



Northants and Bedfordshire Area

## Newsletter

June 2012



Photo published with kind permission of Tony Large. Official Three Castles Photographer for 10 years. [www.tonylarge.net/](http://www.tonylarge.net/)

*Just one of the Three Castles—Mike Cornwell & Colin Francis OBE in Mike's Lancia Fulvia Coupe, in Caernarfon Harbour Masters car park opposite the Castle on the first day of the rally, Wednesday*

## NEXT MEETINGS

8 pm Monday 25<sup>th</sup> June

8 pm Monday 30<sup>th</sup> July

8 pm Monday 22<sup>nd</sup> August

**A**rea meetings are usually held on the last Monday of each month—  
at The Navigation at Stoke Bruerne—M1 J15 west onto A508,  
through Road, (watch for speed camera) 2<sup>nd</sup> RH turn to Stoke  
Bruerne, to end and left into car park Map Ref: 152/744498

For further information on area meetings contact

HRCR N&B Area Co-ordinator,

**David Holmes**

[David.holmes45@btinternet.com](mailto:David.holmes45@btinternet.com)



# N & B Meetings

Everyone welcome  
All meetings from 8pm at The Navigation, Stoke Bruerne, NN12 7SB

If you are on our mailing list, you are welcome to attend our meetings  
& bring your friends too.

Monday 25<sup>th</sup> June



8pm onwards

**Speaker: David Sutton - "Ecurie Cod Fillet"**

We are hoping that David will be able to shed some light on the mystique and camaraderie of this iconic group of which he is proud to be a member.

Monday 30<sup>th</sup> July

Organised by Daniel & Barbara Wiedemann

**"Cars and Cheese Party"** in the car park at The Navigation



Cheese donated by Fromages de France Ltd

Please bring your classic car (stage, rally, racer, tourer, *anything* of interest...)

There will be a good selection of French cheeses, together with tasting notes.  
*Contribution requested of £5 per person to be given to Air Ambulance.*

**Families welcome at this popular event**

Please email Monica on [monica.dowson@btinternet.com](mailto:monica.dowson@btinternet.com) if intending to come,  
so we can make sure we have enough cheese.

*Also, please contact Monica to invite other areas & car groups*



## Down Under

### Editorial

*seem to keep busy, despite having semi-retired from work and from active rally competition.*

Last weekend, Ray and Glad were joint CoCs for the Peugeot Car Club's round of the Victorian Motorkhana Championship. I was just the scorer and the event was to run at our local ground, so there wasn't a lot of pressure on me. I decided to rewrite my scoring program to take into account some rule changes that have happened this year. Not particularly difficult, but needed to be tested for all possible eventualities. While I'm hard at work on this, the rain started and kept going.

Our ground was flooded and we either had to postpone or find another venue at short notice. Glad drove all round the area looking for bitumen car parks that were large enough to run suitable tests. There had to be two areas so two tests could be run at once. One pub could give us a single test area and an adjacent property looked like it could give a second, but it proved too small. Pity as they were both very keen.

Finally Glad found the car parks at the local council offices. These were right in the middle of town, but surrounded by parkland to insulate the residents from our noise. A few phone calls later and the council and council officers were right behind the idea. Then came the mad panic of satisfying the bean-counters and OH&S people. Many people criticise CAMS for not being very helpful—but in this case they were able to supply all the paperwork needed to satisfy the council staff within minutes! Glad had a meeting with the OH&S people and armed with her TRA (targetted risk assessment) form and a plan of the venue marked with all the bunting and officials we were planning to station, managed to answer all questions. We got the go ahead with only four or five days to go.



*From Nick Wright—Editor In Chief*

I had already sent out advice to potential competitors that the venue (and surface) was changing. Entries started to roll in and I had to contact each one to ensure they knew of the venue change. I also had to measure the venue precisely, draw it up and decide which tests would actually fit. (Being a State Championship event, we had to choose from a standard set of tests). We discovered that some tests would need modification to fit the area and we needed approval to create some different tests. Fortunately the Motorkhana Advisory Panel had a meeting scheduled and they were able to approve the modifications and design some new tests to fit our parameters. I then had to issue a bulletin to advise the changes to the tests. I finally finished the modifications to my scoring program about midnight on the day prior to the event (after we got back from the Council Offices where we hammered in all the stakes we needed for the miles of bunting that had to be set up).

We left home at 5am to get everything set up in the dark, ready to receive the competitors from 8am onwards. Somehow we were ready for them. Not so sure that we were ready for the biggest field so far this year! Fifty-one entrants when the average field is around 30-35! Somehow we managed to get everyone parked in the small parking area we had left. The day went really well, lots of compliments from competitors and not a single complaint from the public—even the man who walks his dog through the park that the council was worried about congratulated us on a great job!

I drove, badly, in the first four tests and made lots of mistakes in the scoring; so I withdrew from driving and concentrated on getting the scoring done properly. Mitch drove well, learning more about bitumen and ended up third of the ten juniors.

Tonight I'm scoring round 5 of the VCRS. This event will be a challenge to the crews who are not used to navigating from maps—most of the events in the series are fully route-charted. I'm expecting to see a few big points losses on the scoreboard!

Thank you to all contributors to this newsletter.



# Area Co-Ordinator's Pace Notes....

*Words and pictures from David Holmes*

**O**ur May trip to Warren Kennedy's Classic Restoration was well attended with sixteen members and friends arriving at Hulcote Farm. We toured through his various workshops, which had been suitably converted from the original huge chicken sheds to see the recently returned entries on the Mille Miglia—Warren had six finishers from seven cars—including a beautiful Healey Elliot Saloon from 1946—the year I was born(!), an open two seater Healey Westland from 1948 and a Triumph TR3 from 1956.



*Douglas Bader's MG*



*Mille Miglia 2012 Healey Elliot 1946*

were potentially truly future "Barn Finds". We then adjourned to a local hostelry and swapped stories as to whether we could become Healey converts—as in addition to his ongoing restoration work Warren has laid down ten Healey Silverstone chassis—so if you are converted, you know where to go!

## Three Castles

Northants & Beds were more than well represented on the Three Castles 10<sup>th</sup> Anniversary Four Day run in North West Wales at the beginning of June. We had Peter and Helen Morris in their 911 who went on to finish first in their class and a magnificent 10<sup>th</sup> overall, John and Dinah Pilkington in their Jaguar XK 120 who finished second in their class and 18<sup>th</sup> overall, Daniel

and Barbara Wiedemann in their Fulvia Sport Zagato who finished second in their class and 26<sup>th</sup> overall, Mike Cornwell with Colin Francis in Mike's new Fulvia finishing fifth in their class and 63<sup>rd</sup> overall and Anthony Garside and myself in Anthony's MGB which sadly had its head gasket fail on the Stwlan Dam hill climb test last thing on the third night. Our friends, Mark and Sue Godfrey from East Anglia area finished second overall in their MG TD losing by one second!

We met a potential new member in the form of Nigel Perkins who has a very nice 356B and was navigated by none other than Dave Kirkham, who despite having no wiper motor—a great disadvantage considering the persistent weather—for most of the event finished in third in their class and 32<sup>nd</sup> overall.

*continued on page 5*

There were a few of the 700 photos Graham Gilmore took on his trip to the event in our last newsletter, so I was not surprised when I checked the web site that there were no less than 387 starters on that event. Warren kept us amused with story after story regarding each project as we toured through to the rear of the building. Cars in restoration included Douglas Bader's MG TA, a Cunningham Chevrolet, and several Healey Silverstones. A further long deep chicken shed stored more cars than I could count, which inevitably gave me the thought that these



*MG Saloon ash framework*



# Area Co-Ordinator's Pace Notes....

## Easylarity Rally

An event I will bring to your attention is Coalville Car Club in conjunction with Rugby Motor Club's Gold and Silver Goblets Easylarity rally to be held on Sunday 8<sup>th</sup> July. A multi-venue Autotest event linked by straight forward regularity sections. It starts from Rugby Truck Stop on the A5, with a route of approx 100 miles. For further info go to [www.coalvillecc.org.uk](http://www.coalvillecc.org.uk)

## Next Meeting

My plans for a Costa Brava Historic "Forum" at our next meeting unfortunately has not been realised but may well be resurrected in the winter months.

*continued from page 4*

However I have since arranged for David Sutton to give us a talk on the History of that elitist motorsport group—the Ecurie Cod Fillet, formed around 1960 by

Roy Fidler and John Hopwood. Nothing fishy—well, not a lot—but I am sure it will be amusing.

I look forward to seeing you all at Stoke Bruerne on Monday night—June 25<sup>th</sup> at 8.00pm.

Travel safe

*David*





# Meeting Report

Photos from Warren Kennedy's

from John Dowson



*Clockwise from above:*

*1956 TR3 as run in the 2012 Mille Miglia*

*Several Healey Silverstone chassis*

*Restoration in progress*

*A variety of vehicles on display*

*1948 Healey Westland (2012 Mille Miglia)*



*24PK Ultimate Rally Privateer  
(for more information about 24PK, go to  
[www.24PK.co.uk](http://www.24PK.co.uk) for some stunning recent  
photos, old photos and the car's history)*





## GOLD & SILVER GOBLETS EASYLARITY RALLY 2012

What's it all about ?



Easylarity Rallies are a relatively new form of motorsport, combining Autotests with Regularity Sections to give a daytime event which is both straightforward and above all fun.

The Navigation and Timing are very easy.

The format of our event will be based on the very successful G & S G Multi Venue Autotests with some straightforward regularity sections to join the event together and make it an entertaining day for both drivers and navigators.

The event will be a Clubman's Daylight Regularity Rally with Driving Tests (Autotests) at two locations. There will be separate Classes for Historic and Modern Cars.

The route will be approximately 100 miles on smooth public roads in an area covered by Ordnance Survey Landranger Map Numbers 140 and 141. It will not be necessary for entrants to have the latest issue of this map, since it should not be required to follow the rally route.

The event will incorporate up to 100 miles of Regularity Sections on public roads, timed to the second, at average speeds of up to 30mph. There will be at least 4 tests on a smooth grass field, and 4 on tarmac.

Tests will be simple in nature with no more than one manoeuvre requiring the use of reverse gear per test.

The Special Tests will take place at two locations, the Nightowl Truck Stop, A5, Nr Rugby (MR 140/553762) and a field near the start/finish venue. The times when competitors are at these locations to complete the tests will be considered as "rest halts".

Entrants will be supplied with a Roadbook and Timecards at Signing-on before the start. The four regularity loops will increase in severity, the first is intended for novices on their first event, the second and third for novices and the fourth for experts. Novices will be given a simplified handout for the fourth section.

See link to Gold & Silver Goblets in [www.coalvillecc.org.uk](http://www.coalvillecc.org.uk).

And please give any of the Officials a call if you'd like to know more.

## Competitors & Helpers Needed

### Message from Loughborough Car Club

**C**lubs run on volunteers and we have a number of major events in the rest of this year.

Tuesday 19<sup>th</sup> June—Third Grass Autotest at Paddy's Lane. 33 entries already.

Tuesday 3<sup>rd</sup> July—Fourth Grass Autotest at Paddy's Lane

Autosolo 29<sup>th</sup> July

Autotest 2<sup>nd</sup> September

Metric Services Rally 7<sup>th</sup> October

All will need help before and on the day. No volunteers no event!

Entries lists are now open for the final two autotests on July 17<sup>th</sup> and August 14<sup>th</sup>.

If you are interested in helping, why not come along and find out what is involved.

*Richard Egger*

Competition Secretary

Loughborough Car Club



# Unsung Heroes of the Three Castles

*from David Holmes*

**O**n most multi-day events there are a bunch of guys who sweep up the route, picking up failed motor cars and doing the impossible in repairing them—even if it takes well into the night. The Three Castles was no exception to this as, apart from a couple of 4x4s—one crewed by Tony Fowkes, there were two service vans supplied by BritAssist. These had on board a couple of mechanics whose combined experiences meant they had “done” it all before.

Anthony Garside and I had reason to call on their talent on the first night when we got back into Llandudno. The final test had been on the quayside in the shadows of Caernarfon Castle, and the day had gone reasonably well, but on the run down the

A55 we noticed the overdrive was not kicking in. In the rear car park to the Imperial we found the BritAssist guys and after asking a simple question “what do you think it could be?” the MGB was up on axle stands in a flash with one guy underneath and the other with his head in under the bonnet. This, at the time they were also dealing with a Healey and the Austin 7. A blown fuse was identified—a result, we think, of Anthony using overdrive reverse on that last test(?)—and quickly replaced.

The second day took us over to Anglesey with tests at the racing circuit and then a regularity which took us to RAF Valley. A certain officer was not on the station to witness the tests there nor joined us as we lunched in the officer’s mess. We had noticed an annoying little high pitched rattle from

*continued on page 9*



*Anthony at the start*

Photo: David Holmes



*John Pilkington at the finish*

Photo: David Holmes



# Unsung Heroes of the Three Castles

*continued from page 8*

the gear lever just prior to arriving. We realised that it was just that the retaining nut to the overdrive switch in the gear knob had come off. So for the second time we approached the BritAssist guys. They were underneath Jim Jackson's Lotus Elan—repairing the exhaust system—at the time but on hearing that the overdrive was working fine quickly replaced the nut—found in a map pocket on the gear box tunnel—with a drop of Loctite to ensure it stayed on.

Day four was called the Magical Mountains and began dry and cloudy which quickly turned to showers as we journeyed south over the mountains. After Glan Y Gors Kart circuit a regularity took us over the hills to the Dolgellau area and after the lunch break we crossed the Penmaenpool toll bridge and tackled six tests on the rain lashed Llanbedr airfield. We were meant to be able to see Harlech Castle but visibility was severely curtailed.

We ventured on to the last test of the day—a visit to the clouds up Stwlan Dam—a series of hairpins run as a ReguTes—at 30mph—just over a mile and a half with an Intermediate control! The MGB had developed a detonating noise under load—at first I thought it was “pinking” but by the fourth hairpin it was definitely worse and more serious. We got to the top with the engine overheating. I had to get out to retrieve my time card, so by the time I got back into the car I was completely soaked. Whilst waiting for the test to complete, our discussions ranged from the possibility that the distributor had moved—it had spat an exhaust gasket—to well not at all sure, but it was serious.

*John & Dinah Pilkington taken, on the first day, above Llanberis on a transport section with Llanberis Pass (the V in the background)*



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Then it was back down the hill to a Time control at Tan Y Bwlch station, during which we had decided to cut the last regularity and find the flattest route to the final control at Conway Castle to get a time.

We limped into Llandudno and found “our” service team at the garage, which had been open virtually 24/7 during the event, and the BritAssist boys. They eventually diagnosed a head gasket failure so at around 10 pm, as the engine was brand new we decided to decline their offer of a repair and retire.

Definitely a case of third visit and out but they and Matthew at the garage had kept a lot of cars in the event from rebuilding a Mini gearbox, water pumps on Healeys, repairing exhaust systems etc.

They all took a most deserved round of applause at the Awards Dinner, which we both endorsed.

The AA recovery saga is another story.

*David*



PHOTO: DAVID HOLMES

*Mike Cornwell at the Finish*

# Ten Years On

## Three Castles Classic Welsh Trial

**W**e have taken part in every Three Castles Classic Welsh Trial of the last nine years and were looking forward to the 10<sup>th</sup> anniversary event this year. The organisers had added one day but shortened another; rotated the daily starting order but without reseeding and were running the event during a double Bank Holiday week. The weather was most unseasonal with heavy storms and Snowdonia shrouded in mist... well at least it kept the holiday traffic off the roads.

Three Castles started out in 2003 as a regularity rally with a few interesting tests but for the 10<sup>th</sup> anniversary it morphed into a large series of test with regularities in between.

The scoring system for the tests is based on classes defined by age and engine capacity of vehicles. The inevitable spread of sporting and less lively classes within the general classification does not always reflect the abilities of the crews.

The event was as always well run: excellent road books, very good marshalling, top hotels and venues and fast and easy to understand results.

Day one started with a walking pace run through Portmerion village which was classified as a test! This was followed by two regularities in narrow lanes which proved difficult for a few crews but the joker system of replacing the highest regularity time of the day by a five second penalty ensured that they would not suffer too badly in the results. After lunch there was an interesting test where most of the crews had difficulties going round the correct side of cones followed by a regutest up to Marchlyn dam: keeping to 30 mph average during a steep climb ensured that all crews bar one were late at the second timing point! Then another regularity and the second autotest of the day round a college car park next to Caernarfon Castle.

The first test of Day 2 had to be cancelled because the managers of the Penryhn Castle had let a school party play next to the test route. The next test was an interesting run through a farm where the main difficulty was caused by a stop astride panel obscured by vegetation. This was followed by a regularity in the rain where our car started misfiring. Then up to the Anglesey circuit for 3 fast back-to-back tests which we had to run before we had chance to completely cure the

*from Daniel Wiedemann*

misfiring. Another short regularity before two autotests at RAF Valley followed by lunch in the officers' mess which was far from a gastronomic experience (poor William!). The last regularity of the day was followed by a re-run of the earlier farm test. The day finished at Beaumaris Castle with a long run back though holiday traffic, well the "short day" was not that short!

Day Three was the longest day starting with a lively test through the grounds of Kinnel Hall and a lap round a karting circuit. Two regularities took us into Snowdonia and the bad weather; heavy rain and poor visibility. At least the lunch venue was tops and made up for the disappointment the previous day. And then five back-to-back autotests on rain swept Llanbedr airfield; we tried very hard not to misroute and it seemed like hard work! Another little test and then the famous hill climb up Stwlan Dam which we enjoyed but other crews who queued for nearly two hours in the rain liked it less. A last regularity took us back alongside Conwy Castle where the day finished.

We started last car on the last day! First two tests run around the Great Orme which are appreciated by most crews. A regularity took us to the car park of Bodelwydan Castle where the test is run on loose gravel. Having being surprised by this in the past, I took it gently, which gave a good result. Mostyn Hall was the venue of another challenging test and the start of a regularity, before a return to the gravel car park test for a different version of the test. Then a run in the opposite direction of the previous morning's test at Kinnel Hall where the route was now even more slippery. This caused us to slide across a passage control box! The best lunch of the rally was at the Kinnel Arms pub which I would warmly recommend. To finish two more tests up the Great Orme; the last of which had a sting in the tail which caught out a few crews and dramatically changed the placings for some.

The crew in Lancia Fulvia Sport Car No 80 did well on most regularities with the highest penalty incurred by a missed stop astride! For the tests the class was split between the Lotus Elans and the other cars,

the former taking podium places for nearly every test so it proved difficult to do any better overall.

It is a great pleasure to take our classic car round North Wales with regularities and forward going tests and although we enjoyed this 10<sup>th</sup> anniversary event it seemed that the emphasis on autotests overshadowed the other elements of the event.

*Daniel*



*Daniel W just over the finish line—he has a pint in his right hand!*



# Three Castles

*Peter & Helen Morris  
taken on first Test at RAF  
Valley, first time Three  
Castles has managed to  
get access to RAF Valley—  
second day, Thursday*



PHOTO PUBLISHED WITH KIND PERMISSION OF TONY LARGE. OFFICIAL THREE CASTLES PHOTOGRAPHER FOR 10 YEARS. [WWW.TONYLARGE.NET/](http://WWW.TONYLARGE.NET/)

*This photo by Robert Grounds is of N&B people at the awards, from the left we have, Barbara & Daniel Wiedemann, Richard Clarke, Helen & Peter Morris, John & Dinah Pilkington, Ann Clarke, Richard Scott & Jean Chmura (honorary N&B members since Jean lives in Cornwall!!) Richard & Jean were in a Mercedes Benz 280SL (1969) and came in 29<sup>th</sup> o/a and 4<sup>th</sup> in class*



# The Engineering Column

## Ford XR2 Progress

*recently received an enquiry about our XR2 rebuild so this month's column is a brief progress report.*

But first, a bit of history. The Fiesta was Ford's first front wheel drive small car, launched in 1976 with 957cc and 1117cc engines. The Supersport with a 1300cc engine arrived in 1980 and the XR2 with a 1600cc engine in 1981. There was a very brief attempt at rallying with Roger Clark and Ari Vatanen as a Group 2 entry for the 1979 Monte, but Ford decided not to continue development of the car. However, Ford did produce a Ford Rallye Sport build book which has proved useful in our rebuild.

All of the MK1 Fiestas used variations of the Ford Crossflow engine which by 1981 was getting to be rather old technology and the XR2 uses its own special version of the engine. A standard 1600cc Crossflow cylinder block is known as a 711 block and, due to the popularity of Classic Formula Ford racing, all the components for these engines including blocks and heads are available new. Ford were unable to squeeze a 711 block and gearbox into the engine bay of the Fiesta as in small engine form it had a three bearing crank engine rather than the five bearing 711 version, so they produced a special 771 block which had narrower main bearings at either end of the crankshaft, everything else being identical to the 711 block. Not surprisingly, these blocks are in short supply today and much sought after, along with the special XR2 front suspension components and a few other XR2 specific items. A look on eBay for XR2 parts will show that many are in very short supply and when they do come up for sale, they command very high prices. 1600cc engines come up for sale very rarely and an increasingly common modification is to fit a modern Ford Zetec unit which fits very easily and may be run with fuel injection or carburettors forming a rather nice although non-period modification.

Having been used to the next day delivery from the vast Triumph/MG spares suppliers network, the lack of classic Ford parts outside of the Escort was quite a shock to me. There are some suppliers who have been buying up surplus Ford spares and have good stocks but they need to know the Ford part number. Back to eBay and the purchase of a set of Microfiche parts catalogues for the engine, transmission, suspension, body and trim. Access to a Microfiche reader is, of course, needed which can be difficult, as Microfiche is a dead



*from John Dowson*  
technology, but most libraries have a reader tucked away somewhere and you may be lucky to find one where the images can be transferred onto a memory stick for later viewing on a computer.

One part that I did need was a new engine steady for the engine end of the power train. It is quite a large Metalastik assembly and the original one was de-bonding by, perhaps, as much as 50%. There happened to be one for sale on eBay which claimed to be an XR2 type and I purchased it for £5. Unfortunately when compared

to the original it was clearly for a smaller engined car and, as it seemed unlikely that an XR2 one was going to become available in the near future, this one would have to be made to work. When the power train is installed in the car it is impossible to remove this engine steady without dropping the whole assembly to gain access to the central mounting bolt, so it is important to get this component right. A comparison with the old unit showed that it had a shorter stud and the inner metal component that clamped to the engine was longer by about 3mm. Digressing slightly, care needs to be taken with identifying any screw threads that are on an engine to body or gearbox interface as the engine uses Imperial threads, everything else is Metric, and the gearbox to engine interface is a mixture of both depending on which side is the threaded hole. Anyway, I am fortunate in having access to a machine shop, so milling 3mm off the centre metal area was fairly easy and the shorter stud has been taken care of with a sleeve nut, which works well as Ford have a very large mounting hole in the body for the stud to allow for mis-alignment.

But all this sort of activity takes time and, combined with the three months that were lost by builders isolating and then taking over the workshop, progress has not been as rapid as I would like. Hopefully by the time you read this the engine and gearbox will be back in the car which will be a major milestone. Remaining work is to finish the suspension, brake system and then finish all of the many small jobs. The golden rule of big projects applies at this point, the last 10% of the work takes 90% of the time.

Should you wish to discuss this topic further I would be delighted to hear from you by e-mail at [john.dowson@arnesbury.co.uk](mailto:john.dowson@arnesbury.co.uk).

*John*





## Northants and Beds HRCR

### Car Quiz

John Pilkington; April 30<sup>th</sup> 2012

### Answers



1	1979;	Bjorn Waldegard
2	False	
3	Sweden	
4	Maserati Ghibli	
5	Merak	
6	1967	
7	Ayrton Senna	
8	Benetton;	1994
9	1998 and 1999	
10	Bugatti Veyron Super Sport	
11	V8	
12	Noble	
13	Group A	
14	True	
15	Richard Burns;	2001
16	Oxford	
17	Claimed top speed	
18	Rover 2000	
19	Beta	
20	Alfa Romeo MiTo	
21	X-Bow	
22	Michael Schumacher	
23	Ayrton Senna	
24	Michael Schumacher;	1992
25	O37	
26	Kenya	
27	Michelin and Pirelli	
28	Gullwing	
29	360 Challenge Stradale	
30	Daihatsu	
31	All the same (electronically limited to 155 mph)	
32	Juan Manuel Fangio	
33	Rubens Barrichello	
34	Belgium	
35	1973;	Renault-Alpine

# When? What? Where? Who? How?

*compiled by Monica Dowson*

If your entries/results are not listed, it's because you didn't tell me!

Please email me on [monica.dowson@arnesbury.co.uk](mailto:monica.dowson@arnesbury.co.uk) with ANY snippets of information about your rallying.

## 2012

Feb - Oct

**27 Feb–15 Oct** **Basic Roamer Internet Table-Top Rally Championships 2012** [www.table-top-rallying.org.uk](http://www.table-top-rallying.org.uk)

*Four events available for 4 weeks each. Best 3 out of 4 count. Rally 3 starts 23<sup>rd</sup> July.*

*£20 entry, proceeds to Multiple Sclerosis Society*

*So far: 128 starters = 40 Masters + 41 Experts + 47 Novices*

		<b>Rally 1</b>	<b>Rally 2</b>
		<b>Final</b>	<b>Final</b>
		<b>o/a &amp; class</b>	<b>o/a &amp; class</b>
John Evans	Master	11 <sup>th</sup> & 4 <sup>th</sup>	9 <sup>th</sup> & 9 <sup>th</sup>
Monica Dowson	Expert (!)	46 <sup>th</sup> & 13 <sup>th</sup>	46 <sup>th</sup> & 10 <sup>th</sup>
John Ball	Novice (!)	49 <sup>th</sup> & 9 <sup>th</sup>	DNF

May

**Sat 12<sup>th</sup>**

**Leukaemia Historic Rally, South Wales**

Tony Sheach & Richard Lambley

Triumph TR4

[www.hrcr.co.uk](http://www.hrcr.co.uk)

**9<sup>th</sup> o/a & 5<sup>th</sup> in class**

June

**5<sup>th</sup> – 9<sup>th</sup>**

**Three Castles**

[www.three-castles.co.uk](http://www.three-castles.co.uk)

Peter & Helen Morris  
John & Dinah Pilkington  
Daniel & Barbara Wiedemann  
Mike Cornwell & Colin Francis OBE  
Richard & Ann Clarke  
Anthony Garside & David Holmes

Porsche 911  
Jaguar XK120  
Lancia Fulvia Sport  
Lancia Fulvia Coupe  
Mercedes 350SL  
MGB

out of 93 finishers  
**10<sup>th</sup> o/a & 1<sup>st</sup> in class**  
**18<sup>th</sup> o/a & 2<sup>nd</sup> in class**  
**26<sup>th</sup> o/a & 2<sup>nd</sup> in class**  
**63<sup>rd</sup> o/a & 5<sup>th</sup> in class**  
**67<sup>th</sup> o/a & 7<sup>th</sup> in class**  
**Retired leg 4**

**Sat 9<sup>th</sup>**

**Severn Valley National Rally**

*Builth Wells Showground*

Ian Drummond & Hu Kent

[www.severnvalleynational.co.uk](http://www.severnvalleynational.co.uk)

Ford Escort RS2000

**Retired**

**Sun 17<sup>th</sup>**

**East Anglian Classic**

John Ball & Andrew Duerden  
Gavin Rogers & Cath Woodman  
Ian Crammond & Andy Gibson

Triumph TR3  
Reliant Scimitar  
Mercedes-Benz 280SI

[www.chelmsfordmc.co.uk](http://www.chelmsfordmc.co.uk)

**Sun 17<sup>th</sup>**

**Ford AVO Club National Day**

[www.avoclub.com](http://www.avoclub.com)

**23<sup>rd</sup> – 29<sup>th</sup>**

**Classic Marathon - Ireland**

*Belfast. Enniskillen. Galway. Killarney. Clonmel. Kilkenny*

Brian Cope & Fred Bent  
Mike Cornwell & Tom Davies

Ford Cortina GT (1967)  
Lancia Fulvia Coupe (1967)

[www.classicrally.org.uk](http://www.classicrally.org.uk)

**Monday 25<sup>th</sup> June**

**N&B Meeting**

**8pm at The Navigation, Stoke Bruerne, NN12 7SB**

**Speaker – David Sutton: "Ecurie Cod Fillet"**

**Sat 30<sup>th</sup>**

**The Huntsman Rally (Nat B Hist, Nat B Nav, Clubman Nav)**

[www.carltondmd.co.uk](http://www.carltondmd.co.uk)

*Maps 128 & 129, daylight navigational rally with special tests. Marshals needed too.*

Chris Valentine & Graham Gardner

Peugeot 106 Rallye



# When? What? Where? Who? How?

July

Sun 1<sup>st</sup>

Classic Car Run – Ilkley & District Motor Club  
North Yorks Moors, Dales & Valleys

[www.ilkleymotorclub.org.uk](http://www.ilkleymotorclub.org.uk)

Sun 8<sup>th</sup>

Mercia Gold & Silver Goblets Rally

[www.coalvillecc.org.uk/](http://www.coalvillecc.org.uk/) then click Gold & Silver  
or contact Christopher\_valentine@goodyear.com

"Easy Regularity" Rally includes Historic Class  
HRCR are an invited Club. **Marshals also needed.**

John & Monica Dowson

Porsche 912

Bruce Kerr & Sue Cooper

MGB

Sat 21<sup>st</sup>

Jim Maude Memorial Experts Trial  
Heathcote Forest, Victoria, Australia  
Nick Wright & Mitch Garrad

<http://hra.org.au/index.php?q=node/2347>

Peugeot 505GTi

Sun 29<sup>th</sup>

Nottingham Classic Car Run

[www.nottinghamclassic.com](http://www.nottinghamclassic.com)

Ravenshead, Sherwood Forest, Newark Air Museum

Monday 30<sup>th</sup> July

N&B Meeting

8pm at The Navigation, Stoke Bruerne, NN12 7SB

Cars & Cheese – ever popular event organised by Daniel & Barbara Wiedemann

Please email [monica.dowson@btinternet.com](mailto:monica.dowson@btinternet.com) if hoping to come so there's enough cheese.

August

Sun 11<sup>th</sup>

HRCR Summer Run

[www.hrcr.co.uk/Scenic\\_Tours/](http://www.hrcr.co.uk/Scenic_Tours/)

Approx 120 miles through quiet lanes in Staffs & Shrops border area

Monday 13<sup>th</sup> August

N&B Meeting

8pm at The Navigation, Stoke Bruerne, NN12 7SB

Two weeks earlier than usual because of the Bank Holiday and to fit in with Prodrive

Visit to WRC Mini at Prodrive just before cars leave for Germany

Please register asap - email [David.Holmes45@btinternet.com](mailto:David.Holmes45@btinternet.com)

Sun 19<sup>th</sup>

Warwickshire Tour (Quinton Motor Club)

[www.quinton-mc.org.uk](http://www.quinton-mc.org.uk)

Tim Sawyer

Ford Escort Mexico

September

2<sup>nd</sup> – 7<sup>th</sup>

Classic Mountain Challenge

[www.classicrally.org.uk](http://www.classicrally.org.uk)

Exploring mountain roads of Italy & Switzerland

Monday 24<sup>th</sup> September

N&B Meeting

8pm at The Navigation, Stoke Bruerne, NN12 7SB

29<sup>th</sup>/30<sup>th</sup>

Mercian Road Rally

[www.rugbymotorclub.co.uk](http://www.rugbymotorclub.co.uk)

# When? What? Where? Who? How?

October  
20<sup>th</sup> – 22<sup>nd</sup>

The Champagne Classic

[www.classicrallytours.com](http://www.classicrallytours.com)

Based near Laon

Daniel & Barbara Wiedemann  
David Hack & Norma Stevens-Hack  
Bruce Kerr & Sue Cooper  
John & Monica Dowson  
Rodney Spokes & Duncan Spence  
Terry & Pip Secker

Porsche 911  
Austin Healey 3000  
MGB GT  
Ford Fiesta XR2  
Porsche 912  
MGC GT

Monday 29<sup>th</sup> October

N&B Meeting

8pm at The Navigation, Stoke Bruerne, NN12 7SB

November  
8<sup>th</sup> – 11<sup>th</sup>

Rally of the Tests

[www.classicrally.org.uk](http://www.classicrally.org.uk)

Torquay, through West Country & Wales, finish in Chester

17<sup>th</sup> – 19<sup>th</sup>

The Beaujolais Classic

[www.classicrallytours.com](http://www.classicrallytours.com)

Based in Montreuil sur Mer

Monday 26<sup>th</sup> November

N&B Meeting

8pm at The Navigation, Stoke Bruerne, NN12 7SB

December

Monday 17<sup>th</sup> December

N&B Meeting

8pm at The Navigation, Stoke Bruerne, NN12 7SB

## Severn Valley Stages...

**Pretty Dire!**

**S** S1 ... cam belt came off at full chat. Result—comprehensively catted motor. Car was returned to Rob Smith's workshop, engine out Monday am and collected by Jondel Race Engines for post mortem.



At this time, cause and more importantly, effect, is work in progress. Unlikely to have any action photos so will send pics of broken engine bits when PM completed.

Plans for Harry Flatters in late July continue.  
*from Ian Drummond*

Don't know if you saw but I got a photo in "Old Stager". First one in 9 years competing in BHRC !!! How about that!!!!!!!!!!!!

I must admit I wondered if my cars had a Klingon cloaking device fitted when built—they always seemed invisible to magazines, even when we won the C3 class in 2005 BHRC.

Such is life!

*Ian*

*Ed's Note: Anyone know which famous Australian's last words are the last sentence in Ian's article?*