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British Historic
Rally Championship



RACRMC Newsletter September 2024

Welcome to the September newsletter

The Championship has now reached the exciting time towards the end of the season with who will win the title, Categories and classes with three points scoring rounds left and drop scores about to take place after the Trackrod Rally.

Organisation of the new Rally Anglo Caledonian is going very well and we have now got sufficient entries to definitely say the event is running.

Championship News

Championship Points after the Phil Price Memorial Woodpecker Rally are attached to this email and can be found on the web site www.racrmc.org

Entries are still available for the next round the Trackrod Rally [Rally Yorkshire](#) and the last round the double header on the Anglo Caledonian.

Congratulations to Seb Perez in securing the Category 2 title, with the overall championship still up for grabs.

Awards Night

The Clubs annual awards night for the Championship and Rally Anglo Caledonian awards is to take place at Casa Hotel in Chesterfield on Saturday 1st February 2025.

To reserve accommodation at the hotel please ring 01246 245960 using booking reference 0102RAC

More details will follow in the next newsletter.

Rally Anglo Caledonian

Entries are still available for the two day Rally Anglo Caledonian as well as the individual day events.





The event stages are now finalised with 140 miles on offer. The first stage on Saturday, Ash Park has not been used since 2018 and is a mixture of grassy sections and very smooth gravel.

After some of the very best road repairs after last years Roger Albert we go into Kershope the some great spectator views in the middle of the stage where all the trees have been removed. The event then moves into Kielder and Buck Fell which was used on last years Carlisle Stages. Both of these stages are running the opposite direction to previous years.

The final stage for Saturday is Gowanburn where the first two miles has never been rallied before, and offers a fast stage throughout with a small technical section towards the end of the stage.

With the first car leaving at 08.00 it returns back to H&H Borderway Mart in Carlisle at 20.45 so a full 12 hours rallying for the first day.

Moving onto the Sunday with a restart from Carlisle the southern Scottish stages are on offer with the first stage being Castle Ore which again has not been used for about four years. The stage has sections of grassy straights but is in very good condition, we then go across the road to Twiglees to a near perfect forest.

The event then moves to a new service area that has not been used for a lot of years in the centre of Lockerbie at Harrison & Hetherington Auction Mart. We then move over to the Ae forest block for the last two stages of the rally with Windy Hill which has again not been used for about six years followed by an Ae stage in the reverse direction from the Roger Albert.

The event will end back in Lockerbie at the Auction Mart, we look forward to welcoming all the competitors and marshals onto this new event on the Rally Calendar.





Perez on point with vital Woodpecker Rally BHRC win

Seb Perez took an all important Fuchs Lubricants British Historic Rally Championship win at Phil Price Memorial Woodpecker Rally [7 September], taking his his second victory of the season and more importantly, a vital score in his quest for the title.

The Porsche 911 ace along with co-driver Gary McElhinny had some work to do after a tricky opening loop of stages, but picked up the pace during the afternoon leg to add to their Severn Valley Stages win in April. Mark Higgins hustled his TR7 V8 to second whilst Nick Elliott survived a final stage scare in his FIAT 131 Abarth to round out the podium places in third.

A move to Newtown for the Woodpecker saw the traditional English Marches stages swapped out for some mid-wales classics such as Hafren, Ceri and Sweet Lamb and whilst the stages had tested some of the world's best in the past, thick mist and drizzle made the stages even more daunting during the day.

Fastest out of the blocks was George Lepley and Dale Bowen in their Mitsubishi Galant VR4, going an impressive 14 seconds faster than anyone else to take a comfortable early lead. In the chase for maximum points, Perez, Higgins and Elliott were separated by just three seconds with Rudi Lancaster the best Escort MKII in fourth.

Two runs of Hafren and a short blast in Sweet Lamb followed and it was Higgins who set the scratch time on the second test to close the gap to Lepley with Perez losing a chunk of time in the conditions.

In fact, by the third stage, Elliott and co-driver Dave Price were Lepley's nearest challengers although by the time crews headed into service, the Fiat crew and Perez were tied on times with the promise of a battle royale on the repeat loop.

Sadly the the second pass of Ceri saw the demise of the Mitsubishi transmission, ruling him out for the day. A staggering time from Perez put him well out front, thanks in part to a slow time from Elliott. But Higgins responded on the next and it became a tit-for-tat battle for the lead.

With one stage to go, the gap was just five seconds from Perez to Higgins but the Porsche emerged fastest – sealing Perez's second victory of 2024.

"That's exactly what we need and its really good for the championship" said Perez.





"We said that we needed to come here and at least beat Mark [Higgins], so we have done that today with a win.

"It was a good afternoon. It was one of those really, I was quite surprised by our time in Ceri, in a good way and of course after that, we had to just keep the pressure on. Things are looking good [for the championship title], onwards to the Trackrod."

With dropped scores beginning to take effect, the win was vital to keeping his title hopes alive and in the process, Perez sealed the Category Two [Cars registered between 1968 and 1975] title.

Meanwhile, Higgins professed to be happy with second and first FIA car [Cars confirming to FIA Regulations] and is still well in contention for the crown. Elliott was thankful to make the end after damaging the front suspension in the closing stages and being forced to nurse it home.

The battle for fourth and top Escort was a fascinating affair and played out between Lancaster, Ben Friend and Adrian Hetherington. It was an impressive performance by Lancaster which saw him and Guy Weaver lead in the early stages before being overhauled in the afternoon by Friend.

Sadly a time penalty for the 2021 BHRC champion meant the results swapped on the ramp, with Lancaster landing fourth and the top Category Three [cars registered between 1976 and 1981] spot.

In the Rally2 [non Historic] category it was David Dobson and Brian Hodgson who came out on top despite having no intercom for much of the morning, recording their second win of the season. Series leader Steve Magson took second [Astra RWD] with Neal James [Escort] third.

Just two events and three point-scoring opportunities remain as the series heads to Trackrod Rally Yorkshire at the end of the month which could well shape the championship title fight.



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