

Ilkley Jubilee Historic Rally

12 September

Head and Appleton win Ilkley

CLUBMANS
ROAD RALLYING CHAMPIONSHIP



Steve Head and Mark Appleton finished first overall in their Ford Escort RS2000. Photo: Tony North

As Steve Head and Mark Appleton crossed the finish line to win the Ilkley Rally in their Ford Escort the sun shone, although their win was not without drama; on the last regularity they were held up by traffic for 40 seconds... as their lead dwindled to four seconds, the winning margin, writes *Brian Goff*.

The Ilkley and District Motor Club organised event saw 69 starters leave from the Millstones Restaurant just outside Harrogate with the first regularity underway immediately. Matt Warren/Ryan Pickering led on six seconds with Head/Appleton close behind on nine seconds.

Two tests followed in Coldstones Quarry near Pateley Bridge, the first a quick run down the approach road and the second a complicated affair in the middle of the dusty quarry. Paul Crosby/Ali Proctor and Darell and Nicky Stanforth tied on 18 second.

Regularity 2 south of Kirkby had 11 speed changes in nine miles. Crosby/Proctor dropped just four seconds, with Head/Appleton close behind on nine seconds. At the morning coffee halt Crosby/Proctor were in the lead with Warren/Pickering a close second.

Regularity 3 started in Masham and ended just south of Catterick. James Griffiths/James Howell were best in their Mini but later

penalised due to a wrong direction at a control.

At Catterick Army Camp, there was one regularity and three tests which sorted the men from the boys, with most struggling for grip and navigators trying to keep their drivers on the correct route through the maze of roads. The Staniforths dropped five seconds on the regularity, whilst Head/Appleton were quickest on the tests, followed by Andy Beaumont/Andrew Fish in their Sunbeam Rapier.

At the lunch halt at Leyburn, Head/Appleton led on 2.33 minutes followed by Crosby/Proctor (2.45 minutes) and Beaumont/Fish (3.00). Leigh Powley/Brian Goff led the expert class in their borrowed Lancia Fulvia on 4.07 minutes with the Novice class headed by Graeme Cornthwaite/Lynsey Proctor (Mini) on 4.46 minutes

In the afternoon the competitors were back in the Catterick complex for a regularity and three tests. Warren/Pickering lost time with wrong slots on the regularity. Dave Leadbetter/Cath Woodman retired their BMW 2002 with brake problems. Jon Dunning/Roger Burkhill put their Alfa Romeo off into a ditch on Test 6. Again Head/Appleton were quickest from Beaumont/Fish.

Regularities 6 and 7, south of Leyburn were pre plot, map features

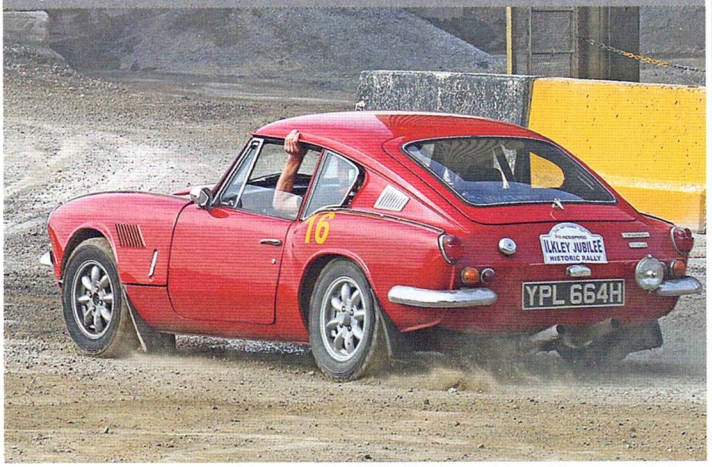


Star drive of the rally was from Leigh Powley. He hasn't done a rally for 10 years and hadn't sat in the car before the event. The Lancia Fulvia was lent to him by championship coordinator Martin Phaff. Fifth overall was a creditable result against the more powerful Escorts and Porsche 911s. Photo: Tony North

James Griffiths and James Howell's 1275GT finished sixth. Photo: Tony North



Nuala Dowie and David Taylor took their Triumph GT6 to 12th overall. Photo: Tony North



and spot heights and went ahead without incident with Head/Appleton and Crosby/Proctor taking the honours respectively.

Regularity 8 was a plot and bash section over Dallow Moor with gradient arrows causing a headache to navigators. Beaumont/Fish and Kevin Haselden/Gary Evans missed the final control with many others losing time trying to find it. No problems for Crosby/Proctor who cleaned it.

The final regularity finished at the Millstones - it was difficult to plot using a herringbone style of navigation. The tricky white through the toll road proved a problem for many and a number of competitors run into traffic near the end including the winners. No such problem for Crosby/Proctor losing only two seconds.

Head/Appleton took the popular win with Powley/Goff heading the expert class and Cornthwaite/Proctor taking the novice award.

It was great to see John Abel back in the rally environment driving the Course Car alongside Iain Tullie, let us hope that we see more of him soon.

1 Steve Head/Mark Appleton (Ford Escort) 5:09 2 Paul Crosby/Ali Proctor (Porsche 911) 5:13 3 Darel Stanforth/Nicky Stanforth (Mini Cooper

S) 5:45 4 Matt Warren/Ryan Pickering (Ford Escort) 5:45 5 Leigh Powley/Brian Goff (Lancia Fulvia) 8:22 6 James Griffiths/James Howell (Mini 1275 GT) 8:46 7 Ken Binstead/Sarah Binstead (MGB) 9:15 8 Philip B Wood/Kelvin Phipps (Volvo P1800) 9:41 9 Graeme Cornthwaite/Lynsey Procter (Morris Mini) 10:41 10 Andy Harrison/Peter Scott (Austin Mini) 11:05



Matt Warren and Ryan Pickering finishing fourth overall. Photo: Tony North

Three Shires Stages

5 September

Elliott excels with BHRC victory...

Nick Elliott won the opening round of the 2021 Fuchs Lubricants British Historic Rally Championship, steering his Ford Escort Mk2 to victory at the Hills Ford Three Shires Stages.

Battling over 14 stages in the narrow closed-road lanes of Herefordshire and Worcestershire, Elliott and co-driver Dave Price kept their Mk2 on the straight and narrow to take maximum points on the first of three qualifying rounds in 2021.

Elliott battled all rally long with Ben Friend in his similar machine and entered a thrilling duel over the final throws of the event - Elliott emerging from the final test with an eight-second buffer and taking a well-earned win after 18 months away from active competition.

Rounding out the overall BHRC podium spots, Barry Stevenson-Wheeler/John Pickavance also enjoyed an encouraging day in their Escort Mk2... after a slow start, they picked up the pace as they gathered confidence to secure all-important points to start the season.

Andrew Stokes/Jonny Evans battled through the searing heat and gruelling stages to bring their Escort Mk1 to a Category 2 (cars between 1968-1975) victory. Fresh from contesting a non-championship gravel event the day before, Stokes stayed largely out of trouble to take a maximum score.

Bob Bean endured a difficult return on his first event since November 2019; he and co-driver Colin Thompson suffered from prop shaft issues early in the day and the Ford Lotus Cortina more was set up



for gravel, so struggled with the narrow lanes. However, they scooped Category 1 (cars up to 1968) honours.

In only his second ever rally, Chris Squires reached the finish of his maiden outing on asphalt. Driving a freshly built Escort 1600 Mk2, Squires and co-driver Shaun Hughes started with 130 on the doors but finished 60th overall and took the BHRC class C3 win in the process.