

## Appendix 51

schedule compulsory and, with time lost early in a section, one nevertheless had to be on schedule throughout the rest. It meant that the organiser's could run a competitive rally in their area whilst staying within the legal limits. The downside was that the system was compromised in that it depended on *where* time was lost, not just how *much* was lost.

However it was the same for all and it was no coincidence that most sections began with a particularly tight and difficult route so rendering the section difficult throughout. Of the nine sections only two (the second and the third) proved to be such that time could be caught back.



Leaving a control one minute early dropped the Pip Dale/John Brown Lotus Cortina outside the top ten, losing them a probable 4<sup>th</sup> place result. (Ferret)



The Midget of John Sprinzel and Gerry Ryan leaves the tricky white at Braunston. They achieved a tenth place result. (Ferret)

CANAL BRIDGE

DIP IN TRACK AFTER  
CANAL BRIDGE



## Appendix 51

Early in the event one of these tight sections used a white road that runs from Thorbridge to Braunston and this must be one of the most difficult sections of three-ply ever! It consisted of two strips of concrete each no more than two feet wide set into a field and unfenced for the greater part. It was extremely easy to get slightly off line and slide onto the grass. Penalties began to mount up as soon as the first regularity was under way, the three controls in the first accounting for six or more minutes being lost. On the second, with seven controls included, Sparrow/Raeburn were fastest, dropping four minutes.

After three of these regularity sections (the third being cleanable by many) and the first petrol halt, Will Sparrow was in the lead having dropped 12 minutes whilst the Imp of Badham/Woods was tied with Dale/Brown on 13. Barter/Kirkham had already retired having run the bearings in their Escort whilst Martin-Hurst was out with gearbox problems.

It seemed that the faster cars had a real advantage on this rally as it involved sections with many long straights. Surfaces were quite slippery in the narrow lanes but the night was free from rain, fog and frost. Sparrow was

beginning to suffer from a lack of brakes in his Mini whilst the Cortina Lotus of Pip Dale had to have a new dynamo fitted and reported exhaust problems. However their biggest setback was leaving a control a minute too soon dropping them from what could have been a fourth place result at the finish. Brookes was another Mini with brake problems whilst George Hill was suffering from dire electric troubles that eventually led to his retirement.

Further retirements came from Mick Briant (diff failure), Parker/Gormley (off road) and Hodge/Weaver (accident). Meanwhile Ted Cowell was struggling with a badly mis-firing Twin Cam whilst, contrastingly, the Spridge of Offley and Sprinzel were both going extremely well. Had there not been such long straights on the rally perhaps one of these two could have been a potential winner. Just before the second petrol halt Frank Piersce punctured but managed to get to the controls before all the air escaped. As a result he was able to change his wheel without loss of time.

The final selective featured the famous "flying cross road" at 133/583807. This is where the white road crosses the domed tarmac of an airfield. Efficiently marshalled this is taken at

DID IN TRACK AFTER  
CALAN BRIDGE



Jack Tordoff and Brian Marchant in their Saab V4 finished in an excellent sixth place. (Ferre







DIP IN TRACK AFTER  
CANAL BRIDGE

The Badham/Woods Imp leaves the three-ply white at Braunston. (Ferret)

speed and the crowds were well entertained by the height of the "yumps", seemingly with Pip Dale scoring the best marks! Timing on this stage was a little suspicious as the first three cars through were penalised about twenty seconds more than the following crews.

Back in Rugby, there were a few other timing anomalies to sort out (not surprisingly, as road penalties were assessed at the rate of 20 points per minute and selectives at one per second) before Will Sparrow and Nigel Raeburn were declared winners, starting their 1971 campaign in fine style. Harold Morley and Peter Bryant were in second place with the Iliffe brothers in third. It will be interesting to see how these latter two crews get on as the season progresses. As for the rally itself, most people had nothing but praise. It is difficult in this part of the Midlands to provide the sort of competition one gets in Wales or the West country but the SODC, with their unique timing system, succeeded magnificently.

**Selective 1**

1 <sup>st</sup>	Dale/Brown	63
2 <sup>nd</sup>	Tordoff/Marchant	69
3 <sup>rd</sup>	McIlveen/McGivern	71
4 <sup>th</sup>	Lawrence/Stephenson	76

**Selective 2**

1 <sup>st</sup>	Sparrow/Raeburn	18
2 <sup>nd</sup>	Lawrence/Stephenson	20
2 <sup>nd</sup>	Iliffe/Iliffe	20
4 <sup>th</sup>	Tordoff/Marchant	36
5 <sup>th</sup>	Barton/Brown	37

**Selective 3**

1 <sup>st</sup>	Lawrence/Stephenson	125
1 <sup>st</sup>	Iliffe/Iliffe	125
3 <sup>rd</sup>	Sparrow/Raeburn	127
4 <sup>th</sup>	McIlveen/McGivern	129
4 <sup>th</sup>	Oliver/Palmer	129

**Selective 4**

1 <sup>st</sup>	Iliffe/Iliffe	68
2 <sup>nd</sup>	McIlveen/McGivern	72
2 <sup>nd</sup>	Creighton/Viney	72
4 <sup>th</sup>	Tordoff/Marchant	74
5 <sup>th</sup>	Dale/Brown	75





## Walk 18

4½ miles (7.2km)

## Sawbridge—Nethercote

Map OS 151

IF YOU trace this walk on an Ordnance Survey map it will appear to be entirely along roads. But these roads have over time become gated farm tracks, unsuitable for motor vehicles but ideal for pedestrians.

The walk starts at Sawbridge, a backwater of rural charm where a manor house, farm and a pair of timbered cottages overlook the untended common.

Leave Coventry travelling south along the A45, pass through Dunchurch and at the Sleepy Sausage transport cafe turn right into Willoughby. Go straight through the village to reach the T-junction 1½ miles further on.

Turn left here to enter Sawbridge and park your car by the common. Start walking along the short section of tarmac road signposted to Wolfhampcote.

Go through the farmyard directly ahead and follow the unsurfaced road that leads from the farm to the canal bridge one mile away.

The road crosses flat but pleasant pasture land. Because of sheep grazing, it is important that dogs be kept on leads and gates closed after use. Go over the canal bridge then swing left to cross the bridge over the disused railway.

Continue on along the track to reach the junction with the tarmac road. It leads in from the right just before the stretch of water, a section of disused canal that has been attractively landscaped to complement the nearby farmhouse, Wolfhampcote Hall.

The route to take is right along this tarmac road, but if you wish to visit the 14th century church at Wolfhampcote and the site of the deserted village, continue straight on through the white gate seen ahead.

The village disappeared in the 15th century when the landlords moved the population away to use the land for grazing. All that remains of Ulfemescothe, as it was called in the Domesday Book, are the mounds in the field opposite the church.

Turn your back on Wolfhampcote and the distant view of Braunston village, with its beautiful church spire, to continue the walk.

The gated tarmac road that winds its way from Wolfhampcote to Nethercote is just over one mile long. It traverses open country, mainly arable, and rises a little towards Nethercote.

Follow this road, passing through Boundary Farm on the way to reach the T-junction. Turn right into the narrow road and go past the handful of houses that make up the hamlet of Nethercote.

Turn left at the end of this road into the lane and continue to the left-hand bend near the large house that is surrounded by the high brick wall.

Bear right here along the track past the barns. This unsurfaced road gently descends from Nethercote, passes over the canal and goes under the disused railway.

Follow it all the way. When you reach the tarmac road, turn right along it to go past the manor to enter Sawbridge.

## Appendix 52



*An attractive landscape sets off Wolfhampcote Hall*

