



AUTOSPARES

SUTTON AUTO FACTORS

DUKERIES RALLY

Saturday 24th June 2000



PEUGEOT *sport*

GOLD STAR CHAMPIONSHIP

CLEAR System Solutions

INFORMATION TECHNOLOGY SPECIALISTS

SILVER STAR CHAMPIONSHIP

EMAMC First Fit Stage Rally Championship

Phoenix Awards ANEMMC Stage Rally Championship

Advanced Autosport Technologies /
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Heart of England Rally Championship



In association with
MANSFIELD DISTRICT COUNCIL

Working for the future



Where To Watch

Friday 23rd June.

Mansfield Civic Centre, Chesterfield Rd, Mansfield. 18.00 till 21.00.

Come and see all the competing cars whilst they are being inspected to ensure they comply with all the safety and technical regulations. Please park in the public car park behind the Leisure Centre on the opposite side of the road. The Civic Centre car park is closed for the rally.

Saturday 24th June.

Start of the Rally: from Mansfield Civic Centre, Chesterfield Rd. **8.45 till 11.00.**

Cars will leave the start at Mansfield Civic Centre at 1 minute intervals from 9.00am. Please park in the public car park behind the Leisure Centre on the opposite side of the road. The Civic Centre car park is closed for the rally.

Special Stage 1 Blidworth First Car due at 9.20.

Spectator parking and direct access to the stage at any of the 3 public car parks which are off Longdale Lane, Rigg, or Blidworth Lane.

Special Stage 3 Blooms Gorse First Car due at 10.20.

Special Stage 4 Clipstone First car due at 10.37.

Spectator parking and access only at the Sherwood Pines Visitor Centre. Follow the signs off the B6030 into the forest

Special Stage 5 Thieves Wood First car due at 12.37.

Spectator parking in the public car park off the B6139.

Special Stage 6 Blidworth First Car due at 13.05.

Spectator parking and direct access to the stage at any of the 3 public car parks which are off Longdale Lane, Rigg Lane, or Blidworth Lane.

Special Stage 9 Blooms Gorse First car due at 15.25

Special Stage 10 Clipstone First car due at 15.40.

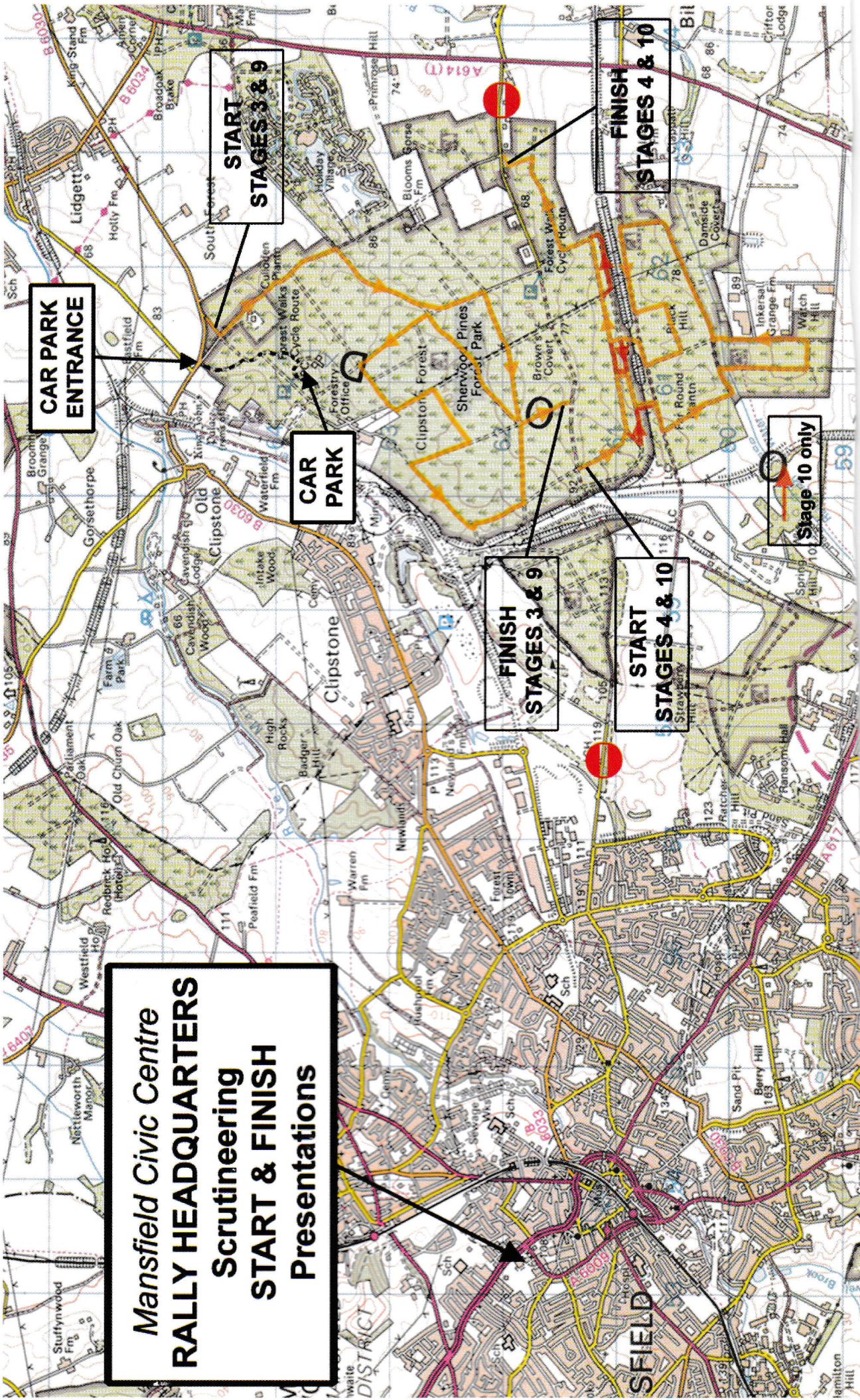
Spectator parking and access only at the Sherwood Pines Visitor Centre. Follow the signs off the B6030 into the forest.

Finish. Mansfield Civic Centre, Chesterfield Rd, Mansfield. **From 16.30 onwards**

Please park in the public car park behind the Leisure Centre on the opposite side of the road. The Civic Centre car park is closed for the rally. Results and Awards Presentation at the Mansfield Civic Centre from around 19.00.

Please obey the marshals instructions at all times.

**Mansfield Civic Centre
RALLY HEADQUARTERS
Scrutineering
START & FINISH
Presentations**



**CAR PARK
ENTRANCE**

**START
STAGES 3 & 9**

**CAR
PARK**

**FINISH
STAGES 3 & 9**

**FINISH
STAGES 4 & 10**

**START
STAGES 4 & 10**

Stage 10 only



FINISH STAGE 5

START STAGE 5

START STAGES 1 & 6

FINISH STAGES 1 & 6

CAR PARK

CAR PARK

CAR PARK

CAR PARK

Reproduced from the 1999 Ordnance Survey Landranger Map No. 120
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© Crown Copyright 43371U PINE LODGE MAPS

History of the Dukeries Rally

1960 was the first Dukeries Rally with a 'restricted' RAC permit, although there had been a 'closed to club' event with this title the previous year. The event ran on October 16th 1960 as a night road rally using the local roads in Nottinghamshire and had an entry fee of £0-15s-0d [75p]. It was immediately observed as a potential round of the fledgling East Midlands Association of Motor Clubs Rally Championship which it entered in 1961. Jim Porter's recollections of these early events were of "tricky navigation with 50 car entries using Ford Anglias and 850 Minis trying to find the correct route amongst the maze of 'not as map' roads and tracks within Clumber Park".

In an effort to find more competitive rally territory the event moved into Derbyshire during the mid 1960's and by 1967 the organisers added special stages to an already tough event. By 1969 the reputation of the event for good organisation had attracted the BTRDA Silver Star Championship and in 1970 the event was upgraded to 'National' and was a qualifying round of the Motoring News Castrol National Championship and the BTRDA Gold Star Championship.

A typical rally itinerary of this period taken from the 1970 event was: Early evening start from Nottingham, 5 stages south of Nottingham including Donington [before the race circuit was rebuilt] and the road around Blackbrook Reservoir. Fuel halt at Hulland followed by 6 selectives in Derbyshire / Staffordshire. After the first leg, the leader was Brian Bell [yes the same Brian Bell who won the event 22 yrs later] who also set fastest time on the first selective before retiring with a broken half shaft. Another fuel halt @ Buxton followed by 5 more selectives in Derbyshire. Fuel in Matlock at dawn and then 6 forest stages in Felley, Annersley, Harlow, Strawberry Hill and Clipstone and further stages at Lamb Pens, MOD land at Bilhaugh and finally 3 laps of Scofton Airfield. The finish was at The Old Bell, Barnby Moor for a late breakfast and awards. The total distance was just over 400 miles and in that year the event was won by Chris Benyon and Lyn Andrews in a Ford Escort Twin Cam.

By 1972 the event was part of the British National Championship and had moved to an all stage format.

[Entry fee £10.] However to obtain the required 80+ stage miles the event had to make use of some disused airfields and farm roads on the Nottinghamshire / Lincolnshire border to supplement the Forestry stages in Sherwood Forest. This was the era dominated by Roger Clark / Jim Porter in the Esso Uniflow Escorts. [LVX 941 J]

1976 saw radical changes when the event was rescheduled in March [only 5 months after the 1975 event] and started at midnight on Saturday from the new Idlewell Centre in Sutton in Ashfield with half of the stages run in the dark, before a lunchtime finish back at the Idlwells Centre. Although this night time format had many advantages and provided competitors with an extra challenge there were a number of drawbacks and by 1978 the event had returned to the more usual Saturday daylight format. 1979 was another notable year when in addition to the BTRDA and East Midlands championships the event was a round of the Ford Escort 1300 championship and the Fabergé Fiesta Ladies Challenge. Some 270 entries were received for the 130 starting places.

During the late 1970's and early 80's the event gradually became more compact and used less non forest stages. This process was helped by two organisational successes; (i) obtaining use of a 5 mile stage in the Birklands, known as 'Portland' in recognition of the freehold owner Portland Estate, and (ii) the use of the mixed surface roads in Clumber Park, owned and managed by the National Trust. This was the format use for the Dukeries Silver Jubilee rally in 1984.
[Entry fee £83.]

Since 1987 the event has run to the present format using the Mansfield Civic Centre as the Rally HQ, start and finish and using 45 miles of special stages within Sherwood Forest linked by a road route of less than 100 miles.

The Dukeries Rally connections with the BTRDA go back to 1969 when the event was a round of the then BTRDA Silver Star Championship. When BTRDA first introduced its Gold Star Rally Championship for stage events in 1972, the Dukeries was included, and during the 1970's and early 1980's the Dukeries winner often went on to become BTRDA Gold Star Rally Champion. [Trevor Smith, Pete Doughty] Changes to the BTRDA championships in 1987 saw the Dukeries Rally become part of the first BTRDA Clubmans Championship. Seven years later in 1993, radical changes in the BTRDA Rally Series saw the Dukeries Rally included as a round of both the Gold Star and Silver Star Championships, with the Formula 2 cars running in advance of the non F2 cars. The 1994 Dukeries Rally was voted 'best event' in the BTRDA Rally Series and again in the 1990's winners of 'The Dukeries' went on to become BTRDA Champions. [Matthew Clark, Andy Burton, Brian Bell]

Did you know? In 1990 the Dukeries was a round of the Peugeot Challenge which was won by a very young Richard Burns who went on to win the Peugeot Challenge that year. What became of him?