

Jeremy Easson's Trackrod came to an early end when carburettor problems forced his Ford Escort MkI into retirement on the opening stage.

That left Mark Holmes/Mark Broadbent to take second in Category 2 after a positive run in their own MkI Escort, with Terry Cree/Richard Shores completing the category podium in his BMW 2002 Ti.

Attention turns firmly towards the Rally Anglo Caledonian in November.

The final round will take the BHRC into the Kielder and South Scotland forests for 115 competitive miles spread across two days — the toughest test of the season and one which carries 1.5-times championship points.

Ben Smith and Damien Tourish will arrive as the two remaining contenders for overall BHRC honours, with Smith holding the advantage but Tourish still firmly in the hunt.





Championship points position before the Anglo Caledonian

BHRC CATEGORY POINTS			
PROVISIONAL BHRC STANDINGS			
CATEGORY 5			
1. Baz Jordan / Arwel Jenkins	EVO VI	31	
2. James Lepley / Tom Jordan	EVO IV	3	
CATEGORY 4			
1. Marty McCormack / Barney Mitchell	BMW M3	130	
2. Paul Clayton / Veera Johnson	Peugeot 205	112.5	
3. Baz Jordan / Arwel Jenkins	Galant	78	
CATEGORY 3			
1. Damien Tourish / Kevin Duggan	Escort MKII	185	
2. Paul Thompson / Josh Davison	Escort MKII	127	
3. Richard Hill / Patrick Cooper	Escort MKII	114	
CATEGORY 2			
1. Ben Smith / Steven Smith	Porsche 911	195	
2. Mark Holmes / Mark Broadbent	Escort MKI	85	
3. Ian Robertson / Andrew Scott	Avenger	62	

#BHRC

AFTER ROUND 6
TRACKROD RALLY
YORKSHIRE

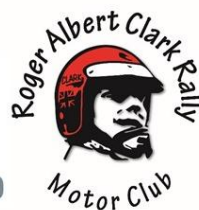


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The final round will see either Damian Tourish or Ben Smith lift the crown as 2026 British Historic Rally Champion.

Roger Albert Clark Historic Asphalt Rally Championship DAVIES AND GILBEY SEAL HISTORIC ASPHALT TITLE



- Davies and Gilby crowned champions
- Rowlands and Hall lead the chase
- Spectacular finish to inaugural championship season

The new for 2026 Roger Albert Clark Historic Asphalt Rally Championship finished in style on the Hills Ford Stages September 19-20 as Stefan Davies and Michael Gilbey were confirmed as Category 3 and overall champions after a fabulous season in their Ford Escort Mk2.

The Hills Ford Stages marked the sixth and final round of the new championship and it proved to be a highly worthy inclusion in the calendar, with a day and a half of rallying and some fabulous closed-road stages on the second day in the Shropshire countryside from a rally base in Shrewsbury.



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The event opened with a ceremonial start in Shrewsbury town centre on Saturday early afternoon, with thousands of people thronging the rally route to cheer the crews away.

Then came four special stages at Weston Park, where an even bigger crowd was waiting to see the action on the short but tricky 2.5-mile asphalt stage. However, it was on Sunday that the real meat of the rally began, with five challenging closed road stages, each run twice. The roads were often narrow, technical, bumpy in places and included the notorious ford at Cound, which claimed a number of casualties among the modern cars.

But Davies had no issues and delivered a textbook performance to sweep to another victory. By the time the finishers made their way back to Shrewsbury, Davies and Gilbey had moved up to a remarkable sixth overall and first two-wheel drive car, only headed by state-of-the-art R5 and Rally2 cars. They'd also built their lead over Rowlands and Hall to just under a minute as Rowlands slotted into eighth place overall with another classy performance.

Though Davies claimed he'd arrived at the event planning to take it easy, he quickly found a good pace and kept pushing on hard enough to clinch another big result. "The event was brilliant and the roads suited us," he said. "It was nice to go out with a win on this event," he added.

Rowlands and Hall wrapped up their season with a strong finish after a trouble-free run and were among the first to congratulate Davies and Gilbey on their victory. Not far behind and just outside the overall top 10 were Iwan Jones and Nigel

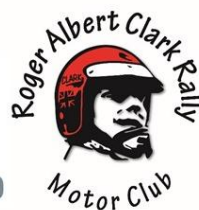


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Roberts in their Escort Mk2 after an impressive performance. But out of the rally with a gear lever problem went local driver Will Onions, co-driven by David Williams in their BMW M3.

Topping Category 2 with an excellent run were Mark Holmes and Graham Wild in their Ford Escort Mk1, but this was not an easy result for them as they bent the steering with two stages to go after a trip into a bank. They had to battle home with an ill-handling car on their way to category victory over the Mini of Andrew O'Hanlon and Kevin Hogan. O'Hanlon finished one place behind Category 1 winners Shane Gamble and Michael Diehl in their Mini Cooper S.

Unfortunately, there was no finish for Paul Clayton and Veera Johnson in their Peugeot 205 GTi after major transmission problems in the first loop. However, with Onions retiring from Category 4, Clayton and Johnson were still confirmed as Category 4 champions.

Championship manager Colin Heppenstall had the final word: "We're really pleased with how the first year of this new championship has gone and we thank everybody who has come out and supported it. We're already working on next year's schedule and we hope to see even more historic crews coming and competing on some top-quality asphalt events."





The category champions

Now that the season is done, over the next week or two we're going to take a look back at the four category winners from this year's Roger Albert Clark Historic Asphalt Championship.

We'll start with the dominant Category 1 winner Shane Gamble, who had a great season in his pair of Mini Coopers to take five category wins.

As Shane had several different co-drivers during the season, none of his partners were registered for co-driver points



Category 2 champion Ian Robertson in his Hillman Avenger.

Ian has been a regular on asphalt events with the Avenger for a little while and jumped at the chance to join the new championship for 2026.

The result was a resounding Category 2 victory with three maximum scores, a second and a third across the opening five rounds. Top scores on both parts of the Manx National Rally and the Jim Clark Reivers underscored his success, and co-driver Andrew Scott shared the glory by being top Category 2 co-driver.





Category 3 was clearly the most hard fought of all in this year's Roger Albert Clark Historic Asphalt Championship.

Stefan Davies and Michael Gilbey emerged as very worthy champions after a tremendous campaign that netted four maximum scores and two second places from the six rounds with their Ford Escort Mk2.

Their big rivals were Will Rowlands and Emyr Hall and in this friendly and sporting contest, Rowlands and Hall took maximum points on part two of the Manx Rally and the Jim Clark Reivers. But at the end of the season, it was Davies and Gilbey who held the upper hand.

A non-finish in Argyll, after they hit a bank, dented the season for Rowlands and Hall. Up into a good third went Iwan Jones and Nigel Roberts in their Ford Escort Mk2 and they topped their season with points for second place in the category on the Argyll Rally.





Our fourth and final category champions from this year's Roger Albert Clark Historic Asphalt Rally are Paul Clayton and Veera Johnson, Category 4 champions in their Peugeot 205 GTi.

The husband and wife team had a tremendous season in the car run by the Retro Race and Rally team and secured their title with two strong finishes on the Isle of Man and a second place to Will Onions (BMW M3) on the Argyll Rally.

Unfortunately, they had a tough day on the Hills Ford Stages with transmission and engine problems, but still sealed Category 4 for the cars of the 1980s. The husband and wife team had a busy season that also took in success in the British Historic Rally Championship.





Championship News for 2027

As we announced in last months newsletter the club have been awarded the British Historic Rally Championship for ther next three years and the proposed Champioship is currently with Motorsport UK for the Championship panel to sit and ratify the events so we can publicise whats happening.

Looking towards 2027 for the Asphalt Championship

- Planning for 2027 is well advanced
- Open to all ages of historic rally car
- Schedule of quality events covering England, Scotland and Welsh borders

Subject to the approval of Motorsport UK, the Roger Albert Clark Historic Asphalt Rally Championship will continue in 2027 after a successful debut year in 2026.

The championship will again cover all five historic categories, running from the oldest pre-68 cars through to the Category 5 cars of the 1990s and will be contested over a series of high-profile closed-road asphalt rallies.

The Historic Asphalt Rally Championship runs alongside the Motorsport UK British Historic Rally Championship, which continues to be a mixed surface championship with an emphasis on gravel rallies.

The Historic Asphalt Championship is run by the same team from the Roger Albert Clark Rally Motor Club, headed by championship manager Colin Heppenstall. Although 2027





championship dates remain subject to confirmation by Motorsport UK, the plan is to include top quality closed-road events from February to September in the championship schedule.

Championship manager Heppenstall said: "We wanted to let everyone know that it is our intention to run the Historic Asphalt Championship again in 2027. Obviously, that is subject to final approval by Motorsport UK but we are moving ahead with our plans. We were delighted with the competitor response in 2026 and look forward to welcoming more competitors next year."

In 2026 more than 30 competitors registered for the championship across all five age categories for historic rally cars. More details about the 2027 season, including the draft calendar, will be published as soon as possible





Motorsport UK English Rally Championship

I am very pleased to announce that the Club have been awarded the tender to promote the English Rally Championship from 2027 to 2030. The proposed Championship is currently at Motorsport UK for the Championship panel to approve the event and this will be launched very soon.

Championship Awards Night

This years Championship Awards Night will be Casa Hotel in Chesterfield on Saturday 6th February 2027.

When everyone is welcome to come and enjoy a very good night out with lovely food, issuing of awards followe by good music until 1am.

The night will be £55 per ticket and rooms will be able to be booked direct with the hotel.

Links for tickets and rooms will be live next month.

Many thanks for reading

Colin & Nicola

