

Letters

Results

Hi Carol,

Happy New Year and hope you had a great Christmas.

Your Editorial question about printing race results is interesting. One of the main reasons that I subscribe to *Historic Motor Racing News*, and I think I have every issue, is the listing of complete results. I, too, had noticed the recent change.

I tend to follow the fortunes of lesser known cars which usually run at the back of the field and get little or no publicity so your results were of great value to me. The proposal of the top ten places only

would not, therefore fill the bill. I know that I can find most, but not all, results online but I find the use of your hard copy, along with the descriptive reports by far the best records for my interest and research.

I can understand your problems, but PLEASE if at all possible continue to print out the full lists.

Kind Regards, Rob Lyall

Rob, Thanks for your comments. We've had only two letters about this and both were for keeping the results. Judging by the lack of response, I would say the other readers don't care one way or another. CS

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Rally News

Targa Iberia

Scheduled to run last October, the Targa Iberia, created by leading Spanish organiser, Jesús Pozo, had to be cancelled, as the number of entries did not reach the minimum of 25 he had set for the event to go ahead. Disappointed competitors had been told about this minimum number, so were prepared for the postponement. Originally planned to run the weekend after the Algarve Classic race meeting, which in turn runs after the Jerez Historics meeting, so that competitors could stay on and rally for a few days, it seems that there was just too much on the agenda in Iberia in October. Pozo has set this year's date to 4-8 November, well away from the other two race meetings.

The event follows the familiar two-category format, with Regularity and Competition classes, and alternates between hillclimbs and special stages and circuit races at Algarve, Montebianco, Ascari and Jerez. Pozo puts great store in organising shopping and tourism, so that the families of the racers can make the trip to Andalusia together and meet up in the evening for the galas and prizegivings. Contact jp@espiritudemontjuic.com or see www.targaiberia.com for more details.

Cento Ore

The 13th edition of the Modena Cento Ore will set out from Modena on 4th June for four days of special stages and circuit racing in Emilia Romagna and Tuscany. With two overnights in Florence and a beach party in Viareggio, before returning to the finish in Modena on Saturday June 7, amongst the promised circuits on the 1000km route are Imola and Mugello. Limited to 70 cars in total, competitors may enter the regularity section or go for the full, flat out competition on the hillclimbs (which, we are told this year will include one particularly long stage) and circuits. Organisers, Scuderia Tricolore, describe the event as, "a great combination of wonderful cars, gentlemen drivers, competition, tourism, gastronomy and relaxation.." Certainly *Historic Motor Racing News* readers that have done the event were delighted with the organisation, the route and the ambiance. See www.modenacentooreclassic.it for further details and entry forms.

Boucles de Spa

This one-day event will take place on 15 February with some new stages in Bastogne - while the rally centre remains in Spa - with some changes to the running of the event.

From this year the average speed for the Classic category will be increased from 50km/h to 60km/h maximum making the challenge even greater, while the Legend category will retain its substantial 80km/h average, with mandatory winter tyres. There is even more speed foreseen in the new Demo category. This category is reserved for a maximum of 15 cars, which will be selected based on rally history. These cars should have played a prominent role in the Boucles de Spa or the World Rally Championship, and they will precede the Legend category without time keeping or classification. They will not drive on unpaved routes and will not be competing in the night stages.

The car must be listed as one of the seven Group B cars that in general are forbidden in historic events. These include Peugeot 205 Turbo 16, Audi Sport Quattro, MG Metro 6R4, Citroen BX 4TC, Ford RS200, Lancia Delta S4, or Subaru Impreza Gr.B. Other >>



The Cento Ore will be re-living its heyday in June