

2011 26th Fairest Cape Tour – A Personal View by Chris Cutler

From my perspective as Clerk of the Course the 26th FCT ran smoothly with only a few minor glitches. On day 1 I was caught out by road works between Mooreesburg and Malmesbury which had moved towards Moreesburg rather than away from it which I had predicted a week before the event when Rai and I took a final look at the course. As a result we lost one control out of the 13 planned for day 1.

On day 2 there were no road works which was a blessing but somehow things around the control near Boschendal Winery in Pniel got confused with results at that point not what they should have been. The marshals at that point were in the right place (Spider and Coert) so the error is down to me in getting the distance wrong. As a result the control was scrubbed leaving 9 controls for the day out of the 10 planned for.

I was happy with the tea and lunch stops except Le Pommier on day 2. This is a restaurant I go to quite a lot and it was supposed to be the gastronomic highlight of the tour.....they really let me down and I apologise to those who did not get their meals or had to rush to get away on time....very disappointing.

I am continually amazed how the top rallyists can run at an error of 2-3 seconds for the whole rally. Gavin Walton and Gavin Lumley both illustrated this and Kevin Robertson and Tony Lyons-Lewis weren't far behind.

A lot of interest was shown in Boksnut a special built in the 50s by Jannie Stander. It is based on a Velocette MOV engine converted to overhead camshaft with a very short stroke which reduced the capacity to 250cc. The running gear is a mixture of Norton and Velocette. The machine is how it was in about 1960 when Jannie took it to the UK to race. There will be a separate story on this machine in a future SnW if I can persuade Gary Herbert to help me.

Just to conclude my view on the FCT main event it is not possible to run such an event without some very dedicated assistance. For the first time this year Eddie Kirkwood took on the task of Secretary/Treasurer. He did a brilliant job and I thank him for putting in so much time and effort. This year Rita Heinze was Chief Marshall (with Rai's assistance) and everything went exactly to plan which is par for the course with the Heinze duo. Carol Pitchford was Chief Scorer, ably assisted by Lorna Lyons-Lewis and Maureen Brown and again all that went very well. Thanks to all of you because it made my job that much easier.

I want to thank Rai in his role of SAVVA Steward. Fortunately he had very little to do in that capacity. Also my thanks to him for helping me with the second check of the route and indeed a third check of day 1 because of the road works en route.

And last but not least the marshals. Jerry Day, Diane Klein, Spider Wilbraham, Coert Joubert, Dave Sansom and his grandson Barry Vivier, Maureen Brown, Lorna Lyons-Lewis, Bev Pullon, Diedre Wilson, Gary Herbert, Colin Alford and Mike Peper.

This year we had a Regularity Run for Veteran machines up to the end of Slanghoek road and back to the Dam Fine Café. The riders gave me their expected time for the run and the rider closest to his or her estimated time won a beautiful trophy from the Veteran era presented by Rai Heinze and Mike Milner-Smyth. Dave Sansom won this year with an error of 43 seconds on Brian Wallace's 1914 New Hudson.

I wish to thank Brian and Mark Shaw for making 5 bikes available to whoever wanted to ride the event. We had 10 riders, 2 of whom were ladies and only one rider failed to finish. Next year we will make sure there are some cars as well. All the results are included in this report.

Well that's it for me...hopefully I will get to be the COC for the 27th FCT , all being equal and provided I am not overseas too much in 2012.

Chris Cutler