

# Backfire



Bazza and JP 'giving it some air' in Belgium (Jérôme Fiasse Photography)



**Loughborough Car  
Club Magazine –  
November 2019**



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## From the electric chair

### End of summer report

Having to defrost my van for the first time this winter and driving to work in the cold and fog must mean that it's RAC rally time.

Our build up is well under way with engine, gearbox and axle all away for check-overs and re-fresh ready for this epic adventure. I'm writing this now having just got The Jondel BDG back in the Escort and fired up, so feeling a bit more ready than last week when most of the car was dotted around the country.

Since the last Backfire we have been fairly busy with a trip over to Belgium for the Escort Rally Special and the last round of the British Historic Championship. It's fair to say that both events didn't really play out as we had expected which is both good and bad.



After Ulster we ended up installing a complete new clutch as the old one was a right mess and we were lucky to have made it round.



JP and Nicola were fortunate to have spent the week in Belgium prior to the rally so Steve, Gregg, Jake and I made the trip on Friday which was uneventful this year and we had no clashes with foreign lorry drivers. We checked into the Golden Lakes after dropping the car at Chimay race circuit which was to be the base for the rally. The service

park was already getting busy and starting to get a buzz with many big names entered such as Alister McRae, François Duval, Frank Kelly, Osian Pryce to name but a few. There were plenty of other fast pilots both local and UK with the top twenty seedings looking very impressive. We were placed just outside at 22, just behind our mates and competitors the Crook Brothers and BHRC regulars Ben Friend and Cliffy Simmons. A bit further up were Belgium's Floran Gonan, Christophe Jacob, and tarmac regular Tim Pearcey. There were plenty of talented crews just behind us too, so it had the makings of a competitive event with the likes of Tim Freeman and Chalkie White all looking forward to the fast and challenging stages.

We set off early in the sunshine Saturday morning and completed the recce without any problems. I noted a few places where we thought there would be some big cuts, slippery tarmac and a particularly tricky corner just after going through a dark bridge and under trees: to be fair though, we didn't change much; JP having done such a good job on the notes to start with.

We came back for a bit of lunch and walked the super special which was to be the first stage on Saturday night, a specially constructed stage in the race pits complete with WRC jumps and watersplashes. It seemed more gravel than tarmac but no forest tyres were allowed (not that we had any, anyway).

Scrutineering was the usual buzzing affair especially when McRae and Kelly turned up. We had to sign autographs and pose for numerous photos before passing through a massive crowd to exit. A couple of hours later the cars were lined up for a ceremonial drone fly-by and photos. 120 rally Escorts is pretty impressive !

The first stage was to be in reverse-seeding with some non-comp. demo cars first, then starting with the last competitor, so we had an



opportunity to watch quite a few. The first crew who really looked like they knew what they were doing was our very own Chris Shooter and Bev Legood: we couldn't fault their style or speed so we took them as our initial bench mark.

By the time we started darkness had closed in so the first straight flat in 5<sup>th</sup> down to a first gear chicane was pretty awakening (!) followed by a very polished bit of tarmac loop, water splash and slippery concrete. It was a challenge to keep it tidy especially

going up the hill which was just as tricky being dark and very dusty before a run back down and a good fly over the jump before doing another lap. We managed all this and found ourselves a very



creditable 8<sup>th</sup> overall which we were really pleased with; especially as we led our little UK group quite considerably although being we were beaten by Osian Pryce and Marty McCormack (no shame there, I guess). I knew the next morning would be a wholly different challenge so tried not read too much into it.

The next day dawned bright and early with the only drama being a flat battery: we fitted a new one and that was resolved. We set off to SS2 and were almost ready to start when the stage was stopped and the recovery truck dispatched to recover Ben and Cliffy who had

gone off early in the stage. With that little wake-up for me, we set off and tried to find a good pace although our tricky corner-under-the-bridge still seemed a bit hairy as the tarmac was wet and mossy. We made it through and were happy with a clean run.

Then on to SS3 and a mega fast flat-out start down the main road after a bus stop chicane which forms part of the main Chimay road circuit, we were literally at 9500rpm in 5<sup>th</sup> before diving across the road, and hard on the brakes to turn square right. What a buzz trying to pull it up or face a trip straight on into the farmers field ! We survived all that and a couple of really slippery corners where lots of people went off ... indeed some did it more than once on the same stage during the second lap. We exited for lap two and had a good drift round the bus stop before completing our lap 2. Another good clean run and we felt relaxed and happy: the car was going great but I was already wondering if it could stand that pace all day in the heat which was now rising.

We returned to service where we swapped onto harder rear tyres and re-fuelled ourselves with tea and croissants before setting off for the next loop which was a repeat of the previous pair of stages.

We set off again with a bit more commitment and another two good clean runs we were really enjoying the fast pace and variety of roads from little narrow lanes, main roads through villages, and bits of flat out B-road and the occasional bit of white road chucked in.

Another return to service: no issues with the car and back out again. In the holding control we seemed to have quite a few people looking around the car and commenting on our good pace. I thought it felt pretty quick and safe but we were just doing our own thing.

Another pair completed and times slightly better and time for lunch which was very continental and bloody tasty. Our only issue now was that we were on borrowed medium tyres having run out of mediums. Unfortunately in the first stage after lunch we sustained a puncture with about 8km to go, had to stop and change it, and dropped five minutes. (Ed: Nooo-ooo.)

At the arrival of the next stage we were welcomed by all the other UK crews. I did wonder if they thought we had gone off, given our pace and my reputation. There was a bit of a delay so I went and hid in the shade by the side of the car and I'd be lying if I said I wasn't gutted at that point and contemplated packing up and going to the bar, but JP and so many of the others came round and said how well we were going and that we were running pretty much around the top five until then, so we lined up for the next stage where JP set us the challenge of fighting back from 26<sup>th</sup> to the top-5 over the last three remaining stages.

We did the last loop with a bit of a mix of wheels and tyres to make the best of what we had left which, to be fair, were good enough for us to be 3<sup>rd</sup> fastest on the penultimate stage, leaving just another run around the spectator stage at the circuit.

By this time the rear tyres were well and truly smooth and not much use going up the gravel which apparently had been re-graded in our absence.

We crossed the finish line and it was a mixture of emotions: a little bit of what might have been and could have been our best ever result--but we had had such a great time that the result actually didn't matter: we were just plain unlucky to get a puncture on a rally where we made no mistakes. What was quite cool was that we



finished one place behind Chris and Bev so it was a nice little LoCC effort as they had a great drive in a fantastic rally.

No time for messing though we had a train to catch so headed off to Calais and got home about 9.00am the next morning. A quick kip, then started converting the car back to gravel ready for the Trackrod two weeks later.

It was a busy time swapping axles and suspension but it all went to plan fortunately. Apart from T-Cutting all the puncture rubber off the bodywork there were no major repairs.

We started the Trackrod Stages at Filey seafront in the dark again and managed a clean run through Dalby which was the first stage. I thought it was a bit slow as the stage didn't flow that well and was tricky with narrow corners and high vegetation. We arrived on the finish line to a queue of cars as there was an issue with the timing beams. After hanging around for 15 minutes they still could not issue a time so we cleared off to service as it was getting late.

A quick check-over and we headed off to the pub for a pint and bed. In the meantime watches had been downloaded and we showed as 7<sup>th</sup> which I doubted, however after checking our in-car camera the time was right, so all good.

The next morning the stages were really slippery in places with the rain having brought out a lot of mud. We had a half-spin at a notorious corner then promptly went off up the bank after the flying finish ... neither time was I too sure why. Anyway, at the stop line we knew the steering was bent, so after stopping on the road we knew we could only retire or try to limp through the next stage and get to service. We elected to carry on but asked the start crew to give Steve

Bannister (reverse seeded) behind us a 2-minute gap but as we dropped 35 seconds only to him we need not have worried.



In service we changed the bent TCA and tension strut and booked out just inside our lateness. On the road we tracked it up as best we could and the car was OK but not perfect. The next two stages went alright

considering the car was under-steering and we got back to service where we had time to set the tracking properly for the last stage.

The last stage went without drama and we were pretty happy to finish 8<sup>th</sup> and claim some valuable points for our championship.

So that's it for now except to say we are 6<sup>th</sup> in the British Championship despite not having had an easy year; so pretty happy with that when you look at who's in front and behind.

Massive thanks to JP for lots of effort and hard work this year and enabling us to move up the field considerably. Big respect and thanks to our top service crews, chefs, entertainers, chauffeur and all-round top blokes Steve, Gregg and Jake for looking after us and the car. We have had lots of great times again and it wouldn't be the same without you.

Plenty to do now though as I've still got a car to finish rebuilding and the first winter solo to enter with Wil. More about that next time.

**CheeRS**

**Bazza**

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# **An 'accidental' Stage Commander**

## **A brilliant job from Richards Ems**

As part of my normal radio-marshalling exploits I cover a handful of events in the West Country as it ties in nicely with regularly visiting family near Bristol.

I had booked in to cover radio duties on the Three Shires Stages, a closed-road stage event, which was to run on 7<sup>th</sup> September. It would also be a busy weekend as – wearing another hat – I was scheduled to attend the Vale of York Stages as Chief Marshal, which is at Melbourne Airfield near York.

The Three Shires radio controller mailed out in early August to check that the various radio crews would still be attending. In replying I asked to change from my registered stage, stage 2, to stage 4. I also mentioned that I am looking to upgrade from Senior Stage Marshal to Stage Commander. I'd already done the deputy role a number of times and also Stage Safety Officer, both of which are a requirement for the upgrade. I was asked to take the role of Stage Commander!

Having thought about it overnight I agreed but with some trepidation. I was given access to the event Google Drive documents and immediately worked to make myself familiar with the stage, SS1 Castlemorton Common. I was very lucky as the person who had

originally taken on the role, and dropped out, had done a great deal of work and gave me a very good grounding to work from. I had good support from the event senior officials too.



It was only a short stage, 1.6 miles, but very interesting. The first mile was across open common land and, as such, very similar to some parts of Epynt. The last half-mile was more like a forest stage albeit with tarmac twisting and turning, rising and falling through trees.

The next month was a blur trying to pull together the stage and marshals, and also deal with the York event.

4<sup>th</sup> September saw me in Bristol with family, a lot of work with the Deputy Stage Commander (DSC) completed, and a plan to be on stage on the Friday to see what set-up was still needed. That turned out to be the first 'error'. The event equipment team had started setting up on Thursday but they had to undo all their work as the Common could only be set up from midday Friday. As a result, five of us worked until 5:30pm Friday doing what we could: we had two miles of rope to set out, along with roughly 300 stakes. The Stage Commanders' meeting was at 6:00pm, I sought out the MUK Safety Delegate and she was happy with what we had done so far.

5:00am Saturday morning saw me on the Common putting up the rope (we had to leave it down so the farmer could move his sheep) and taping the spectator area. I also set up all the stage arrowing and at 6:15 our straw bales (18 of them) were delivered and put in place by the local farmer who was an absolute gem in that respect. The Safety Delegate arrived on schedule for SS1 and said she was happy with the stage bar one minor item. We had an issue as three marshals and a radio failed to turn up: the DSC took on start radio, and we ran the first stage minus the three marshals for the spectator area. I walked up to the spectator area between stages (we were to run three times) and discovered that two of the event security staff were accredited marshals. We'd had about 100 spectators there. For our second run (SS7), when the Safety Delegate arrived, I told her

about the spectator area and she was delighted with how it had gone and was happy for us to run without any changes. SS13 – a sense of relief – and a well done from the Safety Delegate was the icing on the cake.

With SS13 over I started to break down the start-area roping and waited for an equipment van to arrive to collect all our kit. By the time we got loaded, the Common looked – apart from scattered small piles of kit for collection and a bit of straw from the bales – as if we had never been there.

So, by about 5:30pm, we were all done and dusted, cleared up and the marshals had gone. I then set out on my trip to Yorkshire ....

One more ‘supervised’ Commander role and that upgrade is sorted.

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## **Revisiting pace notes – the Three Shires Rally again**

### **Richard Lumb has a blast**

I have hooked up with my former MD, Martin Rumble, to do occasional stage rallies in his immaculate yellow RS2000. The steel-arched Mk1 Escort is best suited to tarmac venues: Donington,



Mallory, Blyton and MIRA being natural choices. However, these venues tend to be at both ends of the year with nothing in between. Hence the Three Shires Rally stood out as an ideal rally to tackle in early



September. Billed as only the third rally on the British mainland to run over closed public roads (and using pace notes) in the Ross-On-Wye/Ledbury area we quickly decided to have a crack at it.

Martin has been interested in motorsport for many years, having enjoyed several seasons racing his Lotus Elise on track, sharing the car with his son. He is new to special stage rallying and I have introduced him to the different way these events operate; we have enjoyed a few events

together and he has done other events with new co-drivers who have also helped his technique. I have rallied at all levels from 12 car to

International both as a driver and navigator, with navigating experience on pace notes on Epynt and on four Manx events.

We could buy pace notes for the event, along with (big step forward from 20 years ago!) an in-car DVD. Any pace note event starts out with purchasing a set of notes – for the private crew it is impossible to make your own from scratch, so you have to ‘buy and modify’. The organisers allowed two recce runs through the stages but a hiccup in scrutineering meant we only had one run. From my previous experience we chose descriptive rather

### INFORMATION BOOK - NOTES - DESCRIPTIVE

These notes are designed to describe the road concerned. It is important to bear in mind that the description of bends etc., are relevant to a myriad of variables, including road width, surface conditions etc. These are not speed notes, they are route notes. They are made at slow speed. Bumps and jumps at rally pace must be treated with your own judgement. It is up to each individual to ascertain his own car/suspension/tyre/speed capabilities. It is up to each driver to assess the relevance of each feature with those before and after. As these notes are designed for a wide cross-section of drivers in differing cars, it is essential that you bear this in mind. Also, holes, rocks, mud, floods and fallen trees/logs etc. can appear. The onus is on you to check starts/finishes/junctions/chicanes etc. We comply when making the notes with the original information supplied by the organisers, but cannot guarantee on the day of the rally that the set-up will be exactly the same. In signing the indemnity when obtaining these notes you have agreed to the terms therein, accepting that there is no liability attached to the event organisers, or the author, and further that you will not reproduce or copy these notes for use by any other person, or for the use at any other time than the rally signed for. If for any reason you have not signed the indemnity, by dint of using the notes you are deemed to have agreed to the conditions. If you are not happy with this, please return these notes before the rally and apply for a refund. Please remember, copying these notes without permission is theft. Above all, please be reminded that your safety and those whom you may affect by your actions is solely and completely your own responsibility, nobody else's.

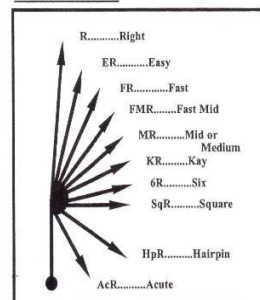
#### Abbreviations

!	Caution
!!	Danger
!!!	Big Danger
Op	Open - faster than normal
<	Opens
>	Tightens
>>	Double Tightens
1/2 Lg	40-50 yds
Lg	50-80 yds
CONTS	More than 80 yds
Grvl	Gravel
Br	Bridge
/	Over
TURN	Junction where you turn
Jnct	Junction which you pass
Bmp	Bump
Ĉ	Flat Crest
C	Crest, going light
C bmp	Crest with bump
C jmp	Crest with small jump
Big jmp	Big Jump
Suddn	Sudden, comes up quickly
Tyt	Tight/narrow
⊕	Slightly more open
⊖	Slightly tighter
↑	Up
↓	Down
→	Into
+	And

Linking everything are distances in yards - even numbers up to 100 (40, 60, 80), odd numbers over that (130, 150, 170, 250). Short distances will be → (into) or (and) +. Into means that the steering wheel will just about straighten between two corners, + (and) will be longer - 20/30 yards. A line under a number of symbols means that they should be read quickly and together, to let the driver know what is coming up in good time. Also used to emphasise a note. The little boxes in the left hand margin denote junctions, with the Radio Point above where applicable, the distance to the finish is in brackets.

Produced on behalf of Patterson Agency Ltd.  
PS Please check page numbers before the rally.

#### Bend Indications



Descriptive

Three Shires  
Rally  
2019  
Descriptive

than numerical ones because they more closely resemble the way I call the route.

Before the recce we had, between us, watched the DVD about five times through all six stages and the notes appeared to fit the roads. On our recce we made a few changes to the notes, tightening a couple and adding the odd crest that wasn't in the original notes. Martin was concerned about how much information he might manage to take in but, essentially, we were good to go.



On the day, things obviously came up rather quickly compared with recce speed, but I managed to call everything at the right time: Martin taking in the essential information on the early stages. As we progressed,

he found that the information coming through his headset gave him the current bend plus the next bend, hazard or straight, and was able to commit more. In a big field there were inevitably a lot of skid marks leading to impact marks on grass banks, narrow bridges and straw bales; we felt to be driving with commitment and had the occasional tense moment but managed to avoid joining the 29 crews who retired.

Due to a 'worst case scenario' head-on collision between two competing cars on SS3 we were delayed and only recorded times on 15 of the 18 stages, being awarded notional times on the remaining three. We were never going to win the event or lead our class, but we had a fantastic experience on the narrow lanes. This was a new experience for Martin and a welcome blast from the past for me.

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## Competition Secretary's Bit

### Now here are some interesting statistics from Richard

- The club has some 125 members, but we do not know what all you people want out of your club. All the committee can do is look at the turnout for various activities.
- 12 cars usually have 8 to 12 entries and five sets of marshals, so 30 to 35 people. Curiously, the last one had only four entries on the night for no apparent reason.
- Evening Grass Autotests usually have an entry in the mid 30s, so 50 people allowing for some passengers timekeepers and organisers.
- Donington Winterseries, first round, currently has 30 of the 64 available entries, so at least 40 people, possibly more.

### All of which look like strong numbers.

If we look further afield at bigger events, we have a reasonable competitive representation: OK, smaller numbers and hard to keep track of, but at least 20 people are competing at higher levels.

Once we get to marshalling outside the club, the numbers continue to shrink. There are probably a dozen people marshalling outside the club, and only six of these do a lot. But goodness, do they do a lot.

- Which brings us to the really small numbers: **organisers**.  
Depending on the volume of work undertaken, this looks as if it is between **four** and **eight** (this does not include 12 cars where a number of people run an annual event).
- This tells us is that the Club is short of organisers and people to marshal outside the club, but not short of people to compete.

**I would like members to consider taking on some part of making the club, or motorsport, happen by doing a bit of organising or marshalling.**

And it is all back to numbers: if one or two people run a major event it is quite a lot of work, but if five or six all chipped in, then suddenly the event becomes a manageable task.

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## **October marshalling 'holiday'**

### **From the well-travelled Chris & Anji Martin**

Firstly, to Wales for the WRC, and our first stop was the rally show at Oulton Park on the Thursday evening which we found disappointing at £25 a ticket with not a lot to see. A few cars were drifting around on an auto solo track, and Sir Chris Hoy took Colin McRae's Subaru around the stage whilst we waited for the reverse seeded WRC cars.

We missed the top cars because we had to leave for Penmachno. In Penmachno, after sleeping in the van, we were due to do the flying finish control for two runs but the second was red flagged after only



a few cars due to Latvala's crash. Time for a walk on Saturday morning before making our way down to Colwyn Bay. Again we were flying finish crew but we had to be in-stage by 1400h so, with the van parked on the grass adjacent to the flying finish, we had grandstand

views of the Red Bull air display team, the 'Super' car rides, and the slowly-sideways lot before the main cars came through once it was dark. Next it was a dash to get to Alwyn: fortunately, the stage commander had agreed to let us in late. Another early start with two runs through both the Alwen and Brenig stages but the planned Great Orme stage was cancelled owing to high winds. So, we headed home with just over 12 hours' spare, the van was pressure washed and unpacked, and the car packed ready for the morning.

### **Beatsons Building Supplies Tour of Mull Rally**

We had a nice scenic drive up via Middleton in Teesdale and Longtown (over previously rallied roads), passing Glasgow and Loch Lomond to overnight in Oban. We caught the 2pm ferry to Carignure, Mull, meeting Richard & Pat onboard. Richard had managed to find a stunning cottage on the outskirts of Dervaig overlooking a loch: the owner had been worried the one we had originally booked on the crossroads in Dervaig would be too noisy owing to the rally!!

Clive and I drove the two loops of Mull to get our bearings as we had never been there before. Rally cars were everywhere: in garages, on drives, and up tracks; and competitors were checking their notes all over the island. On Thursday Pat arranged a walk on the Glengorm Estate, driving down to Tobermory where the cars were queueing up for scrutineering for those wanting to do the Friday shake-down. We were marshalling the shake-down so we had an early start on Friday. The cars had to be up near Duart Castle before 0830h and would run downhill into the TSL Contractors yard in batches before running back uphill.

Our job was to liaise with Pat & Richard in the yard: when to send the cars back and help with setting them off. One Escort had an off and had to be pulled out delaying proceedings.



During the rally we were to do all the Regroup controls, which we'd not experienced before neither as competitor nor marshal. Friday: leg one this was at Mull Rugby Club. Pat and Richard did the In Control giving a time (the difficult bit) with one or two going out on each minute to bunch the cars up so they entered the next stage without gaps. A stag was happily grazing on the rugby pitch ! John Fife came over to talk to us: we had not come across him before – he is a well-known journalist in Scottish rallying and since finding his articles have enjoyed his witty take on all aspects of the sport.



The pristine Escort of Malcolm Davey/ Paul Slingsby (one of 37 on the event), did not, unfortunately, look so good by the end.

Thoroughly wet, we headed back to our digs. Saturday day would see leg 2, with 30 seconds (or two per minute) departures on the daylight controls with two regroupings just south of Tobermory at Linndhu, on a

section of the old road. We had just finished the first run through when car 0 (a very noisy beefed-up Anglia) came back through - way too early we thought for car zero ? With a sheet fastened between our two tailgates to make a shelter, Pat and I were doing the In Control and thought we might stay dryish until we realised most of the navigators were on the opposite side of the car. D'Oh! Trix, one of the organisers, lent us her pop-up one man (toilet) tent which caused some amusement for the crews but kept Pat and most of the paper work dry (see separate photo !).

The public road closures around our digs meant getting back would be quite difficult so we elected to watch the cars finish leg 2 at Salen over a coffee, and then watch crews arriving for service before our next control – one crew was towed to Salen by an orange Escort as they had run out of oil with none on the dipstick at all.



Louise Thomas and Suzanne Barker's Mini

Our last regroup was at the TSL yard near Craignure and whilst the moon was out and nearly full it was still very dark as we set up our two controls. When the crews started to arrive, there was little of the friendly banter of the previous controls as by now it was around midnight and they had had

a couple of long road sections with the long final stage to come.

Control finished, but with the road through Dervaig not due to re-open till about 4.30am we joined the recovery vehicles at the start of the stage and were relieved to be told we could, at our own risk, follow them through and we managed to get back in about 3am.

After a lie-in and leisurely breakfast we went over to Tobermory to watch the winners' parade led by the local pipe band but when the three cars started their engines you couldn't hear the bagpipes (we should have gone in front to watch them approach) the harbour street was solid with competitors, service crews, several of whom we knew, and spectators as we all followed the cars round for the prize giving and speeches.

We are very impressed with Mull and will definitely be back – most of the roads are single track with multiple passing places, everyone is friendly and it was amazing to see all the little groups of cars, tents and campers lining the routes and whilst we didn't see all of them a lot of people we have met through rallying over the years were on the island: such is the draw. With so few roads on the island we managed the drive the entire rally route over the week doing the Hill Road on Monday morning before heading for the Fishnish to



Lochaline ferry. It was the 50th anniversary of the Mull Rally, (last two were targas) and all 150+ places were taken within 53 minutes plus reserves.

We shouldn't have been surprised at the high attrition

rate especially on the first leg as there was an awful lot of standing water on the roads. It had the feel the old RAC rallies of yesteryear with spectators in every nook and cranny and viewing-platforms in gardens. We shall definitely go back.

POS	NO.	DRIVER CO-DRIVER	VEHICLE	CLASS
<b>OVERALL CLASSIFICATION AWARDS</b>				
1	2	PAUL MACKINNON PAUL BEATON	FORD FIESTA R5	E
2	4	DANIEL HARPER CHRIS CAMPBELL	MINI JCW WRC	E
3	5	DAVID BOGIE JOHN ROWAN	FORD ESCORT MK2	D

# Vale of York Stages

## The role of Chief Marshal explained by Richard Ems

The day after the Three Shires Stages saw me in North Yorkshire, about 20 miles south of York at Melbourne Airfield. 75 years ago the airfield echoed to the sound of the four-engined Halifax bomber: this year it was rally cars.

As Chief Marshal I'd normally cover signing-on from some silly hour but I had a deputy this year. When I got there at about 06:30 everything was in full flow despite signing-on not officially opening until 06:45 so I let them get on with things; just making myself visible and handy by signing record cards and helping with directing folk to their allocated posts.

There was a bit of a last-minute panic as we had missed the PC at the end of the stage but one of the organizing team offered to cover it.



We started SS1 on time and with around 40 cars starting at 30 second intervals, it wasn't long before we were done. A simple case of wash and repeat (quite apt given the large amounts of dust on some parts of the venue) saw SS2 pass with no drama.

A small shuffle round saw the stage set-up changed to give us the next two stages. I had a quick run round to pick up any Judge of Fact reports (there was one) and was asked to request that noise test for the first five cars be repeated as the Judge of Fact thought they were



excessively noisy. That message was passed on but soon became redundant as cars dropped out with mechanical problems.

There was also a report of marshals taking photographs. For some time Motorsport UK have banned marshals from taking pictures but have, to some extent, relented slightly by agreeing that the odd photograph of friends is OK, particularly with a mobile phone. They still express the view that pictures of the entire entry are not acceptable. Unfortunately we were unable to resolve this.

Stage furniture was scattered in the dust on one corner and for safety reasons we stopped the stage in order to rebuild the junction. This resulted in a slightly shorter lunch break than usual. After a further change of layout we were off again into SS5/6. The litany of mechanical failures continued for this pair of stages.

With SS7/8 starting on time we were set to finish earlier than usual, and it proved to be the case despite all the surviving cars completing both runs. The final results showed a maiden win for Martin Pavier and Pete Kettle by 19 seconds from Dave Hornbrook and Anne Forster. The battle for Class 3 was very close with Adrian Day/Wayne Ward having snatched the class lead from Rob Brook/Andy Rowe on stage 7 by just 5 seconds. Brook/Rowe did their best, but it wasn't enough with Day/Ward winning the class by just two seconds.

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## **Twyford 'twarga'**

### **A system brings a Class win for Adam Brown**

Around 18 months ago I came across targa rallying, this seemed to be the way many road rallies were heading. After taking a bit of time out to have a read what targa rallies are about I decided the best thing to do was find an event and go and marshal. In my eyes, this is



the best way to find out all about events before competing. I headed down to an event at Debden military base on a scorching hot day and enjoyed the concept of the day and made my mind up that I would give one a go.

So finally, after a busy few months I saw on Facebook that Mid Derbyshire Motor Club were holding their first targa rally at Twyford Wood. This seemed the perfect local event and gave me the target I needed to get something done.

So as always with good planning ... I did nothing!! Instead, I waited for the entry date, found a willing victim (one Andy Egger) to sit next to me who was also a targa virgin, and put an entry in.



At that point, realising my car was still broken and covered in the mud from last year's Preston, I (erm) still did nothing.

The week of the event came and I brushed the mud off the car and realised I wasn't a member of the Car Club so took a drive out to Bagworth to get a Club card and give the car a run to confirm it still had a misfire. Organised as ever!!

It all came together somehow though, and I managed to resolve the misfire at around half-five on Friday evening, ready for the 5am start the following morning by simply swapping things around with spares that I had.

The morning of the event went very smoothly, arriving at the venue on time for signing on etc. We were seeded car 27 out of a starting

sheet of 38 and, a little unsure what we were actually doing or if I remembered how to drive, we were on our way.

The 12 sections consisted of broken concrete with some gravel and mud thrown in, most of which were 3-5 miles long and ran in groups of threes. A simple sheet gave you a layout of each section showing all the cones and which side you need to pass them on, with some passage checks and code boards *en route*.

3-2-1 and go, and it was not much long after that, that we realised we didn't have a great system and it was quite hard knowing where we were meant to be going. It was carnage and then like a true amateur I left a control still in first gear, slung the car out wide and understeered straight into a mud bank. Getting the car beached within the first two miles was fairly impressive. Five marshals in the boot later, and we got the car moving and completed the first section and I had some serious words with myself.

Andy and I also thought this would be an ideal time before the second section to work out a system. Simply shouting out the passing-side followed by the cone number and then other information after, for example "left of 22, square right into, right of 23, hairpin around, left of 24" and so on.

With this smoothed out we then actually started understanding each other and started smiling and skidding. It was very slippery in places but we had a fairly uneventful morning from then on and seemed to be putting some OK times in, which put us 1<sup>st</sup> in Class and 7<sup>th</sup> overall at lunch -- much to our surprise.

We cracked on well all afternoon without touching the car, only suffering really from the rear shocks overheating and giving up towards the end of back-to-back sections. With the airfield drying

out, some other people had pushed on, meaning we dropped a few places. We also nabbed two wrong directions, getting two section maximums.

A great day and a good experience with both me and Andy agreeing we will definitely be looking to do more events next year.

We completed the day first in class and 11<sup>th</sup> overall. Fantastic.

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## **Twyford targa.....teriffic.**

### **Now for JP's (Titanic's) take on 'gymkhanas with roll-cages'**

Earlier this year Mid-Derbyshire MC announced that they would be running a Targa Rally at Twyford Wood (near Colsterworth, Lincolnshire). It was to be their first, and the first in these woods.

With the reduced activity in road (night) rallying, targa rallies seem to be in the ascendant at the moment. Ordinarily Craig and I would be down to do such a local event, but he was Clerk of the Course, so I decided to help by marshalling and see how things went on.

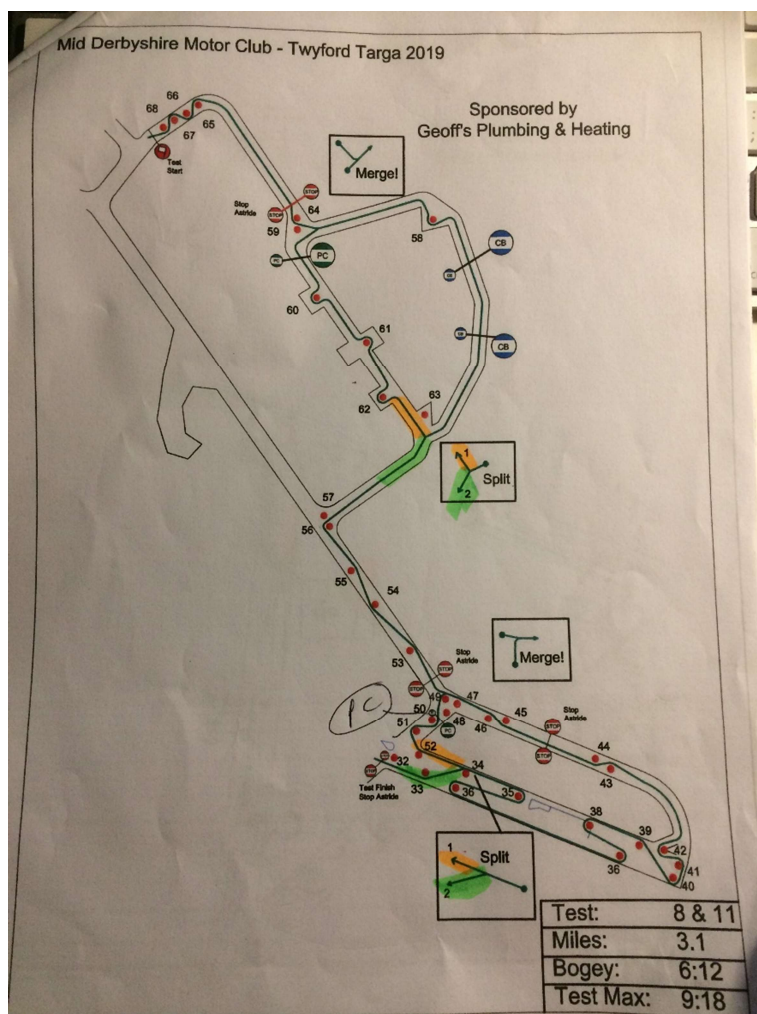
However, these plans were amended when a driver I had navi'd for many years ago rang up out of the blue, and said he needed someone for the silly seat at short notice (... like less than two weeks before the event). Luckily there is very little prep you need to do as a navigator for these events so I said yes. (Who wouldn't !). Well, possibly me, as I have been carted out of those woods in an ambulance before now !

Anyway, the prospect of 35+ miles and some fun made the decision so we were 'on'. First time for me in a Rover 25 BRM. Looking at the

entry list there were quite a few known faces but also from Loughborough, Ad Brown and Andy Egger in Ad's 318 BM. They were going for a pre-Preston Rally shakedown.

Even though I'm relatively local an early start was the order of the day, with scrut starting at 6am. I met Iain at the Wood as he had stayed there overnight in the service van: proper hardcore, given how cold it was. It was the car's first targa but there were no problems at scrutineering and, being seeded at 10, we didn't have too long to wait after the drivers' briefing.

Next thing was tyre choice, but even though Twyford is mainly concrete, it isn't used much so a good medium knobbly was chosen.



First car off at 09.01, and us at 09.10. Well what a laugh, we went quite quick, but horribly wrong on all three initial tests. A patent lack of communication and understanding. (Ed: shades of the previous article!).

It was still fun sliding about amongst the cones, however. Looking at the initial times, it was evident some people were very good at this, but not us!

After the first three disastrous tests we went back to service for a serious rethink. It couldn't go on like this. Tests 4 and 5 were better but still not altogether clean, including missing a split. Oops. But the time was quick and, agonizingly, it wasn't spotted until almost the final results 😊.

A further, second rethink at the next service saw a better approach and the tests from here on went well, with only the odd cone suffering as we clawed back time. Eventually, and it was only on the last test, we just sneaked in front of Ad and Andy to claim 10th overall.

Mid-Debyshire put on a cracking event, with all crews praising the day. They manned all the controls and PCs and there were no delays of any significance all day. Twyford has a reputation as a car breaker but not this day: I was surprised how smooth it all was. Will we be back ? Definitely. And, yes, we need more practice!!

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## **Milan to St Tropez Rally**

### **A choice of wines for Andrew Duerden *en route* !**

A number of British and Irish crews did this Belgian-organised event in late September. Notable for having no road timing or marshals (apart from a given time to depart each morning), the rally used Tripy devices to very accurately record the regularity sections.

Starting in Milan, the event journeyed through the Italian Lakes area into Liguria, taking in some very high cols. These included Finstre 2178m (finishing on loose gravel), Izoard 2360m, Lombarde 2350m and Turini in the Alpes Maritime. The highest car-driveable pass in Europe, Col de Bonnet (at 2802m), was reached in dense cloud. Just





before reaching the top of this very steep climb we passed a mad Dutch cyclist, complete with all his worldly goods in the panniers, briskly pedalling to the top!

Wonderful image from the official photographer. Francois Haase

Navigation was by a good tulip road-book and each regularity section had a Benularity table to which you marked the notified speed changes. 'Apertif' stops were set up *en route* under mini marquees and offered a comprehensive choice of snacks, cheeses and fruits plus soft drinks and white, rosé and red wine!

On the regularities, Mark and Sue Godfrey upheld the honours for the English-speakers with a challenge for top spot throughout the event, but eventually had to settle for runner-up behind a Belgian father and



daughter crew in a Lancia Fulvia with what looked to be a very technically equipped entry: a number of gizmos seeming to sprout from the dashboard.

Our event went awry after I missed a speed-change point on a regularity section and arrived 25 seconds early at the finish, incurring

doubled-up penalties for early arrival. Then, to add insult to injury, on the next regularity we had a local farmer pull out in front of us just after the start and we followed him slowly (oh, so slowly !) for 10km down endless hairpins. For the rest of the event we were in the top five positions daily, but the second day's swingeing penalties meant we were to not to finish higher.



The finish after was actually in St Maxime, rather than St Tropez. The very sociable event saw us finishing 13<sup>th</sup> overall. The Godfreys finished second and nine English-speaking crews (i.e. either British or Irish) filled the top fifteen places.

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## **Another great update from Jason Gill**

### **A very busy few months from JG**

- Rally on the Prom (New Brighton, The Wirral) last month was a great success again. I had hoped to have my Smart Roadster sorted with its roll-cage to enter—no chance of keeping up with the faster guys but would have got loads of photos taken of me chuckin' the car around the twisty course so ... I was marshalling instead, night time and all day. I got a great tan !
- Experienced my first 'green lane-ing' day, so-oooo boring but I think I'll go in the Smart next time and have some fun at those slow speeds (some very nice views though).
- It was great fun being course closer again on LoCC's first 12 Car of the season. Nobody broke down or got lost either, so all good.

- Nav training with my two new potential navigators was an excellent night: they both said they'd picked up loads of information and were ready for competitions now. Wow !
- I didn't get to the Table Top nav competition as there was a crash on the M56 about 100m in front of me. Tragically, two have since died: it makes the four-hour delay pointless to moan about.
- Not much to report from the Rally Day at Castle Combe with Future Terrain. The weather was OK but the event was only about one-third of the size it used to be a few years ago. I got a few laps in, with two of our new drivers teaching how to push the car closer to its limits on the track. Dacia Dusters are not designed for track speed, but it was great fun.
- The Mach Run at Machynlleth was another great drive with over 200 cars this year raising over £5000 for the Welsh Air Ambulance. There are videos and photos on my Facebook page.



- Brooklands with Future Terrain was mostly washed out, and they were very low on numbers compared with a few years ago. I got a few laps around their testing track but there was no hill to run (too slippery for spectators !!!).



- Mid-Derbyshire Motor Club's first Twyford Targa Road Rally on the 19<sup>th</sup> of October was a great success. Again I had aimed to be doing this in the Smart but marshalled instead: in the morning I was starter for tests 1,3 and 5 and in the afternoon I learnt that the radio job is NOT a cushy one ! So much goes on behind the scenes but it was excellent fun throughout.
- I managed to compete in the MDMC Autosolo on the Sunday though, so much fun and finished 4<sup>th</sup> overall.
- Now just five days of 'have a go' sessions with the WIS (wounded, injured and sick) army guys at Bovington with Future Terrain to fit in next week to finish off the month so quite quiet really ! (Ed. 'quiet' ? I don't think so !)
- My highlight of the year so far has been finding out that Warrington have a Tim Hortons (<https://timhortons.co.uk/>). It's 16 years since I left Canada and had my last maple syrup covered filled-doughnut and French vanilla latte ... and now they're just 15 minutes away from me. I'll need to train much harder now !




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## Variety is the spice of life

### Neil Dodd justifies a lack of decorating (?)

They say variety is the spice of life so this is a brief review of my motorsport life so far this year. The year kicked off with the continuation of the Club auto solo winter series. I had a couple of runs out in the 1800 Metro which, although vastly amusing, was rather slow owing to all of the wheel-spin and giggles!

February, and I took the white MG ZR rally car to Snetterton to compete with Laura alongside. Happy to say that we actually got the car to the finish of a rally which has been a rare occurrence lately. The only issue we had was a radiator hose blowing on the start line of one stage.

April was servicing duties for Richard and Pat on the Rallye Salamandre, the first round of the Belgian FIRC championship. This is based around the lanes near Beaumont in southern Belgium. Richard used son-Andrew's 1400 Nova on this round and despite a slipping clutch had a decent enough run. The week after, Val and I resumed our officials' duties on the Tendring and Clacton rally in Essex.

The first weekend in June was spent servicing for Val and Tony Clements in the EVO 10 at the ORC rally in Oostrozebeke in Belgium where they retired with an overheating gearbox. The second



weekend in June I was servicing for Val and David Kynaston on the Carlisle Stages working on the TR7 V8. Two weeks later, it was the Wervik Rally again in Belgium, this time with Richard and Pat in

the 2000 Nova. The last weekend in June, and back to work on the TR7 on the Red Kite Stages in Neath.

In July I took the MGZR to Belgium to compete in the Motul TBR Rallysprint. This is a single stage event with the stage run four times. Once again, we got a decent finish and found a much better suspension setup thanks to Al and David. Another fortnight later we were back in Belgium again, this time at the Boucles de Chevrotines

Rally with Richard and Pat in the Nova. The following weekend, it was on to the Epynt ranges with the spanners and the TR7.

In September we took John and Harrison Skerit to the Tour of Flanders rally for their first taste of spectating in Belgium, but we volunteered for time control duties at a stage finish instead.

October and Belgium for a wet and muddy Hemicuda Rally with Richard and Pat. DNF this time with electrical maladies (see Pat's article). We also did time control duties on the Dukeries rally at Donington Park.

Looking ahead to November, Val is doing the Roger Albert Clark Rally with David Kynaston in the TR7 V8, so five days' worth of chase car and service duties there. Should be exciting (and tiring).

So, with that calendar and with the build of the Metro replica chugging along, I have decided to convert the black 1400 MG for sprinting. Val and John plan on a few outings next year on those 'spare' weekends.

And that, your honour, is why I haven't started the decorating yet!

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## **Rally del Peimonte, Rally Nazionale 19-20 October**

### **'Sleeper' Tim Sturla wakes us up with this report**

For those of you that don't know me, I've been involved with LoCC for 30 years or so, but most of the time I'm a 'sleeping' member.

Last weekend I co-drove for a guy called Andy Pawley in the Rally del Piemonte, Italy. It's the 4<sup>th</sup> consecutive time we've gone to compete on this rally.



Andy is a former club member, which how we met. He comes from Coalville and I am from Ashby.



This time we hired a Peugeot 208 R2 car, which is 1.6L 190bhp naturally-aspirated car with a sequential box, etc. Inside it looks like a S1600 car but on the outside, it looks rather plain.

We were determined to finish the rally this time, having competed on it for the last three years (in a historic Fiat 127 and a Fiat Panda kit car) and not having finished once.

We arrived into Turin on the Thursday evening. Recce was Friday (or the previous Saturday for locals). There were three different asphalt closed-road stages ranging from 7km to 14km. We were allowed three runs over each stage, and they 'looped' well recce-wise so it was an easy day's recce. Plenty of opportunity for a long lunch – Italian style.



Friday night we got to see the car and 'see how we fitted'. Saturday was signing-on first, then scrutineering afterwards. With that done we went off to shakedown; a 3km section of stage 1. Within two runs it was clear that

the car was easy to drive and inspired confidence. We only did three runs in total – no need to keep going and risk the car.

The rally started Saturday afternoon with just two stages, both the same. Basically, it was up to a hill-top mediaeval-style village and then back down again with plenty of hairpins both up and down.

Sunday had six stages, (three runs of two stages). It was very, very rainy and the stages were treacherous, particularly where the cars ahead had cut corners. Andy drove really well, and whilst there were 'moments' aplenty we kept it on the black stuff. On the final stage we had some (what we now know were) clutch problems which hampered progress somewhat. We also went through the magic tape at one junction and narrowly avoiding a head-on meeting with a wall. (The entry seeded behind us in the same type of car had the same incident but did meet the wall, which resulted in a stage stoppage and some injury, so I'm grateful to Andy for lifting-off the brakes and steering us up that 'escape road'!)

We nursed the car back to the finish and even though we'd lost two minutes in the last stage we were pleased to have finished 5<sup>th</sup> in class from 12 starters, 27<sup>th</sup> overall from 62 finishers and 83 starters.

I was a bit rusty, having not co-driven in a year, but soon got back into it. Fair play to Andy who also hadn't competed since we did half of this rally last year and had to acquaint himself with both a new car and left-hand drive.

Many others in the club have had the pleasure of competing abroad and have said before in reports that the organisation of rallies, spirit, friendliness, atmosphere and publicity are so much better than you tend to find in the UK. Once you've travelled, the actual costs for hiring a car, food, accommodation, insurance, entry fees, etc are great value – even with the poor exchange rate at the moment.

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## More Radio Ramblings

### Richard Smith / Loughborough-5 gets a report in

Following on from the Loughborough-3 report in the last magazine, Loughborough-5 can add more radio ramblings.

The radios were out on the Trackrod Rally 27-28 September. Friday 27<sup>th</sup> saw us, in the dark, in deepest Dalby for the Historics. The preceding day's rain had made parts of the stage very soft and we were advised to avoid a particularly wet part near post 9. The single stage passed without incident with some 40+ cars and 6 Landrovers completing. Exiting the stage via the 'Woodyard' showed the popularity of the event with spectator cars parked back to Low Dalby village and beyond: almost like the days of the RAC in Dalby.



Loughborough 5, Richard Smith, at Cropton Start

Saturday morning dawned with a clear sky and our post on the Cropton start line. Loughborough-3 was on duty at the finish. Cropton was stage 4 of the event, however the timings were delayed due to an incident on the earlier stage of Langdale. The stage was completed by 118 competitors with only a couple of minor incidents with 116 competitors starting the next Gale Rigg stage.

The radios are out again in November for the Malton Forest Rally, assisting on Langdale stage and later in November at Cadwell Park for the round of the Asphalt series.

We are delighted to carry the Loughborough call sign to these events and it would be great to have a few more 'Loughborough #' radios out on events. Come and join us.

## The Mull Rally or normal service resumed

### Isn't it wonderful when the great things don't change ?

Now that the various bureaucracies have finished mucking about with paperwork, the fabulous Mull Rally has returned. Owing to the proximity of competing on the Hemicuda Rally, Pat and I decided that we would marshal on this year's event. Accommodation was booked: a rather nice bungalow near Dervaig with a view of the loch, white tailed eagles, otters, a stage in the distance and lots of rabbits. Clive & Anji Martin joined us for their first outing (Pat and I have racked up 23 Mull events, mostly competing but some marshalling).

Locals going like stink	normal service resumed
Fat chance of booking dinner out, on Sunday night	normal service resumed
All accommodation taken	normal service resumed
Rain	normal service resumed
Sunshine	normal service resumed
Stags bellowing in the night	normal service resumed
Warm welcome	normal service resumed
Full entry plus reserves	normal service resumed
Prat in a hat (start-ramp commentator)	normal service resumed
Weekend away for a load of Glasgow coppers	normal service resumed
Narrow, bumpy, twisty	normal service resumed
Drivers throwing it off everywhere	normal service resumed
Rally cars up every track and driveway	normal service resumed
Lost coppers' police car up a very rough white	normal service resumed
Spotlights on night stages	normal service resumed
Dramatic skies (when not raining)	normal service resumed
Stars, oh so many stars (when not raining)	normal service resumed
Main Street bagpipes for the awards' procession	normal service resumed
Teaching local crews how timing works	normal service resumed
Many Mk 2 Escorts echoing across the night	normal service resumed
Coalville CC members drunk on Sunday afternoon	normal service resumed

## **Hemicuda Rally, Belgium**

### **Pat Egger picks up the pen for this issue's article**

Firstly I have no idea why a rally in Belgium should choose to name itself after some sort of American iconic car. Presumably there is a story. Thankfully, this event was the complete opposite of the previous expedition. This one featured loads of information (and most of it accurate as well).

Based in Koekelare, the rally featured three stages repeated three times to give nearly 90 challenging stage miles; narrow, twisty and technically difficult.

All the usual stuff passed without drama: M1, M25 and M2 without issue, earlier boat, no issues, beer warehouse just up the road from our hotel, steak house 10m from the hotel, scrutineering, signing on and recce were drama-free.

The only snag being the very wet countryside which threatened to turn Belgium into copy of Holland. Come the day, it dawned dry so we were faced with the difficult tyre choice: mostly clean, dry tarmac but loads of mud at every cut, and this event had loads of cuts. We settled for super-soft fronts and super-super soft rears.

And off we went, or rather we didn't as Stage 1 was cancelled. A local hero, car 6 driven by Paul Lietaer, had thrown his immaculate Escort Cosworth into an electricity pylon: Pole 1, Cosworth 0 as the pole ended up dangling above the road supported by the live wires. Stage 2 and 3 were amazing, and so to service where we discovered that the Brits were falling out in droves with bits falling off everything that had a yellow rear number plate. In fact, the only issue was a chronic lack of grip, but everybody else complained of the same.

The second loop went without drama, except for me looking up at just the wrong moment. We were deep in a cut and nearer the river

than the road.



More service and it was on with the lights as the evening was drawing in, and with a delay and we would certainly need them.

Stage 7 was drama free and, so, into 8. And we were going nicely and then ... it all just stopped: no power, no engine, no power-assisted steering, nothing and we rolled to a graceful halt. Game-over as the battery cut-out switch had fried itself.

At this point a marshal turned up to check on us. He trudged across a couple of ploughed fields just to discover that as he only spoke Flemish and we could only offer pigeon French or German as well as the Queen's English.

After a short wait the lads turned up and we pushed the old girl onto the trailer. We dropped her off at the hotel and went for a Chinese, as it is important when travelling to sample the local cuisine.

We think we were in the 60s (out of over 150) and so a bit of a shame really, but great fun as always in Belgium.

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## From the archives: we came, we saw and we finished.

We came we saw and we finished

Now it came the notice of a couple of senators who served on the committee of the emperor Philliupus Fernium that the barbarians to the north were revolting.

One of these, a brave fellow by the name of Roddicus Bintum was himself a former heathen who had come south in search of civilisation and culture, suggested that it would be appropriate to go north and see the true nature of these barbarians.

Before our heros could commence their expedition it was in order to refettle their chariot. Taking the sumptuous shield to a blacksmith to repair the ravages of previous forays, as well as a visit to a temple dedicated to the god Equus (the god of horse power).

And so it was that the advance guard was dispatched northward. Taking with them the mighty war chariot, adorned with the sign of the Signet to bring them good fortune and wealth. The Second wave followed shortly taking the great Dere Street and mounted on a mighty black steed.

The road was filled with many hazards, bandits, chariot jams, and temples dedicated to the twin gods petroleum and salmonella. Seeking to escape these hazards Roddicus resorted to the ancient British tracks and suffered a vicious ambush whilst passing the dwelling the venerable ploddicus, painted in his traditional woad. His chariot receiving minor damage to its lanterns.

The might of Rome paused to pass the night, and worship the god Bacchus at an inn on the river Tyne. Here dwelt the gods Scrutinus and Indemnium who must receive homage before any battle lest you incur the wrath of those who dwell on the Mount Belgrave Square.

Donning helmets and clasping their pillum\* the entire legion started their long march up past Hadrian's wall to the forboding woodlands where dwelt the vast tribe of swamp dwellers known as the Marsh-als. Allied to the lesser tribe the Spectarie, famed for their fearlessness in the face of a charging chariot. To add to the danger the road was peopled with many wandering wise men, known as Judges de Factum, and descendants of the venerable Ploddicus still adorned in wode.

\* to fend off the dreaded chariot nausea

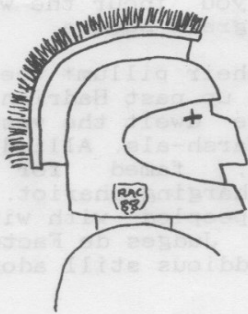
Seeing many Marsh-als and Spectarie in front the two senators encouraged their horses (all 72) to pull with all their best as the chariot clattered over the rude tracks scattering stones. At breakneck speed they thundered over "WHITEHILL", down "CHURNSIKE", turning at "FORKS" which brought them to "BEWSHAUGH". Unknowingly they had blundered into a fearsome trap set by the people of the forest, the secretive Forestus Commissionarum. Rocks big enough to shatter a sumpi shield, or tear the floor out of the strongest charriot had been laid in a fiendish pattern. Many of the larger and faster chariots recieved mortal blows.

Feeling the need for a lentil break the senators repaired to a nearby camp where they found many wagons driven by those skilled at repairing battle damaged chariots in great haste. Seeking out their own wagon the two took refreshment before hurrying on.

The battle raged over "FALSTONE" and "CURRICK" and it was here that a barrage of rocks thrown with great skill removed the valveairum from one of the charriots wheels so causing a deflatus, dreaded by all charioteers, as it often causes a rectum tyrix.

Recovering from this blow they decided to take some "PLUNDER SHAW" they relieved a passing herdsman of his "SHEPHERDSHIELD" and so made the long journey back pausing only for sleep and many goblets of good wine in which to toast the benevolent gods who had kept them safe from the evil spirits Maximum and Retirix.

Hardric



### Notes to accompany the Hardric Article 😊

It might be helpful to give the backstory. I wrote this after Rod Bint and I competed on the Centurion Rally in Kielder Forest. At that time Rod sold Japanese Cash Registers (early 'point-of-sale' POS systems). The article contains some dreadful puns for which I do not apologise. Rod then sent it to his 'sponsors' (the suppliers) and they published it in the company UK newsletter, with no real explanation. The next thing we heard it had been translated into Japanese and published in the head office magazine. I have absolutely no idea what they made of it. A few hints:

- Rod Bint, my co-driver at that time
- Signet, a sponsor at the time
- Belgrave Square, at the time the MSA (Motorsport UK) were based at The Royal Automobile Club, Belgrave Square.

The rest you can figure out yourself.

**PS** Hardric is an anagram: amazing how many people never worked that out.



There are no words ... ! Pat Egger's improvised marshalling post at the rainy Regroup Control on Mull. Pat is sitting on a chair. That's a relief 😊

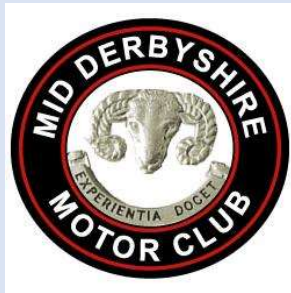
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# **Donington Winterseries**

## **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