



## HRCR MIDLANDS NEWSLETTER : SEPTEMBER 2017

### FORTHCOMING HRCR MIDLANDS EVENTS



*There is an opportunity to visit Prodrive at the end of September to see what they are up to these days.*

#### Sept 29 **AN EVENING WITH NIGEL ROEBUCK**

For past readers of *Motor Sport*, be they regular or occasional, Nigel Roebuck became a contemporary equivalent of Denis Jenkinson and thus one of the leading commentators on the Ecclestone era within Formula One.

If you have never heard him before, Nigel is as great a speaker as he is a journalist, and now that he has left *Motor Sport*, his stories could be even more revealing.

You will also have the opportunity to enjoy Andrew Swift's sensational collection of motor racing photographs as well as the 2017 Open Photography Exhibition that features many aspects of motorsport, be it historic, rallying or circuit racing.

**Where and Time** : The Swift Gallery, Monarch Works, Elswick Road, Fenton, Stoke on Trent ST4 2SH. Coordinates N 53° 00.5861' W 2°09.7551'. It is suggested that you should arrive at about 6:00 to 6:30pm to allow for gallery viewing before the talk. Admission is £10 which includes drinks and buffet, all profits going towards the Henry Surtees Foundation.

#### Sept 30 **A VISIT TO PRODRIVE, BANBURY**

No real rally enthusiast needs any explanation as to what contributions Prodrive has made to the world of motorsport. So here is an opportunity to visit their premises and see what they are presently up to, though it may be listening only if there has to be commercial confidentiality.

Today Prodrive runs programmes for Aston Martin in the FIA World Endurance Championship and global sports car series and for MINI in the World Rally Championship, as well as a new programme for VW in the Chinese Rally Championship. More than 200 Aston Martin race, MINI and VW rally cars are competing globally – all supported by Prodrive.

The visit is being arranged by Matlock Motor Club which has invited HRCR Members to join them. The cost will be £20 per person, based on a minimum of 15 people and up to a maximum of 35. Please contact Frances Banning directly and quickly via [frannybee66@yahoo.com](mailto:frannybee66@yahoo.com) or 07973 689971 to secure your place since there has already been a lot of interest.

The general plan is to meet up at Prodrive in Banbury although car-sharing is a possibility by prior arrangement.

**Where and Times** : Prodrive, Banbury, Oxfordshire, England OX16 4XD where the tour will be from 1100 to 1300hrs.

## **October 1 TONY MATTHEWS CLASSIC TOUR**

Though not organised by HRCR Midlands, several Members are involved with the organisation of this popular tour which will take in parts of Staffordshire, Shropshire and Worcestershire.

The £45 entry provides the crew of two a breakfast bap and a drink at the Start , roadbook, tour plate and parking at Cosford.

Entries forms are available by emailing [martinparkes518@btinternet.com](mailto:martinparkes518@btinternet.com) and putting '2017 TOUR' in the subject box.

**Where and Time** : The start is at Weston Park TF11 8LE where there will be a two mile run through the Capability Brown designed parkland, possibly using some of the same roads as the Club's AGBO Rallies. The Halfway Halt will be at the Bodenham Arboretum near Kidderminster DY11 5TB whilst the finish is near the Cold War Hangar at RAF Cosford Air Museum TF11 8UP.

## **October 27 DAYINSURE WALES RALLY GREAT BRITAIN : CHESTER**

There is also an opportunity to assist Matlock Motor Club in marshalling on the WRGB Spectator Event. Those interested should let David Yorke know as soon as possible via 07767 412919 or [yorkesport@btinternet.com](mailto:yorkesport@btinternet.com)

## **October 28 PRACTICE DAY : CURBOROUGH SPRINT COURSE**

Carlton and District Motor Club will be holding another of its practice days. However, such is the popularity of the sprint course that the date clashes with that of Wales Rally GB.

Once again, there will be a full day's motor sport with the route likely to be changed a couple of times. The on-site catering has also been booked. Whilst the entry fee has been stable for a number of years, it has had to be increased to £38 per car will be £38 yet is still very good value compared to other track days.

There will be maximum entry of 35 cars (road cars only: no single seaters), selected on a first come, first served basis.

**Where and Time** : Curborough Sprint Course, Netherstowe Lane, Lichfield WS13 8EJ. Further information is available from Vince Orme of Carlton and District Motor Club via 07799 802107 (text first & Vince will get back to you) or email him via [vince.cdmc@gmail.com](mailto:vince.cdmc@gmail.com)

## **Nov 4/5 DANSPORT RALLY**

This is the year's second HRCR Premier Series event within the HRCR Midlands Region so it particularly merits Member support. David Yorke is almost certain to be out once again.

Matlock Motor Club's Chairman and Chief Marshal, Charlie Wheeldon, is currently looking / touting for marshals. As before, the event starts and finishes at Bakewell. Various freebies will be available for all marshals at the Start and a free breakfast for all those who have marshalled in the second half.

Charlie can be contacted via 07973 567239 and [charles.wheeldon69@btinternet.com](mailto:charles.wheeldon69@btinternet.com)

## **Nov 10-12 POSSIBLE VISIT TO NEC CLASSIC CAR SHOW**

Depending on Member interest, it may be possible for them to meet up during the day at this major classic car show that was once graced with HRCR's presence until the annual Open Day at Gaydon became the club's major focus for publicity.

Those who might be interested in so doing should contact David Yorke know via 07767 412919 or [yorkesport@btinternet.com](mailto:yorkesport@btinternet.com) to establish who might be going when and try and arrange possible hook-ups.

## **December CHRISTMAS MEAL AND QUIZ**

Whilst the exact date and location have yet to be determined, it has been decided to hold another Christmas event where individuals or teams can enter a computer-based quiz in their own time. Please read future Midlands Newsletters for further information.

## **Jan / Feb SPEAKER**

Following the successful evening with Le Mans winner Guy Smith earlier this year, it is intended to hold another similar event with someone with equivalent stature within motoring and motorsport. Clearly much depends on people's availabilities but the 'closed season' in this part of the year has proved fruitful in the past. Whilst some suggestions and contact details have already been given, others would be welcome. So please let Peter Haynes or David Yorke know as soon as possible.

## ‘LOCAL’ AND OTHER EVENTS OF POSSIBLE INTEREST

As ever, please confirm details with the relevant event organisers

<b>Key to HRCR Events</b>			
<b>1</b>	<i>HRCR Scenic Tour Series</i>		
<b>2</b>	<i>HRCR Hagerty Insurance Clubmans Road Rally Championship</i>		
<b>3</b>	<i>HRCR Augment Automotive Speed Series Hill Climb + Sprint Championship</i>		
<b>4</b>	<i>HRCR Old Stager Asphalt Historic Rally Championship</i>		
<b>5</b>	<i>HRCR Stage Masters Historic Stage Rally Challenge</i>		
<b>6</b>	<i>HRCR Premier Rally Championship (road rallies)</i>		
<b>HRCR</b>	<b>Date</b>	<b>Event</b>	<b>Contact</b>
2/6	<b>2 September</b>	<b>Vale of Clwyd Classic</b> : Ruthin area on maps 116 + 117 <i>HRCR Clubmans Road Rally and Premier Rally Classic series</i>	<a href="http://www.cvmc.org.uk">www.cvmc.org.uk</a>
4/5	<b>14-16 Sept</b>	<b>Rally Isle of Man</b> : Douglas <i>HRCR Old Stager Asphalt Historic Rally and Stage Masters Historic Rally Challenge Championships</i>	<a href="http://www.rallyisleofman.co.im">www.rallyisleofman.co.im</a>
6	<b>16-17 Sept</b>	<b>Mercian Rally</b> : Midlands <i>HRCR Premier Rally Championship : road + navigational</i>	Mercia MS
	<b>17 Sept</b>	<b>Bridgford Classic Tour</b> 120 mile route for cars over 20 years old. £30. entry fee for two people. Both the Start & Finish will be at the Bridgford Garden Centre, Fosse Road, East Bridgford, Nottingham, NG13 8LA.	The Entries Secretary, 20 Horsendale Avenue, Nuthall. Nottingham NG16 1AN Phone: 07971 536761 email: <a href="mailto:bryanhodges@btinternet.com">bryanhodges@btinternet.com</a>
1	<b>23 Sept</b>	<b>Mint Sauce Run</b> : South Yorks / Northern Peak District <i>HRCR Scenic Tour Series</i>	<a href="http://www.hrcr.co.uk">www.hrcr.co.uk</a>
2/6		<b>HERO Challenge</b> : Bicester / Oxfordshire <i>HRCR Clubmans Road Rally and Premier Rally Championships</i>	<a href="http://www.heroevents.eu">www.heroevents.eu</a>
		<b>RallyDay</b> : Castle Combe, Wilts	
6	<b>23-24 Sept</b>	<b>Clitheronian Rally</b> : Lancashire <i>HRCR Premier Rally Championship : road + navigation</i>	Clitheroe + District MC
	<b>29Sep - 1 Oct</b>	<b>Cork ‘20’ Rally</b> <i>Irish Tarmac rally Champ + FIA Celtic Cup</i>	
3	<b>30 September</b>	<b>Prescott 1.031km Hill Climb</b> : Cheltenham <i>HRCR Speed Series : Round 8</i>	<a href="http://www.prescott-hillclimb.com">www.prescott-hillclimb.com</a>
		<b>Trackrod Forest Stages</b> : Filey + North Yorkshire <i>Round 7 of the 2017 RAVENOL BTRDA® Rally Series together with the Maxxis MSA English, ANCC, ANWCC and ANECCC Rally Championships</i>	<a href="http://www.trackrodmotorclub.co.uk">www.trackrodmotorclub.co.uk</a>
2	<b>30 Sept - 1 October</b>	<b>Devon Classic Rally</b> : maps 191,192 + 202 <i>HRCR Clubmans Road Rally Championship R'nd 12</i>	<a href="mailto:web@shmc.co.uk">web@shmc.co.uk</a>
6		<b>Devon Classic Rally</b> <i>HRCR Premier Rally Champ : Classic / Historic / Vintage</i>	South Hams MC
6		<b>Autumn Rally</b> : West Wales <i>HRCR Premier Rally Champ : Road + navigational</i>	Carmarthen MC

HRCR	Date	Event	Contact
1	1 October	<b>Tour of Kent</b> <i>HRCR Scenic Tour Series</i>	<a href="http://www.blackpalfrey.co.uk">www.blackpalfrey.co.uk</a>
		<b>Tony Matthews Scenic Tour</b> : Weston Park to Cosford	Owen Motor Club <a href="mailto:martinparkes518@btinternet.com">martinparkes518@btinternet.com</a>
2	7 October	<b>The Devils Own Rally</b> : South Lakes : maps 96 / 97 <i>HRCR Clubmans Road Rally Championship</i>	<a href="http://www.devilsownrally.co.uk">www.devilsownrally.co.uk</a>
6	7-8 October	<b>1000 Lanes Rally</b> : <i>HRCR Premier Rally Champ : Road + navigation</i>	Head of the Valley AC
1	8 October	<b>Ludlow + Marches Classic Tour</b> : Shropshire, Herefordshire + Powys <i>HRCR Scenic Tour Series</i>	<a href="http://www.ludlowcastlemotoclub.com">www.ludlowcastlemotoclub.com</a>
6	14-15 Oct	<b>Rali Mynydd Du</b> : <b>(NB Novice event TBC)</b> <i>HRCR Premier Rally Champ : Road + navigation</i>	Amman + District MC
4	22 October	<b>Cheviot Stages Rally</b> : Northumberland <i>HRCR Old Stager Asphalt Rally Champ Round 7</i>	<a href="http://www.cheviotstages.org.uk">www.cheviotstages.org.uk</a>
	26 – 29 Oct	<b>Dayinsure Wales Rally GB</b> <i>FIA World Rally Championship</i>	
1	4 November	<b>Autumn Leaves Scenic Tour</b> : Forest of Dean + Herefordshire <i>HRCR Scenic Tour Series</i>	<a href="http://www.scenictours.co">www.scenictours.co</a>
		<b>Neil Howard Stages</b> : Oulton Park <i>Motorsport News Circuit Rally Championship</i>	
6	4-5 Nov	<b>Dansport Rally</b> : Derbyshire <i>HRCR Premier Rally Champ : Road + navigational</i>	Matlock MC
	10-12 Nov	<b>NEC Classic Car Show</b> : NEC Birmingham	
	10-13 Nov	<b>R.A.C Rally</b>	
5	11 November	<b>Wyedean Rally</b> : Forest of Dean <i>HRCR Stage Masters Historic Stage Rally Challenge Round 8 + MSA Welsh Rally Championship</i>	<a href="http://www.wyedeanrally.com">www.wyedeanrally.com</a>
6	11-12 Nov	<b>Barbara Carter Memorial Rally</b> : Devon <i>HRCR Premier Rally Champ : Road + navigational</i>	Exmouth MC
6	18-19 Nov	<b>Guy Fawkes Rally (to be confirmed)</b> <i>HRCR Premier Rally Champ : Road + navigational</i>	South Hams MC
6		<b>Peak Revs Rally</b> : Shropshire <b>(to be confirmed)</b> <i>HRCR Premier Rally Champ : Road + navigational</i>	Ludlow Castle MC
	19 November	<b>Cadwell Stages Rally</b> : Lincolnshire ANWCC Stage Rally + Junior 100 Rally Champ's	
4	25 November	<b>Hall Trophy Rally</b> : Blyton Park <b>Reserve event TBC</b> <i>HRCR Old Stager Asphalt Rally Championship</i>	<a href="http://www.clitheroedmc.co.uk">www.clitheroedmc.co.uk</a>
		<b>Grizedale Stages</b> : Lake District <i>ANCC Forest Challenge + WMMC Heart of England</i>	
		<b>Hall Trophy Rally</b> : <i>EMAMC + ANWCC Stage Rally Champ's + ANCC Multi-Use Challenge</i>	
6	25-26 Nov	<b>Ed Instone Memorial Rally</b> : Isle of Man <i>HRCR Premier Rally Champ : Road + navigational</i>	Druidale MC
5	2-3 Dec	<b>Killarney Stages</b> : Southern Ireland <i>HRCR Stage Masters Historic Stage Rally Challenge Round 9</i>	<a href="http://www.killarenyanddistrictmotorclub.ie">www.killarenyanddistrictmotorclub.ie</a>

## REPORTS

*Reports and articles with historic rallying interest are very much welcomed. The views expressed are not necessarily those of either the Region's Management Team or the HRCR Committee. All rights are reserved by the respective contributors and their particular permission is required for reproduction of any material in this Newsletter.*

### **EAST ANGLIAN CLASSIC : 18 JUNE 2017**

We've been campaigning the 2002 in the HRCR Clubmans Championship since mid-2016, gradually making improvements to the handling and learning how to get the best from it. In a world of 170bhp Escorts and full-house 911s, we're very much the poor relation. Our regular Top Fives have been an achievement in themselves but that podium place had been elusive.

No trailering for us, so when setting out to drive the 150 miles down to Stansted for the East Anglian Classic, it was expectations as usual, with only the extreme heat and lack of suitable tyres causing some concern. I have been using Maxsport RB1s but a dodgy batch recently and a significant hassle getting a refund meant I threw some Continental road pattern tyres on, last used to go to Belgium a year ago. Not ideal competition rubber but better than some of the rubbish I need to chuck away. I couldn't do much about the heat though, with temperatures of nearly 35 degrees forecast...

The East Anglian Classic is run by Chelmsford MC, where I first became involved with motorsport. In fact, I navigated to a win on my very first event, a 12 car in 2001, little knowing that wins would be harder to come by after stepping up to National B. The EAC runs from Elsenham Golf Club, pretty much at the end of the runway to Stansted Airport. We'd use a different airfield for the tests however, with the open expanses of Wethersfield at our disposal.

As the heat built up, the rally was more East African than East Anglian, with two regularities, six tests and one more regularity before lunch in what I fuzzily recall as being an air-conditioned Chinese restaurant and sports bar. Sandwiches and crisps though, not the all-you-can-eat. We sailed our way through the cool bag of frozen water and tried to keep hydrated for the exertion of the tests, nothing power assisted in 1974.

Not having the outright grunt of some, or the ultimate stickiness of a set of soft gravel tyres meant proper focus was required to keep momentum and not wash out, which translated into entertaining Andy Manston with some essential drifting and keeping it just within the ragged edge so as not to clonk any cones.

A tulip regularity on the airfield had cars going in all directions and sometimes directly at each other, so this was scrubbed when it transpired that the instructions contained errors that made it impossible to actually get the correct route.

More of the same in the afternoon with a plot and bash regularity to sort the men/women from the boys/girls, then back to the Finish for a medically-required pint of cider. I knew we had been in the running all day but to take the win was remarkable really as, being from the North, I can't take any heat over 15 degrees so how I survived 35 degrees, I can't possibly begin to fathom.

So it had been a day of no mistakes from me, Cath or the car, and very little drama to report which is ultimately why we won, I suppose!

Five different crews have won the first six events of the year, very different to 2016 and much healthier for the championship, and I'm happy we were among them, if only to give Cath a win again more than anything as she is a former Champion after all and I need to keep the navigator happy. Credit is also due to Jon at JWS Developments who keeps the car in top shape.

Two weeks later and buoyed with success, we set out for Malton and the White Rose, only to pick up a savage puncture on a morning test that only made itself known during the following regularity, causing a stop and massive time loss. With a suspect spare and being aware that road tyres are always a compromise, particularly when you're 100 miles from home, we packed in and ambled back. Perhaps a preview of what's to come for us all next year if the MSA tyre proposals go through unchallenged...

Dave Leadbetter

*Unfortunately, this item had to be held over for space reasons, the event already having been covered in Old Stager. However, it still worth reading, especially as it comes from the winning crew themselves. The winning car also appeared on the HRCR pitch at the Carsington Air Ambulance Show. - Editor*

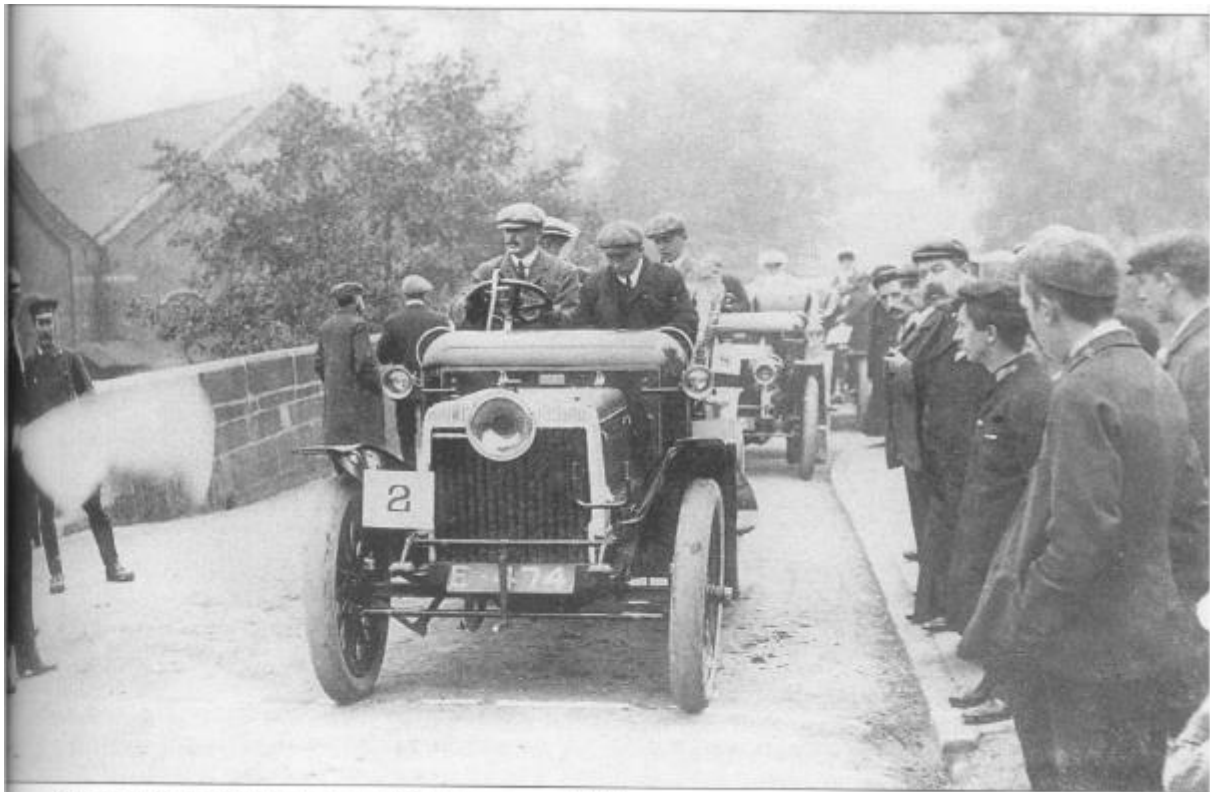


## THE COTTON RACE RE-ENACTMENT, OAKAMOOD, STAFFS : 15 JULY 2017

### So what was the Cotton Race?

In September 1906 a hill climb organised by the Mid-Staffordshire Automobile Club was held at Oakamoor. The route was from the bridge over the River Churnet in the village to the Star Inn at Cotton.

A contemporary press report mentioned how the chocolate coloured Daimler of Mr. Francis A. Bolton of Oakamoor, (the seventh Daimler that he had owned) ascended the hill at 35 m.p.h. whereas the other cars were capable of no more than half this speed. However, the cars were handicapped according to their horse-power (no doubt the RAC rating) and other factors. Consequently, Mr. Bolton only came second place, the winner of the £5 first prize being a Mr. Brindley from Stafford who drove a Clement Talbot.



Some of the competitors in the Cotton race, c. 1905.

### Who was Francis Bolton?

Mr. Francis A. Bolton was a member of the well-known copper-smelting family and also a very distinguished motorist, whose red cars were a feature of speed events in the Midlands from the turn of the century until the outbreak of WW1. He lived at Moor Court, Oakamoor, and had been interested in motorised road transport from its inception and local motoring affairs from their very early days, besides being a Founder and Life Member of the RAC. Since he was also a magistrate, Francis' interest in motor-cars was seen as fortunate and possibly advantageous, Lord Montagu in particular making much of this in his motor journal.

As the new motoring movement grew in strength, Mr. Bolton organised meetings for his local motor clubs at his home. When a hill-climb was held on a suitable 1 in 8 graded public road bordering his estate in Oakamoor, the major prize was the Bolton Silver Challenge Cup. Besides providing the trophy, he took part in most of the pre-1914 local speed hill-climbs, his red vehicles becoming well-known at Shelsley Walsh and elsewhere. His influence on the development of the motorcar was considerable and he became the President of the Derby & Staffs Automobile Club.

His first car was a tiller-steered New Orleans, followed by one of the more numerous horseless-carriages at the turn of the century, a 1901 10hp Daimler which featured solid tyres (slicks?) on its chain-driven back wheels but pneumatic tyres at the front. This was followed by a 12hp four-cylinder car of the same make, Mr. Bolton being friendly with staff at the Coventry factory. His affinity with Daimlers continued with the acquisition of a 14hp model in 1903, the finned side tanks of its gilled-tube radiator presaging the full flutes of later Daimler radiators.

It was now that participation in speed hill-climbs began, Francis planning the bodywork of his cars so that the rear seats could be removed when they were stripped for competition. When the displaying of number plates became compulsory, some of the early owners like himself resisted the idea of having to be numbered, leaving it as late as possible. It could be that he later rather regretted not having taken an interest earlier, which seems to be supported by the fact that subsequently he acquired E-3, E-5 and E-9 to accompany the higher "E" numbers allocated to his stable. These included E-60, which was first used on an 18/22 Daimler with which he made best time at the Derby and District MC's Hill Cliff Lane speed hill-climb in 1903. The next number, E-61, was allocated to Mr. Bolton's 1904 10hp Decauville. But he never held E-1, the property of the Earl of Dartmouth.

Ever ready to try out the latest cars, Mr. Bolton acquired a very impressive 30/40 Daimler in 1905 which, whilst having a full touring body complete with cape-cart hood and button upholstery, could be run as a two-seater for speed events. This 7,247cc dual-ignition model had been newly introduced that year, the Bolton car being registered E-60 and the winner of the Dupres Cup on time and formula at the Notts MC Kettleby event. (The author has not yet established where Kettleby is, so any clarification from HRCR Members would be greatly appreciated).

For 1906, Francis purchased a really big Daimler, an 8.5 litre 35hp model registered E-474. Its successes included FTD at Longleat; the best performance among the four cars of this make which ran at Kettleby in 1906, and best time in the 1907 Welbeck speed-trials, where it beat Cecil Edge's 80hp Napier, later reversed by a win in a 60hp Napier at Coventry MC's hill-climb. Other successes came at Blackpool, Hazlewood, High Peak, Clipstone and elsewhere.

After purchasing an 14/16 Argyll and 10.6-litre poppet-valve engined 45/75 Daimler during 1907, Mr. Bolton's next acquisition was a 60hp Ariel, a car that was low slung, rakishly bodied, registered E-60 and taken to Brooklands in the summer of 1908. The car was on scratch in the Merit Trophy race but was unplaced, whereas at Shelsley Walsh where it weighed-out at 3,990 lb., it won the 1908 Closed hill-climb on time, ascending in 73.2 seconds. The car also competed in similar events such as those at Kettleby and Marchington,

From 1909 to 1910, another Daimler entered the Boltons' service, being a grand touring car that reused the personal registration E-60 and had electric lighting, an RAC badge on the radiator filler-cap, and an exhaust whistle. This was the first of the Knight sleeve-valve engine Daimlers which offered 57hp from its 9.5 litre six-cylinder engine. A 'lesser' 15hp Daimler landaulette probably joined it in summer of 1910, later to be turned into a "station car". This could perhaps have been the same 15hp Daimler that was subject to what Bill Boddy called '*an interesting but unsuccessful experiment*'. The car was called "*Red Spider*" which was treated to a light two-seater beetle-tail body and enormous, thin-section 1010x 90 mm. tyres, later changed for 870 x 90 mm. covers. This was but one of many car bodies designed by Mr. Bolton himself and made Newers of Coventry, as was that on the flush-sided 1909 Daimler tourer.

As a change from his Daimlers, Mr. Bolton tried a 28hp 6-cylinder Lanchester landaulette complete with gas lamps and wheel steering from 1911 to the end of the Great War. But despite this, the Daimler connection was maintained at the same time when a 38hp tumble-sided tourer came to Oakamoor. He might never have guessed that Lanchester would eventually become part of the Daimler company.

Perhaps unsurprisingly in view of his passion for motor cars, Francis had known the Hon. Charles Rolls for many years, someone who was always badgering him to defect from Daimlers to Rolls-Royce. It had now become customary at Moor Court to time the new cars to ensure that their performance was up to requirements. To do so, estate workers were posted at side turnings and no doubt the required procedures were little different from those employed for the hill climbs now being undertaken between Oakamoor and Cotton.

So in December 1911, it was agreed that a 40/50 Rolls-Royce would join the fleet if it passed such a test. The local roads were duly guarded and the Rolls-Royce made its run. Unfortunately, a horse and cart emerged from an unguarded farm entrance whilst this was in progress. Happily, disaster was avoided but all four tyres were burst as the car skidded to a standstill. Somewhere it has been mentioned that a speed of 100 m.p.h. was achieved, but only a streamlined London-Edinburgh Rolls-Royce racing round Brooklands could have achieved such a speed at the time. Even so, the car was purchased, given a long, angular touring body, rejoiced in having the transferred personal E-60 registration and remained in service with the Boltons until April 1917. However, it was to be Francis' only Rolls-Royce.

Competition cars called event though WW1 approached. One of the three Singer cars intended for the 1914 TT race (a 10/35 Special), was obtained (E-5) and given a more road-worthy body by McNaught of Birmingham which weighed only two cwt. There was also a 15hp vee-radiator Calthorpe, dating from 1911 (E-1127) almost certainly one of the 1910 Coupe *de l'Auto* team cars. Meanwhile, the Rolls-Royce was somewhat ignominiously adapted for transporting racing motorcycles by being provided with a wooden platform on its nearside running board.

However, after the end of WW1, Francis Bolton gave up racing. His first post-Armistice car seems to have been a 30hp Sheffield-Simplex, a long and quite vintage-looking open tourer. Mr. Bolton was obviously anxious to sample Earl Fitzwilliam's attempt to make "the World's Best Car".

Besides being a very active early motorist, Francis also enjoyed golf, shooting and photography. Big framed pictures of each of his cars used to hang in Moor Court, and he also kept detailed scrapbooks of motoring affairs.

### **The 2016 re-enactment**

On 3rd September 2016, to celebrate the first running of the Cotton Race, a dozen cars assembled on the bridge over the River Churnet in Oakamoor to re-enact the 1906 Cotton Race and climb Star Bank to '*The Star*' public house at Cotton. Things then moved to Carr Bank in Oakamoor (which was closed to the public for the afternoon) where seats were offered to anyone who wished to have a five-mile ride in an open car in the wet!

Publicity was very discrete, probably because it was just to 'test the water' but there was an event poster which said that cars would assemble at 1100hrs and the runs would take place between 1400 and 1630hrs. The original course from Oakamoor to Cotton was only closed for 20 minutes, it being a major route to nearby Alton Towers, so activity transferred to another steep hill route called Carr Bank for the remainder of the action.

A member of the Triking forum reported that the '*oldest car there was a 1903 Bianchi that had a row of oil drip feeders across the dashboard and a 7.2 litre 4 cylinder engine. It went like stink on a massive wave of torque. There were Bentleys, a Bugatti, Fraser-Nash, Riley, all very old, of course*'.

## This year's (2017) re-enactment



*The ex John Gott, ex Works rally / modsports Austin Healey SMO746 took part, now in roadgoing trim. It had been sold at the Bonhams December 2015 auction for £191,900 including premium.*



*A modern Atalanta climbs Carr Bank, a substitute for what was once the original route of the Cotton Race. Whilst the car was not strictly in compliance with the age rules for the event, Atalanta were one of the sponsors(!)*

Despite the weather, the 2016 event was considered a success so a bigger and better event was organised for the following (this) year, all proceeds supporting the charity Staffordshire Clubs for Young People.

It was great shame that the author could not attend the 2017 event. Indeed, such was the limited level of publicity that I only learnt of the modern re-enactments from my elder son who has an old school friend with direct family connections to the present landlord of the Star Inn at Cotton, the finish of the original 1906 Cotton Run.

There would be up to 100 veteran, vintage and classic cars and motor cycles and to be eligible, they were to have been constructed during the 1900 to 1975 period. Since the event would be held on the public highway, national legislation would apply, speeds being limited accordingly and all vehicles fully insured and road-registered. Individual and club static displays were also possible.

Francis Bolton's grandson, Edward and his wife Lucinda have collated some memorabilia of Bolton's achievements which were displayed on the Paddock at Oakamoor alongside other exhibitors.

Unfortunately, project management commitments for the Rocester and District Camera Club's Summer Exhibition and the necessary delivery of the HRCR gazebo to the Prosser farm near Tamworth for the HRCR Field Day / Gymkhana on the following day prevented me from attending. But from searching the internet, it seems that some interesting cars turned out, including one of Basil Davenport's 'Spider' specials and an ex works Austin Healey SMO 746.

Hopefully and assuming that there will be another running of the event, there will be no similar date clashes next year.....

David Yorke

## Acknowledgements

*Due acknowledgements must be given to the late Bill Boddy, 'Motor Sport' magazine and Oakamoor resident Brian Ball for source material used in the preparation of this article.*

*The photos of the 2017 event were taken from Facebook and are the copyright of Linzi Smart. If you would like to order high resolution copies, please contact Linzi directly on [linzi@smartpics.co.uk](mailto:linzi@smartpics.co.uk).*

*Those wishing to find out further information should follow [www.facebook.com/OakamoorHillClimb](https://www.facebook.com/OakamoorHillClimb)*

*Concerning the Atalanta recreation, see <https://www.atalantamotors.com/articles/atalanta-sports-car-oakamoor-hill-climb-revival/>*



## ADAC RALLYE DEUTSCHLAND AND SUSTAINABILITY

The recent ADAC Rallye Deutschland (17-20 August 2017) aimed to combine motor sport and environmental compatibility at the highest level, something of a challenge when the two issues appear incompatible.

But Germany has been towards the forefront of Green Thinking for some time now so perhaps progress in this area should not be surprising.

With its environment protection concept, the German event of the FIA World Rally Championship has been setting a benchmark for years and provides a role model for other WRC events. For 2017, ADAC intensified its commitment to organise the event as sustainably as possible, implementing new concrete measures.

In addition to the existing special stages from previous years, ADAC commissioned environmental audits for all new stages in the Saarland. After meticulous verification by the Saarland Agency for Environmental and Labour Protection (LUA) and the Saarland Ministry for the Environment, the competent authorities approved all courses, spectator areas, parking areas and visitor access routes for the 2017 event, resulting in certification of its 'environmental friendliness'.

The rally's environmental team was reinforced by having five rather than three Environmental Officers before, during and after the event. In the planning phase, the experts, together with the relevant agencies and authorities, evaluated the itinerary, spectator areas, parking areas and access roads from an environmental point of view. During the rally, they monitored compliance with environmental precautions whilst after the event they scrutinised all areas and produced an audit report. The results will now be considered when planning the event in the coming years.

Being firmly resolved to enhance its environmental commitment, ADAC organised a number of pilot projects this year. For example, at one special stage, no plastic cable connectors are used at all. As a replacement, approx. 10,000 fully compostable cable connectors were used to set up signs and barriers. If these eco-friendly connectors pass the practical tests, they will become standard for the 2018 Rallye Deutschland. Other innovations include the testing of fully recyclable plastic fencing.

Yet another new element of the environment concept related to water and soil protection: At particularly sensitive route segments, marshals were equipped with special materials for binding oil, brake fluids and coolants. In the event of a rally car crash posing a threat to the environment, the marshals were able to be on site even before the emergency services to provide environmental "first aid" even faster.

Visitor behaviour is a critical factor for environmental protection during the event. The official event magazine and tickets included information and practical tips to encourage spectators to show environmental responsibility and safety awareness.

To enhance the efficiency of spectator management, the visitor guidance system was optimised ensuring short transits between access roads and parking and spectator areas. The barriers along the paths and areas offered both visitor safety and the protection of particularly sensitive natural habitats. Marshals also ensured that nobody entered the 'no-go' areas. Also, a free shuttle bus service took spectators from the car parks to and from the spectator areas near the highlights of the Panzerplatte stage. To further encourage environmentally compatible behaviour, approx. 6,500 rubbish bags were provided for visitors to dispose of their litter.

It is often appalling to see the sheer quantity of litter in the forests and spectator areas after a major UK rally and the forestry authorities have already shown that they are less willing to tolerate such inconsiderate behaviour, even objecting to the running of certain rallies on occasion. Thus whilst the influence of the Green political parties in Germany is greater than it is in the UK, the adoption of sound environmental practice by rally organisers could offer positive benefits in securing the future of rallying in the natural environment rather than having it restricted to racing circuits like the current Motorsport News series.

So what useful eco practice tips could be adopted from Rally Germany?

- Provide spectator guidance systems
- Consider free shuttle bus services where it is possible and sensible to do so (as has already been used on the Great Orme on WRGB)
- Keep spectators to the designated roadways, spectator areas and out of 'no-go' areas.
- Keep waste generation to a minimum
- Provide effective litter disposal systems throughout for the event.
- Ensure that there is neither smoking nor open fires in the woods.
- Confine camping to official camp sites only.
- Provide sanitary facilities and make sure that they are used
- Have all those involved with the organisation set an example to the other fans

## OCTOBER'S NEWSLETTER

All contributions for next month's newsletter are welcomed, for which copy should be sent to David Yorke **by no later than Friday 22 September 2017** to [yorkesport@btinternet.com](mailto:yorkesport@btinternet.com)