

# Backfire



**Magnificent cars at the finish of The Welland Valley Wander 2019.**



**The Magazine of  
Loughborough Car  
Club – Sept. 2019**



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## From the Electric Chair

Hope you are all having a great summer and plenty of motorsport action. I'm writing this in the back of the new happy bus on the way back from our latest round of the British Historic Rally Championship: the Ulster Stages Rally based in Newry (counties Armagh and Down in N. Ireland), and also a round of the BRC and some local NI championships.

Having never travelled to Ireland before it was always going to be a bit of an adventure, and so it proved.

John and I travelled up to Cairnryan, six miles north of Stranraer, to catch the ferry over to Belfast, and then the relatively short trek to our rented house in Banbridge, which proved an ideal home-from-home for our trip.

We hired a little Vauxhall Viva for the recce which proved to be very suitable for the 20mph recce speed limit (it wouldn't have gone much quicker!!), the roads were wet, muddy country lanes: very tricky, technical and fast. Two passes of the stages were allowed which we duly completed and made lots of changes to the pre-prepared Patterson notes.

We set off for scrutineering in bright sunshine with lots of compliments about the car, and an easy pass with the added bonus of discovering some new birthday driving gloves secretly stashed in my bag courtesy of the missus. Fully signed on and ready with the final checks completed, then our service crew and team manager Steve turned up after enduring a multiple mode of transport trip from home.

Saturday morning dawned bright and sunny then a downpour just before we were setting off. It looked a bit of a tyre lottery, however it stopped just in time for us to choose softs as we left.

We got to stage 1 and the roads were dry but with plenty of mud and wet under cover which made the stages slippery in places. A pretty good first stage with no mistakes and the notes were working well.

Second stage we dropped down the order after having nearly sideswiped a concrete gate post followed by overshooting a T-junction over a crest. A little self-discipline had to be applied to get through the stage without further incident.

Stage 3 went well. back to a reasonable pace without any incidents and we were happy to reach first service with only a small dent to show for it. A short 30-minute service was enough to tighten all the suspension bolts back up and fit some harder rear tyres, a quick tea and catch up with Lee and Terry who had already flattened a gate in the first loop, but where still going well.

Back to SS1 and with a good run through we managed to shave 21 seconds off the first time, then off to SS2 again and another good, clean pass retrieving a huge chunk of time again without any mishaps. SS6 was also a good stage but with just a little hint of clutch slip, and we were really enjoying the rally now having completed 60 stage miles.

An hour service this time meant a good look around the car and an adjusted clutch slave: all seemed pretty good for the last loop and we were fired up on tea and burgers.

We set off into the last loop still with 30 stage miles to go, SS7 a repeat of SS1 completed with a further 6 seconds' improvement - the

notes were really starting to work and the BDG was singing at 9-grand.

Back into the third visit of SS2 and the clutch was starting to slip really badly in higher gears and it was a little difficult to get down the box. We also re-visited one of the scenes of our earlier crimes when JP warned me: 'this is where we nearly went off this morning' which was one piece of information too many for me so, as the gate was open this time, we nipped in the field scattered a few speccies and doughnut-ed round, losing 10 seconds in the process. We had a laugh and carried on but the slipping clutch was starting to become a real concern. We were relieved to finish this stage (the longest) and thought we might just manage to get through the last 8 miler.

We set off trying to spare the clutch as much as possible and dropping about a second per mile to our earlier pass, but we made it to the end of stage and felt pretty relieved.





We got interviewed at the passage check before the last road section where we reported 'what a great rally we'd had and we were lucky to finish, blah blah blah and all that', then what ? ... stuck at the T-junction with no gears or drive ! FFS! Anyway we managed to ram it in gear and had drive of sorts: never has that car been driven so steadily back to the finish and into the last time control ! One last trip down to *parc ferme* and we got a result. What an emotional end to a great rally. We still managed to grab a great result being 39<sup>th</sup> overall and 5<sup>th</sup> British historic crew. The best birthday present I reckon I could have wished for!!

Just a few weeks to re-prep the car and fit new clutch ready for the rally special in Belgium, before going back onto gravel for the last round of the British Historic Rally Championship where we are currently 7<sup>th</sup> overall, so fingers crossed we can hold onto it.

That's all from me for now. **CheeRS, Bazza**

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## HERO Summer Trial - 12<sup>th</sup> – 14<sup>th</sup> July 2019 from Monica Dowson

I expect every one of the 80 competitors on the excellent Summer Trial will have different stories to tell about the rally.

**Andrew Duerden** was navigating for Nigel Perkins in the Porsche 911 SC in the Masters Class and so was not eligible for overall awards, which is a shame, because on their



Nigel Perkins & Andrew Duerden in the Porsche 911 SC  
Photo thanks to Mike Griffin Photography

score they would have been 3<sup>rd</sup> overall as well as 3<sup>rd</sup> in the class. What is more, Andrew and Nigel were the only crew unable to use their Joker (highest late penalty over 15 seconds reduced to 15 seconds) because their highest penalty over the whole 3-day event was 14 seconds with total penalties (including tests) of 2 min 45 secs.

At the end of day-1, John and I were pleased with our 26<sup>th</sup> place with 'only' 43 secs of penalties, but that wasn't to last.

Day-2 started reasonably well for us. Our performances on the two tests were no worse than usual! Then, we went on to a Jogularity and somehow, along with 33 other competitors, we got maximum penalties (1 minute) on the last control ! So that was our Joker used. The bad day didn't end there. On the first map section, we went off route (another 1 minute penalty), and after the end of regularity, not realising that Secret Checks applied even on transport sections, having gone past a right turn at the end of the map, I decided we could get to the next start control by going a slightly different way. (Another 1 min penalty. Nooooo-oo.)

By comparison, day-3 was quite a lot better, only a couple of horses on lead reins walking up the road ahead of us ! Best of all was the final regularity, a Jogularity called "Walton Blast". I could see from the route book that it was going to be a fast finish but what I hadn't realised until we got there, was that we finished on private land. (Steve Perez's farm and lodge, where the tests had all been run.)

The first control just inside the farm was manned by **Clive and Anji Martin**, and they gave us a zero. Thanks guys ! (They weren't to know this because we were running 10 seconds late at the time.) So, since we were now on private land, obviously there were going to be controls close together; which they were, and the nominal 21mph and 29mph were out of the window. The route finished with an



exhilarating blast down Steve Perez's drive (no cones or chicanes) to the regularity finish. 😊

Overall, the Summer Trial was an excellent event. HERO organisation is excellent, the regularities had a good mix of tulips, Jogularities, maps, speed tables, and the transport sections were interesting. The timing was always tight, with no time to dawdle between sections and the tests were well run.

In the final results, **Nigel Perkins and Andrew Duerden** deserved top place in the LoCC results with their 2:45 penalties.

We, **John & Monica Dowson**, in the Ford Fiesta XR2 Mk1 were 34<sup>th</sup> O/A and 5<sup>th</sup> in class with 10:49 penalties, and were happy to finish in the top half (out of 80 entries) and without any car malfunctions.



John & Monica in the Fiesta XR2

Photos with thanks to Mike Griffin, whose other photos can be seen at [facebook.com/MikeGriffinPhotography](https://facebook.com/MikeGriffinPhotography) or email him at [mikegriffin2760@gmail.com](mailto:mikegriffin2760@gmail.com)

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## **St Wilfrid's Classic – Sunday 11<sup>th</sup> August by Anji Martin**

Being newly 'promoted' to Masters we were still surprised to be seeded at 14 (out of 64) for the St. Wilfrid's which started in Masham marketplace on Sunday morning, finishing back at Thirsk Auction Mart where scrutineering had been on the Saturday.

After a short transit from the start we had three tests on grass which were very slippery and muddy – the Tuesday night autotests certainly helped with these – and as we exited the venue it was straight onto three regularities. Reg 1 was a series of spot heights and grid lines and took us east and north following the old A1. On to Reg 2 a pre-printed smaller scale London Map wound clockwise above Northallerton: here we had to remember to add 3 minutes to allow for goods' trains at a level crossing. While we killed time the barriers did come down and then just as we were about to leave we had to wait for a lorry to come past and lost more time. Reg 3 was on a herringbone and across onto map 100, ready for the “real” tests.

Boltby Forest – with three tests on slippery forest tracks, Clive found that some of the cones came up a bit quick and most had stop & go boxes just before the finish lines ! All the drivers had massive smiles on their faces at lunch. Lunch at High Paradise Farm in Boltby Forest was fresh rolls, homemade soup and rich chocolate cake (very nice but left me feeling queasy, once back in the car).



After lunch, Reg 4 was directions-of-leaving the grid square. As we approached Kilburn (of Mouseman furniture fame) the road was blocked by a fallen ash tree: whilst they were cutting it up with a chain saw and dragging it out of the way quite quickly, about four cars were delayed, the first car on the scene used to navigate for the

farmer who was cutting it down, and we had stayed at his B&B last year! So his timing was terrible. We all tried to make up the lost time but the control just wasn't far enough away, so we ended up following each other into every subsequent control ! The test in Pry Rig was next and would be repeated again after Reg 5 which was map symbols and just over an hour long. I found this easier to plot in reverse, but then it felt wrong driving it the correct way. It started and finished by Helmsley, with a long loop up and back down the moors, with very few other roads to look out for it was possible to take in the views in between the 15 speed changes.

As we exited Pry Rig for the second time, we had the final Reg given to us which started ½ mile away. It was on tulips and whilst the plot didn't say 'coloured roads only', it only worked on coloured and lead us back for the three final tests at Boltby. Despite reservations about 65 cars going through twice, our times on the second run were 1-3 seconds better than the morning ones (but we did incur a line fault!).

All the regularities were fairly straightforward to plot but we had multiple speed changes which were printed as a table – column 1 at distances from the start and column 2 at intermediate time controls. We missed one of the earlier speed reductions as hadn't twigged that they were not strictly in order. As they were all in a similar format, we tried not to get caught out again.

Competing in our first event as Masters we didn't expect to keep our seeding so were very pleased to find we had finished in 10<sup>th</sup> overall with Harvey Steel and Martin Pitt close behind in 12<sup>th</sup> – and especially given the high number of Masters competing on this one as the tests are particularly good on the St Wilfrid's!

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## **Flat out on the “Flatters” by John Pickavance**

After a very disappointing last stage 5th O/A retirement on the earlier Carlisle stages The Team Metric Mk2 headed south to the tarmac of the Harry Flatters rally, a traditional round of the British Historic Rally Championship. As ever the rally was held on the challenging and fast Epynt military ranges near Brecon.

This is an event where we have never gone as well as we would expect for one reason or another. Being tarmac, it's very fast so the 4.6 rear axle was fitted (good job as the 5.1 forest item was well and truly broken in Carlisle).

Seeded at 40 we were 13<sup>th</sup> historic car on the list, surrounded by many modern cars both Escorts and 4WD types.



As ever with tarmac there is a limited recce available the day before which we availed ourselves of, just to confirm the notes and make any final adjustments. Always worthwhile on a tight event.



The 'new' Metric Happy Bus brought the Mk2 down to Brecon on the Saturday just in time for scrutineering as Baz and I (and our travelling spectators/cheerleaders Kath, Zak, Lexi, and Richard) had travelled the Friday night to do the recce early Saturday morning.

The recce was good, few changes were made, hopefully meaning everything was good. Sunday morning dawned bright and dry, the format contained 11 both long and short stages and we were using the tight roads of the German village for the first time in a while.



The first two short stages went well using the 'Steps' and a run from Dixies to the Burma road. Next up was a relatively long run from Piccadilly to the end of 'new Road' always a fast run, all was well except for big moment (like proper scary I'm told ... I wasn't watching !) just after exiting the German village where a 2L/C note was a bit worse at 70mph+ than at 30mph on the recce. Nonetheless

Baz didn't look at the trees, and concentrated on the road, so a bit of a tank-slapper was recovered and all was well. And noted for the next run. We've never had a moment there before, so ergo, we must be going quicker?

Back to service after the first 3 stages, and still all was well.

The next three stages were just a repeat of the first three except sadly stage 6 was cancelled due to one crew having a big accident on New Road and it took a long time to recover them. All was well for us, however, as we were 1 second a mile faster the second time through.

A long service halt was followed by running the earlier three stages in reverse, where we matched or beat our former times.

Then came two stages dedicated to the late David Stokes (ex-works Mk1 Escort driver) using most of the range roads. On the first run through; no problems and all was quick. But lining up for our second run we had a long wait and drivers got to talking (NB there had been no official results all day disappointingly) only 'net-based stuff if you could get a signal. The upshot of which was we were 10<sup>th</sup> but only 7 seconds in front of our friend Chris Skill, AND he took 7 from us in the earlier run through. This apparently called for an all-out assault !

As the clutch dropped on stage 11 it was all go, we were not getting beaten. Running 30-second starts still meant we would need to be three seconds a mile quicker than the car in front to catch him (a life-time in tarmac rallying) but we did, just at the start of the Burma road. Nowhere to overtake there, however he let us through just after, right in front of our travelling spectators, and with a few dodgy (excessive speed) hairpins negotiated we finished a monumental 27 seconds quicker than the previous run.



What an effort, with lots or 9K+ revving ! Needless to say we held off Chris and retained 10<sup>th</sup>, and were only four seconds short of 9<sup>th</sup> and nine short of 8<sup>th</sup>. Our first incident-free Flatters.

Most excellent driving. Also to mention Val who navigated David Kynaston to magnificent 5<sup>th</sup> O/A in the mighty TR7 V8. And our friend Lee who sadly retired late on, after the dry sump tank on his Escort bizarrely fell to bits!

Off now for another tarmac event, this time in N Ireland, the Ulster-Rally (see Baz' report), our first time on that side of the water. It promises to be very different, lots of narrow lanes.

Keep her lit and the shiny side pointing up. **Titanic.**



A junior member (1986 photo)

## **2019 Motor Sport season report by LoCC Junior member, Zak Stevenson-Wheeler**

Hello members,

My name is Zak Stevenson-Wheeler, I am 9 years old and growing up in a motorsport family. My dad is rallying-mad but his mates are even madder (especially the ones from S&L Motors!!).

I have been to a few different car things this year and seen lots of cool stuff.

### **A47 Classic Car Show**

We got up early to go out in the Escort rally car and went to a pub and met the rest of the Car Club people. We set off for the show.

We parked up with the other Escorts and looked around loads of stalls ... after having a bowl of chips for breakfast.

I managed to get my dad to buy me some hot wheels which included some for a Mk1 Escort, a Camaro and a rare Porsche.

There were loads of people and cars there and my dad stopped for a cup of coffee with someone in a camper van who he was an apprentice with, then spent ages talking again. It was bad traffic when we left but it was good as we did a doughnut out of the end of the road.

### **Metric Services Rally**

This is a classic car type rally of which our family business is the sponsor – that's why it's called the Metric Services. I have been to this a few times before.

We got up early again and went to the pub for breakfast.

I helped check the cars over to make sure they were good enough to enter the rally. My favourite was the yellow Ginetta which was small but cool. Daddy's favourites were the Minis.

We went to the field and I ran around our test in under 2 minutes. I did the timing with Daddy and another lady. I'm not sure what her name was but she was nice. Kath Woodman and Sasha did some big slides in the BMW, but the biggest skidder was Jason in the big estate car-thing. Dad said "It's like a Nissan Skyline underneath".

I played with Harrison while we waited for the cars to come back again, and at the end of the day I steered the van around the course and did some handbrake turns before we put all the cones away.

### **Dragstalgia – Santa Pod**

We camped in the motorhome for the weekend. I liked the funny cars, and we had to wear ear-defenders as they were so loud.

My favourite car was one of the Swedish cars: they had to rebuild it, the engine was all in pieces on the bench, then it broke down on the start line, but they did manage to get it going and got the fastest time on the last run.

We went on the fair, watched some bands while Mum and Dad drank some beer: Mummy spent loads of money on clothes and a handbag, and I had to borrow some tools of one of the drag racers to fix the steering on my scooter.

We had to rebuild the electrics on the camper van as the battery went flat, and we camped near a big wind turbine that was noisy when it was going around.

The fastest time was about 6 seconds for the ¼ mile and the car went over 200 miles per hour.

## **Harry Flatters Rally**

We went to watch Daddy and John, also Lee was doing this rally.

While they made the pacenotes we went to a butterfly house and the Devil's Bridge waterfall. We stayed at Lils B&B in Llanwrtyd Wells in Wales and we had dinner in the old pub with loads of other rally crews.

We went to watch three stages of the rally and I did some filming on my iPad. We saw Val go through in the TR7 and Lee in his Escort: there were a few newer cars too. Daddy came and we saw him overtake another car then do a handbrake turn round the hairpin in front of us.

Simon Webster looked fast, Rudi Lancaster looked like he was having some trouble as he nearly got overtaken on one stage, then he was going fast again and overtaking in another stage. Nick Elliot was back out in his tarmac car – Dad said his broken hand must be okay now as he set some good times. Daddy was pretty fast too. Lee retired with an oil problem – Dad said he was lucky not to have blown his engine up.

This year me and my sister Lexi have been helping Daddy: we have been fitting new mud flaps, changing lots of wheels and suspension, and bleeding the brakes and clutch. We also took the seats out to change the body guards as we couldn't undo the bolts. The biggest job we helped with was changing the axle as this took ages to do and was really heavy.

Lexi has done lots of washing and polishing. We have to jetwash all the dirty wheels and tyres, and then spend ages cleaning the drive afterwards – sometimes we just go over the road to the garage jetwash and leave all our mud there like the motorcross boys do. Dad

says the garage bloke doesn't like it though. I like it because we go up the road to dry the brakes off and do a handbrake turn round a big triangle ... it makes me laugh.

Daddy has been really busy in the garage this year. I think he goes up there to get out of the way sometimes.

Bye for now, **Zak**

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## From the archives

**LoCC's Falls Rally of 1987. This event was an annual classic of the Midlands road rally calendar.**

7th/8th November 1987 - THE FALLS RALLY  
(or "How much further is it to petrol?")

This being the last event of the year for both me and car, I decided to "go for it", B\*\*ls Out, Bottle In as it were. As usual, the first problem was a lack of "nearside window and marshalls light operator" type person. (this does seem to be a permanent problem). After speaking with Rod Bint, I gleaned that he was already occupied on the night as a "stand around in the freezing cold, wait for the coming too fast, lock up all four wheels, run over toes if not careful persons asking for the time" type person. However, whilst he was out on a "drive as fast as you can between the trees, no speeding tickets here" type thing, he got talking to a "10 years experience, never wrong slots or throws up" passenger thingy who said that his pilot had pulled out of the "Falls" and he was available. So, armed with phone number, I rang....he said yes etc, etc.

We started out early for the "bite all your nails off, smoke like a chimney, pretend to be confident" tests. Having passed both, we got down to the very demanding task of waiting for

our start time.  
The event headed straight out towards Melton and to the first "chuck strange collection of dangly bits below belly button out of window and position blinkers" bit. Unfortunately, car No.3 had a very bad off involving a big buttressed wall being attacked at around \*\*\*mph leaving the car around 4ft shorter than the manufacturers intentions and both crew being taken to Leicester Royal Infirmary. Both are reported to be on the mend, thank God.  
"Thurpwisely, thith didn't thlow uth down at ael" said he, tongue in cheek.  
"oh s\*\*t, I've forgotten something. The navi was Dave Vanes of South Derbys M.C,"sorry Dave, now back to the action.....

The second white came up and the car was very predictable. You could predict it might do something unpredictable at any moment. IT DID! One second the car was going along a very straight, muddy, "this cannot be a road" white, next second, car going broadside down a "where's the track gone?,why am I sitting 3ft higher than Dave?", ploughed field!

cont.....

THEY CAME , THEY TRIED , BUT THEY COULDN'T!!!  
(Roll the car, that is.)  
SNIFF,SNIFF....Hands up, who's fa\*\*ed?

The next white had a nasty bridge on it. "Is it a bird, is it a plane?" No mate, Mk 2 Escort innit! For some reason Dave wasn't landing at the same time as me and he let out a loud grunt when he did. Ah well, just one more of lifes little observations; "Loose seat harnesses cause loud grunts" I was going to make up a limerick about that, but, being as this is a family show....

The rest of the night went very smoothly with the occasional duel with Troy and Chris and a compulsory blackout of all forward facing glass covered bits.

This was probably the best event I've done this year, both organisational wise and definately result wise. Thanks to all LoCC members for thier organisation and many thanks to Dave Vanes who was excellent all night.

Rallying on a Bootlace.



## **LoCC Junior Championship**

The lifeblood of any organisation has to be the up and coming generation and Loughborough Car Club is no different.

Over the past few years we have noticed that more and more sons and daughters of members are coming out to enjoy all forms of motorsport that we either compete, organise or marshal on.

In order to encourage these young people, at the AGM a proposal was put forward to launch a Junior Championship which will recognise the contribution of the younger members.

The cut-off age is 17 (basically up to when you can legally drive on the road) and is for all sons and daughters of current members.

They will become Junior Members of the car club and hold a membership card.

Credits will be given for all types of assistance, be it helping in the garage to prepare a competition car, helping to marshal on club events, in fact any involvement with motorsport. The aim being to encourage the next generation to be competitors, organisers and marshals.

The scoring and points system is still in discussion, but what we need is help from the parents to put forward what your children are doing and getting involved.

All claims should be sent to the points and awards email – [points@loughboroughcarclub.co.uk](mailto:points@loughboroughcarclub.co.uk)

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# Loughborough Car Club, Evening Grass Autotest, Playing with the numbers

Events	R1	R2	R3	R4	R5	R6	Totals
Weather	Wet	Wet	Dry	Dry	Dry	Dry	
Class A	7	14	21	19	17	17	95
Class B	13	14	14	17	13	14	85
Class C	3	5	2	2	6	3	21
	23	33	37	38	36	34	201

number of tests	6	6	9	9	9	9
Total runs	138	198	333	342	324	306
						1641

Number of	6 rounds	5 Rounds	4 rounds	3 rounds	2 rounds	1 rounds
Rounds entered	11	10	8	8	10	8
						55

7 Junior Drivers      5 lady drivers      4 disabled drivers

29 types of car	12	10	5	4	3	2	1
	MX5	Micra	Peugeot 206	BMW Mini	Audi Quattro 106 Fabia Avensis 850 Estate	DS3 Saxo Spartan Swift Starlet Corrado	Fiat Ford Fiesta MG ZR MGTF Mitsubishi Lancer Mitsubishi Outlander PHEV, Motorhome Mercedes Ti Rover 25 Scoda Octavia Stagea Streetwise Subaru Impreza Toyota Urban Cruiser VW Scirocco
77 cone or line penalties							
119405.6	seconds of competition						
33.16822222	hours of competition						

# **My karting journey by Will Orton**

## **Following in the footsteps of racing legends**

I'm Will Orton and I recently joined Loughborough Car Club. I have been racing karts for over 8 years but I'm keen to start racing cars. In karts I've enjoyed some success: last year I was selected by Motorsport UK (then called the MSA) to represent Britain in the CIK FIA (Commission Internationale de Karting-FIA) Academy Trophy. This consisted of 3 rounds of intense European racing. These races were watched by thousands both online and trackside. Former champions of this series include Sebastian Vettel and Charles LeClerc. I didn't win but several top ten finishes ensured I didn't embarrass myself either and it was great experience!

My karting did start much closer to home, at Stretton kart track in Leicestershire, when I was just five. By age 7 I'd come second in the National Bambino Championship (40mph+ karts for 5-7 year-olds),



missing out on the title by a single point. A year or so passed with other hobbies having their turn, but having realised how much I missed the racing, a friend suggested that we try the national schools karting championship (NatSKA). The following year, aged 11, I was a NatSKA Champion (previous champions include Jenson Button).

After a brief spell racing junior TKM (a karting class created in 1989 by the British-based kart manufacturer, Tal-Ko) in the Super One British championships, I recently switched to the faster lame X30

class (a full programme for karting drivers from the year of their 13th birthday), coming second in a competitive winter club series.



Will in the paddock area (above)  
and Valencia (below)

Currently we're mixing things up with a combination of European, national and club races. I am leading the Super One championship in the Vortex Engines Junior ROK class. If I maintain this, I'll qualify for the ROK world finals in Italy, and be representing the UK.



I'm really enjoying Loughborough Car Club, especially the summer autotests which are helping me get used to cars for (funds allowing), a change into car-racing in the future.

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## **East Anglian: 29<sup>th</sup> June in Bury St Edmunds by Anji Martin**

Unusually there was no overnight plotting and most route information was given out on hour before our start times.

Regularity A spot heights and gridlines followed by our first visit to Thorpe Abbots airfield for two special tests on the concrete and gravel, these were tight, followed by coffee in the museum. Reg B which was a series of approaches and departures from grid references in a clockwise direction to the east and south and then back to Thorpe Abbots for the three tests reversed.

Now nearly 30 degrees, the heat put the cars and crews under strain. Regularity C at 40 minutes long and consisted of a series of symbols and letters that would take the crews into lunch and a chance to cool off. Early results had Harvey Steele and Martin Pit in third with us in fifth, they were determined to beat us after this week's grass auto solo!!





A mix up with the crew in front of us clocking out late nearly saw us leaving on the same minute for Regularity D which was 20+ miles long with 4 IRTCs. Next Larkshall Farm for two tests around the barns and a late change at Wretham Park Test which was originally 4.85 miles long but was shortened to a challenging 1.85 miles over farmyard, soft sandy soil, stubble, grass and a path cut through an onion crop - here Clive managed a joint fastest time.

The final 'normal' Regularity was another 40 minutes one. Then back to both Larkshall and Wretham Park to repeat the tests, Regularity K was off-road following farm tracks under a bridge and then following the railway line and was timed at 30mph with two passage checks Clive went too fast so stopped for 30 seconds but we still clocked in 11 seconds early: the distance given on the time board was 1.88 but our trip said 1.80. Lastly a plot and bash given on departure from IRTC F consisting of nine pictures of grid squares to show the route, which meandered back towards Bury St Edmunds passing Snetterton Race Circuit on the way.



We hadn't checked the provisional results, so I was surprised to receive a text congratulating us on second place which we managed

to maintain as they went final. There were just 5 seconds separating the top three :

1<sup>st</sup> Richard Isherwood and Ali Procter (VW Golf) – on 1,334 points

2<sup>nd</sup> Clive and Anji Martin – on 1,337 points

3<sup>rd</sup> Harvey Steele and Martin Pitt (Volvo 144) – on 1,338 points  
just one point behind us – so close!!

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## **The travels of Loughborough 3 by Richard Elms**

### **Two events in two weeks**

Following on from my recent articles I can let you know that the radio work has continued apace !

The next event following the Nicky Grist was a nice, local journey to Twyford Wood near Colsterworth on the A1, south of Grantham. The venue has a reputation as a car breaker and this year was no different with over half the entry failing to make it to the end.

Fifty-five cars started the first stage and just 49 emerged. No accidents but all mechanical failures. This set the theme for the day, with the event down to just 39 runners by lunch. Only two of these retirements were down to genuine contact with the scenery !

After lunch we had more of the same, with just 27 cars exiting the final stage. One of these was car 37. Why do I mention that one ? Well, it was none other than Dhiren Solanki who finished 24<sup>th</sup> overall. The favourite for the win was Andy Rowe/Cat Lund who were trading mere seconds with Dave Welch and Steve McNulty. Both had their dramas with Andy breaking the gearbox in his Evo and Dave having a tyre wrap itself around the suspension on the last stage ... handing

the win to John Clayton and Matt Daniels. One of the casualties was Mick Pickles whose Proton Satria emerged from the stage under its own power but with the back end on the dolly from one of the recovery units – the offside rear wheel was horizontal where the trailing arm had failed.

Two weeks later and another rally ... this time it was a trip up the A1 to Fulbeck. This was to turn out to be another event with a fair attrition rate, 63 started SS1 and just 44 emerged from SS8. Last year I had the delight of making the radio call that saw the event cancelled. A car had gone off and, in the very dry conditions, had set the crop on fire to the extent that on-site facilities couldn't cope.

This year, obviously, was better. Quite a few familiar names in the entry list even if the cars were not. The aforementioned Mick Pickles was there but in a 1300 Micra, sadly it didn't make it to the finish when it jammed in first gear.



Loughborough radio cars flying our 'flag' at Fulbeck and Twyford Wood.

Dave Welch was back again but was to face stiff competition from some others including Aaron Newby in his Skodaru Impreza. No, that isn't a typo, it is a Skoda Fabia with Impreza running gear, it was quick enough to win overall leaving Dave Welch in second. Also appearing again, seeded at 41, was our own Dhiren.

Despite a couple of minor offs all the retirements were mechanical maladies with a number of better-known crews taking the early bath. These included James Lepley with a broken diff, Gary Wayne/Neal Bloor from the Nottingham area and Martin Hodgson/Tony Jones from Sheffield with very poorly engines. The most embarrassing had to be car 9 who had stopped to change a puncture (lots of those all day) and had the jack collapse resulting in them failing to finish SS4 and calling it a day at lunch. Having travelled over from Knutsford I suspect they were a bit disappointed.

Once again it is pleasing to report that Dhiren finished, 34<sup>th</sup> overall out of 44 this time.



**Welcome to the World.** Loughborough Car Club welcomes its youngest member. To Kim & Martin Davies a baby daughter: Nia Elsa Davies. Born at 11:38 on Thursday 22nd. Weighing in at 8lbs 10oz

## **My year so far by Jason Gill**

### **A busy and varied motorsport calendar**

- Won group B of the Winterseries Autosolo at Donington in my Smart Roadster Coupe.
- Sorted three Dacia Dusters ready for Carta Rallye in Morocco in March (one driven there, competed in the desert for five days and then driven back with just a little damage to the radiator), navigating and mentoring seven new rally licence holders as part of Future Terrain (used to be Race2Recovery).
- 160-mile handcycle ride over two days to Ypres, Belgium to Menin Gate for the centenary of Royal Engineers memorial with British Legion (RBLI).
- Goodwood Festival of Speed forest stage rally, about 25 runs completed over four days.
- Gave Autosolo passenger rides at Coventry Motofest and Silverstone Speedfest in Nissan Stagea and Smart Roadster Coupe (around 30-40 runs at each).
- Track day in Smart Roadster Coupe at Three Sisters track giving passenger rides for Mission Motorsport.
- A handful of marshalling at various rallies and navigated The Welland Valley Wander in Lotus Sunbeam.
- Many more things planned for the end of the year including navigating and prep / testing Smart Roadster towards full rally / off road competitions and targas, more marshalling including Rally on the Prom, Wallasey, WRGB.



- Grass Autosolos summer season in Nissan Stagea and 1986 Mercedes motorhome.
- Mentoring, driver training and navigating BXCC rounds 5 & 6 with Future Terrain and anything else that I can fit in too, including Winter Series at Donington in my Nissan Stagea this year.

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## **White Rose Classic – 7<sup>th</sup> July by Anji Martin**

A week after the East Anglian saw us flagged away from Malton Market place by “Bangers for Cash” with a regularity heading due north followed by a test. Straight into another regularity which finished on private land in Wykeham Forest and then onto another regularity totally in the woods. Clive commented that the car wasn’t pulling away properly, worrying we missed a code board!





At coffee Clive said he'd be surprised if we lasted the day but we did manage to the tests at Sledmere but with several stop astrides our times were well down. After lunch we struggled to get out of a junction on slight incline without rolling back and when I called hairpin right and up steep hill – no chance was the response, so it was retirement from us.



Stripped down it would appear we had used every mm of the clutch plate and have a three week wait for a replacement.

## Photos from the grass Autotest



Theo Pennington



Clive Woodhouse



Jason Gill

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## The 2019 & 2020 12-Car Rally season

**We plan to run seven events including a training evening over the winter months.**

12 Car Rallies are 60-mile navigational rallies on the public road on a winter's evening. The competition is to follow the correct route, visiting all the controls (checkpoints) in the correct order and maintaining an average speed.

The average is set at a speed of less than 30 mph and these events are ideal, novice-friendly competition suitable for a standard car.

Entries are limited to 12 cars (hence the name). The first eight places are allocated first come first served whilst the last four places are at the committee's discretion and priority will be given to beginners,

novices and members. Details and Entry/Marshal Lists will appear on [www.loughboroughcarclub.co.uk](http://www.loughboroughcarclub.co.uk) in due course.

- Beginners will receive a time advantage when plotting the route plus help whilst plotting.
- Novices will get a help sheet
- Experts are expected to sort themselves out.
- There is a training evening before the first event to teach some of the basics.

## **12-Car calendar**

17 September 2019	Navigation Training Evening
15th October 2019	12 Car Rally by Dave Walker
19th November 2019	Max Torque - 12 Car Rally
3rd December 2019	Carlton Challenge - 12 Car Rally
21st January 2020	Old Farts Lash - 12 Car Rally
18th February 2020	Red Line - 12 Car Rally
March - no 12 car (Morning Mist half night rally on 14 <sup>th</sup> & 15 <sup>th</sup> )	
7 <sup>th</sup> April 2020	12 Car Rally

All will be on a Tuesday Evening, starting at 8.00pm, although you will need to be there earlier to do the documentation. 7.00pm is best. Start & Finish will be at a pub and usually supper is provided.

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## **Secret Squirrel goes to Belgium**

So children, if you are sitting comfortably I will tell you the tale of Secret Squirrel and his brave band's adventures in the land of foreign.



Secret Squirrel received orders to travel in search of the mysterious Chevrotine, a near mythical creature to be found wandering the minor roads, deep in Belgium.

Secret Squirrel was briefed that very little information about Chevrotine was known, a possible date, and maybe a location. Searches of t'web (a vast computer system cunningly designed to stop all useful activity) revealed that Chevrotine had a mysterious shadowy sidekick called Cindy <sup>(1)</sup> whose role was to conceal any information from Secret Squirrel or any of his Rally Chums. The only information seemed to come from Agent Claude who would occasionally leak useful snippets, though these were often wrong. <sup>(2)</sup>

Undeterred, Secret Squirrel and his Rally Chums set off to Belgium using their stealth transport, and many hot hours later arrived at their base, hosted by Red Crocodile. <sup>(3)</sup>

By speaking loudly to locals they discovered that Chevrotine had been seen in various hideouts in a small town called Sautin or possibly nearby Sivry.



The next day Secret Squirrel & Might Mole set off to check all the lanes where Chevrotine might be hiding. Meanwhile Brave Badger, Fearless Fox, Cunning Cat & Helpful Hare set up a base next to some Woods.<sup>(4)</sup>

Convinced that they were on the track of Chevrotine, Secret and Mighty checked all the lanes very carefully identifying likely ambushes and other hazards.

Come Sunday Secret & Mighty were convinced they knew where Chevrotine was hiding and set off at a grand pace to try and catch him. Up and down the lanes they roared in their Blue Bomber until, shattered by the heat, they stopped for refreshing cold drink with their chums.

Refreshed, more roaring up and down the lanes ensued.



And so, the chase continued round and round. Until Chevrotine was caught in a cunning trap called *parc ferme* where all woodland folk



from the Ardennes and other wild woods get held endlessly and only Secret Squirrel and his Rally Chums can escape.<sup>(5)</sup>

Secret Squirrel & Chums :

- 1) Event Secretary who divulged very little information
- 2) Supplied Pace notes and helped with accommodation
- 3) Red Crocodile restaurant. Don't ask, that's what it was called
- 4) Matt Wood & his Dad
- 5) All locals are held in Park Ferme until all the restaurants are closed, whilst 'the Brits' are allowed to leave.

Seriously --

Fabulous, very quick roads, cracking atmosphere & friendly locals.

The route went through so many villages, and each one seemed to have a street party cheering us on.

But information: hardly any; no acknowledgment of entry, entry list, final instructions, or start location. Anything to help us plan.

**Secret Squirrel will return !**

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## **Full house for a Wander**

### **Congratulations to Andrew Duerden**

A capacity entry started the Welland Valley Wander this year, including 13 pre-war cars and a varied array of classic and thoroughbred mounts. The tour started from Stonehurst family Farm in Mountsorrel, near Loughborough. As well as being a working farm

(with the cutest two-week old piglets!), the establishment also has an eclectic and varied collection of cars, motorcycles and even a 1904 bus in their museum.



The event started out with a circular tour of Charnwood Forest, taking in the long ascent of Beacon Hill, Mount St Bernard Abbey and Bradgate Park. The mid-morning coffee stop was at the VSCC's regular haunt – the Carington Arms at Ashby Folville – before climbing into High Leicestershire and onwards into Rutland. Keith Baud's excellent route notes mentioned the smallest county's only car – the Catmose Crusader, an asymmetrical three-wheeler with a composite body and powered by methane - but none were seen on the tour.

Lunch was taken on the banks of the Welland at Stamford, where cars were lined up on The Meadows. Organiser, Andrew Duerden, had searched for a ford to include in this year's route, but to no avail. However, the huge downpours of the previous week created an extremely large puddle (or was it a lake?) on the entrance to The Meadows. Travelling Marshal, John Dowson, bravely donned wellington boots and acted as guide for the participants to traverse the watery depths.







Couldn't resist publishing this wonderful photograph again.

The afternoon's route took in the now obligatory visit to the Welland viaduct at Harringworth. The 82 arches of the railway bridge were approached from Seaton, giving a good view of the whole edifice.

A loop via Blatherwyke, Kings Cliffe and Apethorpe included the historic village of Fotheringhay before the event finished at Deene Park, where tea and cakes were served.

The participants' vote for the car that they would most like to take home went to John Briggs's Frazer Nash Targa Florio. The organiser's choice of the most original car went to Richard Egger, who claims that his 850 Mini has never seen a welding torch ! Furthest travelled crew were Julia and Roger Bricknell who came all the way from Bodmin in Cornwall to Leicestershire.

The event was once again raising money for LOROS, the Leicestershire and Rutland hospice, and Andrew Duerden presented a cheque to the hospice's ambassador, Imogen Cox, to take the **seven-year total over the £20,000 mark.**

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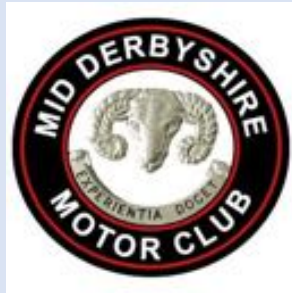
**Would you like to contribute to the next Car Club magazine ?**

**Please send your notes, scribbles, photos or complete articles to**

**[magazine@loughboroughcarclub.co.uk](mailto:magazine@loughboroughcarclub.co.uk)**

# **Donington Winterseries**

## **AutoSolos**



### **Announcing the 2019 & 2020 Winterseries**

These will be open flowing and smooth slaloms using the super smooth Tarmac Lake for four rounds run by Loughborough Car Club and Mid Derbyshire MC

The events are limited to 60 so you need to get your entry in quickly.

**Saturday – 9<sup>th</sup> November 2019 - Round 1**

**Saturday – 14<sup>th</sup> December 2019 - Round 2**

**Saturday – 25<sup>th</sup> January 2020 - Round 3**

**Saturday – 22<sup>nd</sup> February 2020 - Round 4**

Regulations will appear on both Club web sites