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CHARITY NO
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IN SUPPORT OF
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HEROES**



Ministerial support for London Rally for Heroes

This weekend's inaugural London Rally for Heroes has earned support in high places. Secretary of State for Defence, Philip Hammond, who is MP for Runnymede and Weybridge, has agreed to flag the crews off at Friday evening's Ceremonial Start at Brooklands Museum.

He said: "I am delighted that the MOD will be able to support the London Rally for Heroes in 2013. The MOD's estate accounts for one per cent of the entire land mass of the UK, and provides a perfect environment for a dynamic and exhilarating event like rally-driving.

"Brooklands, in my constituency, has been home to both British motor

sport and some of the great names in aviation, including Hawker, Sopwith and Vickers. Its links to both motor sport and Defence make it a perfect starting point for what promises to be a superb event in support of Help for Heroes."

Sir Gerald Howarth, MP for Aldershot, where the Rushmore Arena will host the major spectator stage on Saturday, was equally supportive. He added: "I am delighted to hear of this exciting initiative. Aldershot is becoming synonymous with military motor sport and this event will be a great one for the spring calendar, as well as a chance to raise money for an excellent cause."

VIP trip to Barbados for prize draw winner



One lucky spectator at London Rally for Heroes this weekend will win a seven-night stay at the Waves Resort and Spa in the Caribbean island of Barbados, compliments of the Barbados Tourism Authority (BTA) and Virgin Holidays. To make sure you're in with a chance, simply hold on to this copy of the Official Souvenir Programme ~ there is a lucky number printed in every copy, and the draw will be made after the weekend.

The trip will coincide with Sol Rally Barbados (June 1/2), a two-day closed-road tarmac rally with around 24 stages covering 80 miles; the organisers, the Barbados Rally Club (BRC), are throwing in VIP hospitality for the lucky winner on the rally's opening day. From small beginnings in 1990, the BRC's premier event has grown into the Caribbean's biggest annual motor sport international and a key player in the country's sports-tourism product.

Since the first overseas competitors

took part in the early 1990s ~ initially, from the UK ~ nearly 30 countries have been represented. But victory in 2012 for England's Paul Bird and Scottish co-



driver Kirsty Riddick (pictured) was only the fifth success for an International crew since Northern Ireland's Kenny McKinstry and Robbie Philpott won in 1993.

The winning number will be drawn after the weekend ~ log on to the Barbados Tourism Authority's web site (www.visitbarbados.org) to see whether you're the winner and go to www.rallybarbados.net to learn more about the event. Good luck!

New Belgian team debuts in LRfH

Interest in London Rally for Heroes has stretched beyond our shores, with a Belgian team created specifically to contest this new event.

Sam Warnez and Jermie Ghillemyrn (Peugeot 106 ~ livery pictured



above) and Rik Vannieuwenhuysse and Kurt Declerck (Ford Escort RS2000 MkII) make up the Seyntex-Pelsmaekers Rally Team. Over in Belgium, the company is a supplier to the UK Ministry of Defence, and the crew members are delighted to be coming to contest and support the rally.

Vannieuwenhuysse said: "The rally is a fantastic idea, a really good way to raise money for heroes we all know, while we take part in a sport we all love. The Seyntex-Pelsmaekers Rally Team with myself and Sam are really looking forward to the event."

Rally Director Rick Smith added: "Delighted is all I can say, to be honest. For an event that has never been run before to receive these two entries from Belgium proves how well known this little adventure of ours has become. As we all know, the idea is to raise money for Help for Heroes ~ guys like Rik and Sam will help us along that road even further."

And, if it strikes you that it is rather a long way to go for a rally, then think again: from Moorseele, where the team is based, London is roughly 175 miles . . . but Leuchars in Scotland, where Phil Bruce will be travelling from, is north of 450 miles!



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Barbados 2013...



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More than 17 years ago, a number of the key figures involved in creating the London Rally for Heroes were responsible for the last major rally run within the M25, among them Event Director Rick Smith, many loyal and trusted members of the Southern Car Club, and Stuart McCrudden, the LRfH's Event Management and PR Partner ... oh, and who could forget commentator Gary Champion (although many have tried).

That event was the Privilege Insurance London International Rally, based at Windsor Racecourse (Rally HQ, Start, Service, Finish and Prize-giving) and covering a 275-mile route including 100 stage miles over 32 stages, six of which were at Brooklands. Malcolm Wilson, in recent years the head of Ford's WRC programme, led the 90-car field away in his Ford Escort Cosworth, the opposition including reigning EARS/Motoring News Champion Pete Doughty (Ford Sierra Cosworth), 1984 World Champion Stig Blomqvist (F2 Escort RS2000) and rising star of the day, David Higgins, in

a Clubman-spec RS2000.

Wilson and Blomqvist both retired early, Wilson after he snapped the gearbox mainshaft on the start line of stage 3 (although he sportingly reappeared for safety car duties later) and the Swede, up to sixth at one point, after the Gordon Spooner team withdrew the car following two water pump belt failures to pre-empt terminal engine damage.

Doughty and Lyn Jenkins clinched back-to-back EARS/MN titles with victory, finishing just over two minutes ahead of Steve Hill/Stella Boyles (Mitsubishi Galant), with Richard Moore/Alun Cook (Subaru Impreza 555) another minute or so behind. After the finish, Doughty said: "It was a very slickly run rally. Everyone has been on the same footing with no local knowledge to help." There was further praise in Autosport magazine: "The event ... was generally well received. The organisation ~ by Southern

Car Club ~ was slick. Extensive media promotion and a 50 minute television report on Monday night showed that the region is ripe for exploitation."

Working back through the rallying history of London and the south-east ~ all this, incidentally, to find an almost identical gap since the previous similar event ~ it had been just under 18 years since the Lombard RAC Rally had started in London in 1977. Many involved in LRfH intend to make sure that it is not another 17 years before this happens again!



By taking social media by the scruff of the neck, London Rally for Heroes is helping to change the way fans, competitors and organisers connect with each other. To keep the rally in the forefront of Facebook, twitter and YouTube, Anthony Concannon joined the team in the new position of Multimedia Manager.

Facebook (www.facebook.com/londonrallyforheroes) is one way for



fans and competitors to be able to talk to the event organisers, also an ideal way to share stories or photos with others involved in the event as a spectator, marshal or competitor. The



twitter page, www.twitter.com/londonR4H, will keep everyone updated over rally weekend. Two media crews will be getting driver quotes at the end of stages and longer interviews in the service area.

Concannon says: "To make sure you get the latest news, follow us on twitter. And we

want you to get involved, too ~ if you have any bit of news, or want to chat, simply use hash tag #LR4H and everyone can search for your tweet easily. And after the event, please go back to our Facebook page and share your photos."

Away from Brooklands, the prime spectator venue for London Rally for Heroes is Rushmoor Arena, which was built by the British Army to cater for the ever-growing popularity of the Aldershot Military Tattoo. Originating from a special display for Queen Victoria in 1894, the Tattoo soon

became an event in itself, a National spectacle with more than 5,000 soldiers taking part and attracting crowds of up to 500,000 people, arriving in more than 58,000 cars. Built in 1923, Rushmoor Arena hosted the Tattoo until 1939.

The lucky number draw to win a seven-day VIP trip to the Caribbean to experience a whole different world of motor sport at Sol Rally Barbados 2013 in June (see News, page 8) creates an intriguing link with the last major rally to be run within the M25, the Privilege Insurance London International Rally in October 1995 (see panel).

The winning co-driver was one Lyn Jenkins, who even then filled in "very old" alongside 'age' on his commentary information sheet. His 14-year partnership with Pete Doughty included winning the BTRDA and *Motoring News* Championships ~ that victory in London clinched their second MN title ~ and one particularly memorable season when, of 12 rallies contested, they won nine, finished second once and third twice.

In 1994, Jenkins had co-driven in Barbados for Andy Elliott in an Opel Manta 400, finishing fifth in what was then called the Texaco International All-Stage Rally; the pair returned in 2001, this time finishing 11th in an MG Metro 6R4, by which time Jenkins was spending most of his time involved in motor sport administration, co-ordinator of the



Kumho National Rally Championship in the UK and Assistant Clerk of the Course and a Regional Organiser for Britain's round

of the World Rally Championship, Network Q Rally GB.

During that trip, Jenkins was invited by the Barbados Rally Club to return to the island in an advisory capacity, to help develop the event and maintain its appeal to European competitors, a task he fulfilled for the next three years, developing some firm friendships along the way.

And there's an even more labyrinthine link as well ~ third in 1995 was Richard Moore, co-driven in his Subaru Impreza 555 by Alun Cook, who will enjoy his first Sol Rally Barbados this year, co-driving for Roger Duckworth. It will be Duckworth's third visit, having twice won a prize drive for victory on Rallye Sunseeker National, organised by the Southern Car Club (organisers this weekend), also supported by the Barbados Rally Club's tourism partners, who have arranged this weekend's lucky draw prize!

Royston Carey has rallied Renault Clios for many seasons; now with his son, Bridge, in the co-driver's seat, he is faster and more competitive than ever. An anecdote that Carey Snr loves to relate is that his sponsor's name, 4U2 Fit, somehow always changed to '4U, 2 Fat' on the car's side whenever his mechanic of ample waistline co-drove as an end-of season 'thank you'! Said mechanic's name is being with-held to protect the innocent!

The International Rally Driver's Club, which has played its part in making London Rally for Heroes a reality, is a modern club, but has origins dating back many decades in the Monte Carlo British Competitors Club, founded in 1931 to protect and promote the interests of an increasing number of sporting motorists making the annual pilgrimage to the Mediterranean.

In 1969, the current IRDC was formed by navigator Rodney Spokes, who realised that rally crews required a voice in the running of their sport. The IRDC represented competitors with an input on various organising, regulatory and steering committees. One enduring example of this is the specification for special stage direction signage, devised by the IRDC in the 1970s and using the now-familiar format of fluorescent orange triangular arrows. The system became the 'norm' on rallies around the world and remains today as one of the most visible influences the club has had on the sport.



Today the IRDC continues to help advance the sport on many fronts and support new talent coming through the ranks. It has members across the globe and, if you would like to join, you can get more details at www.irdc.org.uk or find the club on Facebook.

Southern Car Club, which has organised London Rally for Heroes with the assistance of a number of other motor clubs and regional associations, has around 150 members, many of whom are regular competitors ~ indeed, some are in action this weekend ~ and runs a varied programme of events, both competitive and social.

SCC has been behind the success of what is now called Rallye Sunseeker International for three decades. It became the opening round of the MSA British Rally Championship in 2011, but this year it has moved away from its traditional February date for the first time in many years.

For 2013, it becomes the final round of the MSA Championship, still based in Bournemouth, but running over the weekend of October 18/19 . . . which has been something of a blessing for the Club's loyal band of volunteers: had Sunseeker remained in its regular slot, that would have meant just eight weeks between then and now to finalise the details of this weekend's event, and that would have been a pretty tall order!

Club members meet at the South Hatch Restaurant at Epsom on Thursday evenings, and the web site is www.southerncarclub.co.uk.

Husband and wife Matt and Suze Endean are reunited as a crew this weekend, after Suze had to opt out of the co-driving seat in January's MGJ Engineering Brands Hatch Winter Stages, as her duties as Press Officer precluded competing. Not only that, however, she's quite keen on ensuring the car remains in one piece: "At Brands Hatch I could not compete but, mid-way through the day, I went to visit husband in the Service Area, only to find that he somehow lost both wing mirrors off

the car . . . but could not remember how or where, neither for that matter could our friend and co-driver on the day, Lizzie Pope.

This way, I can make sure the car remains in one piece as I can give him a piece of my mind mid-stage should he get carried away."



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