

Backfire



Philip and Andrew finally get in front of that Porsche ... see inside



**The Magazine of
Loughborough Car
Club – June 2019**



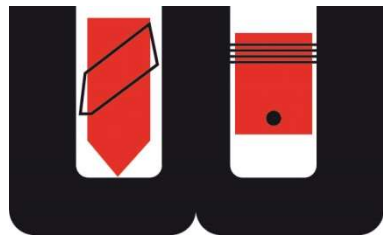
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From the Electric Chair

Welcome to this special edition of Backfire: Special in that a new volunteer has stepped up to put the magazine together. This has not entirely solved our problem, as we need someone to collect material together so that Alexis has something to make a magazine out of.

I'm writing this in the back of the happy bus on the way back from our latest round of the British Historic Rally Championship, The Red Kite Stages, in Wales. A mixed rally for us as we set some good times early on. We were running in the top ten, wearing out tyres at a rapid rate in the dusty and hot conditions, followed by a massive downpour in the afternoon which made the stages very slippery in places. We dropped down the order after a puncture in stage 5, so with only one stage left we just went for some big skids and smiles and managed a very creditable 6th fastest time to finish the day. Although a little disappointed with a result (just inside the top twenty), we still had a great weekend, no damage to the car, and lots of compliments on the car both prior to and during the rally!

The lads were kept busy fixing wiring issues in Chris Skill's Mk1 and preparing a mega picnic for the 4-hour trip home.

The current feeling is a little similar to that after our previous round two weeks ago on the Carlisle Stages when a solid top-five finish was lost with a broken propshaft and rear suspension ... not surprising when you see how badly the stages cut up.

For the next two rounds we switch onto tarmac for the Harry Flatters and Ulster Rally, our first trip across the Irish sea; so fingers crossed that the luck of the Irish rubs off and we get a decent result.

We have also been busy on a club event, with Zak and I enjoying a great day out scrutineering and timekeeping on the Metric Services Easyrarity with some cracking cars and weather. We are proud to sponsor this grass-roots motorsport event and hearing back the compliments of the crews it seems a well worthwhile event. Congratulations to Andrew Duerden and all the team who made it such a great event. Zak was well chuffed when he got to go for a skid in the van afterwards, dialling in some opposite lock as I worked the pedals (he can't reach yet).

We also had an LoCC karting night which went well despite a few injuries sustained with broken kart seats and general bruising - such was the amount of grip on the hot night. Although confusion on the pitstop strategy probably cost us a win we had a great night with the highlight being FTD for me. More recently LoCC ran the all-day Autotest under the flyover as part of Motofest in Coventry. As a round of the BTRDA championship I can honestly say I was impressed with the standards and level of skill on show as myself and JP conducted timekeeping duties for the day.

Elsewhere in the club, the grass autotest season is underway and seems to be as popular as ever despite the first round being hampered by the wet weather. Hopefully I'll make it up there and catch up with some of you.

In the meantime, I hope you are all having some good skids, just to say a massive thanks to everyone that helps and supports our rallying, especially JP, Steve, Gregg and Jake. I couldn't and wouldn't do it without you. More recently though, I have to thank Zak and Lexi for being that extra pair of hands on the car, definitely they are #LoughboroughCarClub #JuniorClubmans.

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



Action from The Red Kite Stages and The Carlisle Stages



It's not all coffee and doughnuts by Alan Page

An introduction to Motorsport Rescue

Have you ever been on the start line of a rally, sprint, race or cross-country event and seen the Rescue ambulance waiting patiently ? I suspect some of you have may have muttered to the person sitting next to you that that is the closest you want to be to it and that you hope not to see it in different circumstances ...

I moved into the world of Rescue some 19 years ago having been a Rally marshal before that. I often say that it was as the result of marshalling on a very wet hillside (is there any other kind ?) and seeing the Rescue Ambulance's crew drinking their coffee in



the dry, but of course it was more than that. Something attracted me to the role and to this day I cannot identify what it was, but I'm glad that I did.

The provision of Rescue ambulances at events is mandated by Motorsport UK in several disciplines, but not all. They are crewed by a minimum of two crew for rallies (three for Race events) and will always have a Doctor or registered Paramedic, either on board or close by. Equipped with both extraction equipment (sometimes referred to as the Jaws of life) and medical equipment they are usually the first emergency vehicle on scene, sometimes with little or no support. Given the condition on the ground at some events the

unit will usually end up being the transportation unit to meet with the NHS service at a convenient rendezvous point.

The crew has to attend a minimum of two training events per year and are assessed every three years, with the assessments being undertaken by Motorsport UK Rescue assessors. In addition, all crews undertake micro-training sessions overseen by the unit's Crew Chief and Paramedic either whilst at events or in smaller evening/one day training sessions.

It's a common misconception that the Crew get paid to attend – nothing could be further from the truth. Whilst Rescue units do receive an income from an event it is ploughed back into the unit funds to keep them equipped to the latest standard, as well as being used to cover insurance and ongoing maintenance costs. The British Motorsport Training Trust also supports Rescue (and Recovery) operators financially by the provision of grant aid awards.

So, it's not all coffee and doughnuts ...

Metric Services Sunday 19th May by Anji Martin

**From an original piece written for Charlton & District MC
(and a great plug for LoCC)**

Anyone who enjoys 12 cars and wants to do a bit more should have a go at this cracking event organised by Loughborough Car Club and as the name suggests it's easier than the Historic Rally Car Register championship events/Targa events and aimed at novices with no competition licence required. Look out for the details next year.

There was minimal plotting to do as all but one regularity was by varying forms of instructions that did not need maps. As we all know,

plotting can sometimes be difficult and you often can't tell the priority of roads looking at a map.

The event was a mixture of a couple of regularities (without multiple speed changes) and three tests on a grass field repeated 3 times.

Having had to pull out of the Ilkley Jubilee last month due to Clive's back problems this would be a test to see if his back would hold up to driving all day.

The navigation was fairly straight-forward with a typical regularity over 20 miles on instructions as below (see table) with just speed changes down to 24mph through the villages but with time and distance to keep you straight – so long as you didn't miss any turns !

Miles	Inter	Time	Instruction
0.00		0.00	RS A start a 30mph
0.10	0.10	00.12	
0.20	0.10	00.24	
0.30	0.10	00.36	
0.43	0.13	00.52	Crossroads – Turn left to Fosse Road

The route took us through Willoughby-on-the-Wolds, Wysall, Bunny and Gotham and back via Prestwold to the second Regularity.

This next regularity was similar but without the timing as this was on a separate sheet and whilst it didn't tell you what speed to do, as long as your distance and time were correct according to the table you could be on time. Then it was on to Paddy's Lane field for the first round of tests.

Regularities C, D & E would take us east along Paddy's Lane before turning towards Loughborough via Ragdale and Frisby, with 'C' finishing at Rotherby. A five-mile transit section took us onto 'D' and out towards Marefield – where thankfully my major mistake was scrubbed due to the Joker system (your biggest lateness was wiped

Grass-field tests

There were just the three tests to follow before back to Old Dalby to await the results: Clive was first on all the tests in the historic class and scored a maximum 30 points on the regularities (thanks in part to the joker). We came second but first overall on aggregate.

2nd Robert Robinson & Peter Mellor (2nd on tests and third on rally) – Audi Coupe GT

3rd Harvey Steele & Martin Pitt (7th on tests and 1st on rally) Volvo 144 – the green whale

Metric Services Daylight Easyrarity Rally Sunday 19th May by Monica Dowson

Another great report on this superb event

On Sunday 19th May, John & I were out on our first rally this year. The LoCC Metric Services Easyrarity is a regular event on our calendar, being local to us and an enjoyable daylight all-day rally.

It was a good rally with friendly organisers and marshals. There were 3 sections, each section with one or more regularities followed by 3 tests. Whilst the tests were the same 3 tests each time, there was a



John & Monica in Fiesta XR2 Mk1

variety of regularity styles: Jogularity, 'Benularity' (jogularity with distance/time-table), tulips, narrative, pre-plot map (London street map). Apart from the 'Benularity', most routes had times given against the instructions, except for the last and longest route on the map when we used standard 30 mph speed tables. There were one

or two minor problems during the event, but these were sorted without any great drama:

- the Liege timers were 1 minute out during Section 1 which caused lots of confusion, especially with the Route B self-start.
- the short narrative Route E caused lots of problems as there were 2 signposts at about the right distance, but allegedly CoC Andrew Duerden didn't know about the first one ! We met most crews going in the opposite direction as we all turned around to try to find the right route. We took 9 minutes instead of 5 ! That was where the Joker was used !
- There were 'technical' problems getting the results out at the end – the Results Team was ill in bed ! Since we knew we weren't going win, or even be in the top three, we left while queries were being taken so we could collect our dogs from the dog-sitters. Full results were emailed to everyone the next day: so much better than some rallies we've been involved with!

Main Results:

Classics		
Clive & Anji Martin	Ford Escort 1.6 Sport	1 st o/a & 2 nd road/1 st tests
Robert Robinson & Peter Mellor	Audi Coupe GT	2 nd o/a & 3 rd road/2 nd tests
Harvey Steele & Martin Pitt	Volvo 144	3 rd o/a & 1 st road/7 th tests
John & Monica Dowson	Ford Fiesta XR2 Mk1	7 th o/a & 5 th road/10 th tests
James Thomas & Thiago Kathirasoo	Mini Clubman 1275 GT	9 th o/a & 4 th tests & 1 st Novice
Moderns		
Damien Rigden & Ian Orford	MG ZR	1 st o/a & 2 nd road/2 nd tests
Clive Woodhouse & Paul Darch	Peugeot 206 GTi	2 nd o/a & 3 rd road/1 st tests
Cath Woodman & Sasha Heriot	BMW 318Ti	3 rd o/a & 1 st road & 1 st Novice

Congratulations to James and Thiago for coming in as 1st Novice Crew on their first competitive rally and getting a better overall result than 3 expert crews.

John & I really enjoyed the rally. We managed to get around reasonably well, and that always helps! Of the people we spoke to, Richard & David Elms felt they'd had a bad day but I think they'll come back again as usual for the next Metric Services Rally, the novices James & Thiago said they really enjoyed the day and were very pleased with their result, and Tim Sawyer said he thought it was a really good event and the grass tests were fun.



**James Thomas & Thiago Kathirasoo
on their first competitive event
were 1st Novice Crew**

So, I think that means everyone thought it was a great success. Many thanks to the organisers, Andrew Duerden and Richard Egger, all marshals and the photographer Dave Cram. John spent a long time trying to clean the car the next day!!! The test field had a lot of sheep droppings and the grass was damp!!

Coventry Motofest by Chris Ladkin

(and how I got arm-twisted into writing a report !)

It was a few months ago that I received an email from Richard asking me if I'd be available to help out at Coventry's Motofest with some passenger rides.

No problem I thought, but it would mean that I had to get moving with the repairs to the MR2. Engine sorted ... and now it was time to get my scabby spare set of alloys refurbished and throw on some part-worn sacrificial tyres, as I would be in so much trouble if I killed the road tyres !

I arrived on the Saturday before 9:00 and signed on, got my number and some stickers (got to have stickers) put up the pop-up shelter - well, threw it on the floor and let it sort itself out and unloaded the car: that's 2 tyres, a small toolbox, can of oil, trolley jack, breaker-bar and torque wrench. You'd be amazed what you can pack into a car that supposedly has no luggage space !

The day went well with brilliant sunshine, Charlotte seemed to be the go-to girl for those requiring sunblock, and all the passengers were having a great time. Having not driven a rear wheel car for a while and definitely not on such a tight course with mahoosive concrete pillars, I spent most of the day trying to defeat the dreaded understeer but with a bit of thought and help from one of the other drivers, I played around with tyres and pressures and started to get the hang of it. The worst bit was when it came time to pack up and go as it took me a good 20 minutes or so to fold up the damned tent and put it back in the bag, much to some people's amusement. It was touch and go for a moment as to whether I was going to just chuck it over the fence.

On Sunday I had the right tyres and pressures sorted and so the runs were getting better with some sideways action that got progressively better controlled throughout the day. This was helped when the heavens opened and bits of the course got really slippery - and yes, I did spin it a couple of times. D'oh!

At the end of the weekend I'd had a lot of fun and I think the passengers did too. I had a lad who told me he was recording the run for an article he was putting together who squealed the whole way round – much worse than any of the girls, although I don't know how many of them will actually go on to compete at any level.

So, it's a huge thank you to Richard and all those who helped out marshalling, strapping in, and the girls who were signing people on, from me.

Cheers, **Chris**

Loughborough Car Club Radio units by Richard Elms

The club now has three additional radio marshal units that are attending events regularly across the UK: the Loughborough callsign has been heard widely, ranging from the Clacton Stages in Essex to Caerwent in the west and Dalby Forest in Yorkshire.



The radios have been out on a number of events already this year starting with the Riponian Stages in Dalby Forest in early February (our first outing under the Loughborough 'flag'). I was also out at Snetterton just a week later, on my own.

March saw me flying the banner solo on a couple of events, one at Donington Race Circuit and the other at Caerwent for a single venue event there. Rather daunting as a venue: single lap stages but up to 200 junctions in the stage.

Early April saw two of us at Cadwell Park for the Alan Healey Memorial Stages. There was a slightly amusing moment as I drove to my post which was high up on a grass bank. Having an Audi Q3 Quattro I just drove up the bank only to be greeted with a disparaging remark or two from the marshals – good job I know them very well. That was followed by a trip down to Clacton-on-Sea, once again with two units attending. On that event we were on consecutive junctions on stage 2. Fortunately, the weather was nice for the day. The biggest problem for me was finding somewhere to park whilst still being able to see the passing cars.

The most recent event saw the club represented at the John Overend Stages at Melbourne Airfield just south of York with one unit on the start line and a second mid-stage. Our next outing sees all three units at a training day at RAF Waddington on 15th June. I'll do a separate report for that as it should be quite interesting.

Going Dutch (in Austria) by Andrew Duerden

Just after Christmas, I received a call from Ireland. Philip Armstrong rang to ask if I would do the Winter Trial with him in late January. Initial thoughts were no – I don't want to be stuck in snowdrifts in snowy Austria, Slovenia and the Czech Republic, and my days of pushing cars are over. However, as someone in my life was going away for a big holiday to India at the time of the event and therefore, I would be at home on my lonesome, I was persuaded to say yes. So, three weeks later, I found myself on a plane to Salzburg for the Dutch organised event.

Enquiries that I made about the rally were very positive; comments such as "the best event of the year" and "it's great once you

understand how it works” gave me a fillip, but I had no real knowledge of what to expect over the forthcoming six very snowy and icy days.

The rally started in Germany at Berchtesgaden; a hill-top resort, famous for being the location of Hitler’s ‘Eagles Nest’ lair in WWII. Here, and across a huge swathe eastwards through Salzburg in Austria and beyond, there had been an almighty dump of snow in the preceding two weeks. Huge snowploughed banks, some 5 feet high lined all the principal roads.

The rally moved south on the first day with regularities on local 1:50000 maps combined with Benularity tables. In this system, you have the distance and time, but no indication of the speed – you have to work it out for yourself. We had a good run through the day in Philip’s Volvo PV544, ending the leg in Ljubljana in sixth position.

The second day featured more regularities plus tests on snow-covered race and test tracks and also (what the Irish call) a ‘night nav’ section. Another good day for us but the night rally section proved impossible to clean in the snowy and icy conditions. However, we maintained good progress.

**Philip Armstrong and
Andrew Duerden
competing in car club
colours !**



The following day introduced a new concept to me. A Dutch daytime navigation section. Fiendishly tricky, it involves accurately measuring

distances to ensure the correct shortest route (which I did OK) and a series of waypoints to be visited in a specific order. These could be in villages or on not-as-map junctions. I got ten out of the twelve points, but missed two; one on a minor 'white' road through a village, and the other on a LWR triangle which wasn't on the map. These misses incurred swingeing penalties at 5 minutes per miss each. Even with 10 minutes penalty, we were holding up our overall position with some good regularities, finishing the day with the best overall score for regularities.

The way that this event works is that each day you are issued with a data logger. A small USB memory stick, it is fixed to the dash with Velcro and this records your time at a control, or your presence at a waypoint, so that the number of marshals is kept to a minimum. Additionally, each car is fitted with a SeeRally device. This has been primarily developed for WCR events, but it worked very well on this rally too. It tells you if you are catching a car ahead (maybe someone has gone off or spun), and it also tells you if someone is catching you. Plus, if you have an accident, it sets off an emergency beacon.

By now, we were up to third overall on the event, but on leg 5 it all started to unravel for us. On the second Dutch navigation section, I was being particularly careful not to miss any waypoints, but in doing so, I got myself disoriented in a village, going the long way past a church and took a wrong turning out of the village. Realising my mistake, I asked Philip to turn the car around, which he did with a carefully executed five-point turn. Unfortunately, in completing the manoeuvre, he put a wheel onto the snowy verge, at which point said-snowy verge collapsed and put the Volvo up to its oxters in a snowy ditch. We were not on rally route, so no-one came along to give us a tug out of the ditch. We tried chains and pushing (I did promise myself that I was not pushing ...), but to no avail. Finally,

after nearly thirty minutes, assistance came and we were back on the hard stuff, but now we had to cut to avoid going OTL. We got into the control with a few minutes to spare before being out of time but incurred 26 minutes of road penalties in total for this section.

Despite this problem, we were still lying in the top ten. There then followed another night section, which opened with three regularities before another night-nav section. On the first reg, our route was blocked by the second placed Porsche, which could not climb up a snowy and icy hill. He effectively blocked the road and we were forced to sit it out until he had put his chains on the back tyres. We, conversely, had no problems getting up on our excellent Finnish Hakkapelitta tyres, but by now, another 20 minutes had been lost.

We kept our noses clean for the rest of the event with lots of snow-covered roads in the Czech Republic and temperatures at -15°C.

The time lost prevented us from getting the good result that looked likely at one point, but we still managed a top ten finish and second in class. I learnt an awful lot on the event and now, hopefully, know how these events work.

An excellent event, but one that could have been so much better for us without our misfortunes. Perhaps another go next year?.....

Hughes Historic Rally (1st June 2019) by Anji Martin

Clive was wanting to get on with blasting and priming the Harrier when an Email came in, appealing for four navigators. I duly volunteered and was paired with Stuart Anderson in his 1937 Bentley Derby 4.25l.

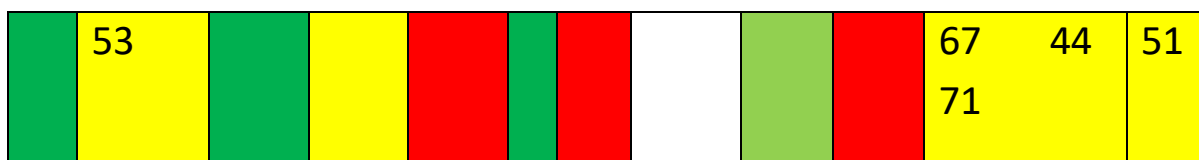
Unlike Vintage Sports Car Club events where no 'modern' equipment is allowed, Stuart's car had Brantz trip & clock (and driver displays for both) as well as an Halda Trip.



There were 8 regularities – the first 'A' was "overs and unders" around the M20, 'B' was 8 miles in Mereworth Woods with several loops and any apprehension for being in an open top car with no seat belts was soon gone and I had the biggest grin most of the way round but with some very tight corners and multiple check points it was virtually impossible to even achieve the desired speeds.

'C' was two sections of herringbone and spot heights and symbols and speed changes like start at 12 seconds per 1/10th of a mile plus 17 other changes. This was a killer at over 73 minutes long, finishing near Staplehurst, and by now it was very hot.

Regularity D was to follow this ribbon – not to scale



Next Five tests - mowed paths on grass, a short regularity and lunch at Hole Park, Rolvenden

Regularities F and G were back on to map 189 again, either side of a tight test at Brockton Farm. Time to smile again with 5 tests back in Mereworth Woods - smaller sections of this morning's regularity.

We would eventually finish 20th and second in class.

Disabled Driver Scholarship by Richard Egger

This year we have ended up with just one scholar. Theo Pinnington will be joining us for the Grass autotests and the Donington Winterseries using the club's automatic Micra. Sadly all the other candidates pulled out as the assessment day approached. A combination of health, work pressures and fatherhood ganging up on the candidates ... not including the applicant from New Jersey (!) who had not twigged that there was a bit of water in the way.



We borrowed Loughborough Grammar School's car park in Quorn. Mark Edwards & I spent a day teaching Theo some basic car control and generally getting to know each other. It will be interesting to see how he gets on because this is another super-competitive person.

The older Micra still refuses to give in and spent two days at the Motofest Coventry with Mark giving passenger rides to numerous punters.

Rallye Salamander & Rally van Wervik

by Richard Egger

Those of you that take an interest in my rallying may know that things have been fairly fraught with what felt like an endless spiral starting with a broken engine mount and ended with rebuilding the same (new) engine 3 times.

In fact, so fraught that we ended up borrowing Andrew's 1400 Nova to do Rallye Salamander. So off we set with a crew of seven, one rally car and three bicycles. Some of the service crew declared that as there was a lot of hanging about to do in the Saturday that they might as well do some sightseeing.

This was the first time we had been that deep into Belgium, and it was a bit of a culture shock, all the details were different, different rules, different governing body, different scrutineering, and so on. Oh yes and different roads.

All the mundane stuff on Saturday passed without drama, car scrutineered, paperwork inspected, money paid, stages driven, and Pace Notes checked. Followed by a couple of small beers.

Sunday saw us venturing out for the first of three loops all containing the same 5 stages, a little bit cautiously as we are not used to this car, didn't want to break it, and felt rusty after some months off.

From very early on, the clutch didn't feel strong, so I decided to treat it gently, as the day wore on it steadily deteriorated so despite us pushing harder and harder the time got slower. By the third loop full throttle was no longer an option.

My overwhelming memory is a stage which took us for a lap of every road (or so it seemed) in a village including three sides of the church square. On a Sunday! The church square had a beer van, a chip van and a sizable crowd.

And so we finished 55th overall with happy faces all round.

In the gap between events we managed to fix (we hoped) most of the issues and so the 2000 Nova was dragged out to play on the Rally van Wervik.



Apart from a bonnet disaster, note to everybody, check your bonnet pins before leaving Thurrock Services, the old girl ran faultlessly.

Four loops of three stages combined with a massive 158 car entry meant a very long days rallying. So, we didn't finish until nearly 9 pm. The stages themselves were interesting with a mix of brave cuts, interesting corners and a couple of seriously quick straights. The first loop was very wet and muddy which, combined with a number of

over-excitables competitors, led to us losing stage 2 due to an accident and then on the second loop we lost stage 5. After that it calmed down a bit and we had a nearly uninterrupted second half (OK, we had to slow for three badly-parked locals). Chuckle of the day was finding Howard Davies (co-driver for Gwyndaff Evans, TV pundit, and rotund character) daydreaming in the middle of regroup and being able to sneak up and give him a blast of air horns.

And so, we finished 67th out of 158 which will do nicely.

Competition Secretary's Report by Richard Egger

We are now half-way through the year so I thought a 'half time' summary would be appropriate.

We have seen the end of the 2018/19 12-car season which featured 7 events, all of which ran strong entries only twice dropping into single figures. All had full sets of marshals which seems to demonstrate that finding a pub by driving 60 miles in the dark whilst clutching a Pottie is still a popular way to spend an evening.

The Donington Winterseries, which also runs over the year-end, continued in its strong way. Despite a fairly stunning price rise for the venue, the two clubs decided to hold the entry cost as low as we dared. Fortunately, the entries poured in and all the rounds had 55 to 60 entries. OK 55, 55, 59 & 60. Perhaps because of the weather we were tight on timekeepers, but we managed. This sort of event is clearly the future for entry level motorsport. Clearly the way Mid-Derbyshire & Loughborough run things is popular.

May saw two completely different activities. Support for the karting evening was thin, but those who were there had fun. TBH the venue

(and karts) do themselves no favours. Next year we might try a more upmarket venue. The other event was a galaxy away from racing knackered karts. We ran our daylight regularity rally, with some 20 entries and a full set of marshals. This offered three loops of regularity designed to train novices navigators (and drivers) in the art of regularity. These totalled 100 miles in the scenic lanes east of Leicester. To give a bit of light relief we added three goes at three tests on our usual grass autotest venue. The event was very well received with nice comments by numerous competitors.

Which brings us to the evening grass Autotests. The first round had some 45 entries (40 accepted and 5 reserves) although this was decimated by the rain, and we ended up with 23 brave souls having a proper skid about on a very wet field.

At the time I type this the second has 38 entries and numbers are building up for the subsequent rounds.

All this makes no mention of those members who have been dragging themselves and their various cars all over the place to do all sorts of events. But it's up to them to write about this themselves (first of two digs).

Second dig. All the way through this is an obsession with numbers, especially marshals and organisers. We are always tight and have to ring round and 'volunteer' people. Why not come and try offering to help without being chased. You never know, you might enjoy yourself which is what it is all about.

All the championship points' tables will be posted on the Club's website very soon. Check your scores and claim any that are missing.

Return of the Mighty Micra

by Matt Lister & Marina Miller

After last year's exit at Donington best described as a "bit of an off" we decided to get out there again on a wet Sunday in March at a round of the MSN rally championship and, boy, did it rain. With some of the competition coming backwards past us on the straights - aquaplaning into the tyres, we picked our way through to the end without a scratch. Both Matt and I were really looking forward to Cadwell Park: the next and last round. The track suited the Micra -

short straights and lots of twisty bits. The first laps were foggy and took some navigating as this was our first time at the track. The later stages cleared up and made for some great racing. Going over "the Mountain" backwards was just



The mighty Micra

epic: brake hard into the blind crest, grab second gear, and as soon as you're at the crest the track opens up, open the throttle and go, go, go into the left then right flat-out. Even though we were at the back of the pack, trading seconds per lap with the competition, it was just as exciting as being at the front. All-in-all, great days' socialising with friends and enjoying the racing, it's what memories are made of.



Will Herbert having a seriously good time at the Car Club's Autotest



Loughborough Car Club - Calendar 2019

Day	Date	EVENT TITLE	Description
Tuesday	09 July	Evening Grass Autotest	Autotest
Tuesday	23 July	Evening Grass Autotest	Autotest
Tuesday	30 July	Committee	Social
Tuesday	06 August	Evening Grass Autotest	Autotest
Tuesday	13 August	Event	Social
Sunday	18 August	Welland Valley Wander	Classic Tour
Tuesday	20 August	Evening Grass Autotest	Autotest
Tuesday	27 August	Committee	Social
Tuesday	17 September	Navigation training	Social
Tuesday	24 September	Committee	Social
Tuesday	15 October	12 Car Rally	Road Rally
Tuesday	29 October	Committee	Social
Saturday	09 November	Winterseries Round 1	AutoSolo
Sunday	17 November	Sporting Trial	Sporting Trial
Tuesday	19 November	12 Car Rally	Road Rally
Tuesday	26 November	Committee	Social
Tuesday	03 December	12 Car Rally	Road Rally
Saturday	14 December	Winterseries Round 2	AutoSolo
Tuesday	17 December	Committee	Social
Saturday	25 January 2020	Winterseries Round 3	AutoSolo
Saturday	22 February 2020	Winterseries Round 4	AutoSolo

Winterseries at Donington Park

Evening Grass Autotest at Paddy's Lane

Sporting Trial at Eaton Lodge Farm

Targa Tales by (John 'Titanic' Pickavance)

The East Midlands Road Rally Championship for 2019 is turning to the 'Targa' side following a big increase in interest in these events, coupled with a big decrease in both competitor-interest and organisers willing to put on night events.

So, for our second outing in 2019, with Craig in the Road Rally Proton, we headed to the outskirts of Manchester for the 061 MC's Targa event.

We tried this one last year to see what it was like and came away favourably impressed. The club had again attracted a full 60-car entry containing many of the usual "Road Rally" chaps and quite a few newcomers eager to sample a new type of motorsport.

As ever, 061 provided all that was needed including fully printed route maps on OS map excerpts, test plans and a slap-up lunch at midday. What's not to like? (apart from the 4 a.m. get-up time to get there on time !)

As our car (Craig's Proton) is basically stage spec., sporting used gravel rally tyres. Scrut was passed easily and we had a look round the very interesting start venue; the Avro museum, Manchester. Built on the site of the former Avro factory which is now sadly becoming a housing estate.

We were off just after 10 a.m. on the 100+ mile road route linking the 22 miles of special tests. Sort of like autosolo tests but much bigger and mainly on grass and loose surfaces. The tyres were working well this year as we decided on medium compound rather than the softs used on night events. They went off badly last year.

Start venue at Avro museum.



Each test was done twice and with some lapping things get rather hectic at times ! All was going well and we were in the top 10 until the 6th test when a large hole caused some damage to the nearside of the car, bending in the chassis rail (common on Protons) which started to attack the power-steering pump. None of it a real problem, when we stopped to check, it was OK ... but the car would not re-start. As soon as the starter solenoid engaged, the electrics all tripped out. Unbeknownst to us, the starter had given up the ghost somewhere in the last 20 miles.

Still we can work without that: just don't stall ! Easy. So, you can guess what happened on the next test?! Worse than that, we stalled on a steep downhill bit, right up to a gate. No amount of pushing would get us out of there. However, there was another car there with engine problems, but even with their help it wouldn't budge, it was sort of stuck in a small ditch. Time was racing by, as it does when you're stopped.

Then the other crew got their car going and as we had helped them, they kindly pulled us out. Result ! We were back in the event but with a test max. and running rather late. We elected to miss the next test and go to the final two before lunch, which we could do within

our lateness. These long tests both went well, and we then went to the lunch halt via petrol, remembering not to switch off the engine!

Lunch was taken at a very nice pub the Royal Oak at Mayfield, here whilst eating a hearty sandwich and salad lunch with dessert to follow we heard tales of 'derring-do' mainly involving offs and mechanical damage, it was tough event if you were trying to be competitive.



At lunch some results were published that showed us in the top 10 before our problem but well in the 30's after. Poor reward for the hard driving.

The afternoon was a re-run of the morning tests but with a few tweaks to catch out the unwary.

Many fell foul of the different finishes for different running of similar tests. However we had no such problems and without stalling we managed it all the way round and to the finish.

Results took a while and showed that we had just made it into the top 20, at 20th. Quite a few top 10 times in both morning and afternoon helped to negate the "stuck in ditch" problem. As ever with Targas there were a few "penalties" added later, (no effect on our result) when the test judges filed their reports, but you can't argue with those as unless it was blatant you wouldn't know anything about it.

If you have a road rally spec car then give a targa a try, but note they can be quite rough and require a degree of mechanical sympathy unless you are after an out-and-out win.

Keep it in the lanes.

Advanced Radio training day by Richard Elms

An advanced radio training day was held at RAF Waddington on 15th June. Three Loughborough units attended, Loughborough 3, 4 and 5.

The day was run as part of an Airfield Riding Day which allows motorcycle riders to test themselves and their machines in a safe environment away from public roads.

The circuit used the perimeter tracks of RAF Waddington, with a number of chicanes (quite open ones especially on a bike) to cut down on the sheer straight-line content.

There were roughly a dozen radio units present along with a MotosportUK Rescue Unit (Cobalt Rescue).

We were treated to breakfast at a nearby Premier Inn at the organisers expense. That was a good start to the day. Having made our way onto the venue via a crash gate we signed on and were allocated our initial posts. The first session went without problems and we duly moved round. I took up my post outside the Air Warfare Centre (that's where they fly the drones from) and almost immediately found I had lost the venue map I had been given and which had to be returned at the end of the day. Cue a bit of concern. The only possible way this could have gone astray was at the previous post. I walked down and there it was, lying on the grass. It had blown out of the window!

The day continued with further planned changes but this was rather disturbed by a nasty crash between two bikes, one running into the back of another. It resulted in a trip to hospital for one rider unfortunately. All down to a rider not looking where he was going ...

Anyway we had a good day and had feedback from the bikers who were all very impressed with the highly professional way in which rally marshals were performing at an unfamiliar venue and type of event.



And just to close my few words I have three pictures of the units at the venue ...

Loughborough 3 with the Vulcan in the background, the A15 is the other side of the aircraft !

Loughborough 4 in almost the same place, the vehicle used may vary though.



And finally Loughborough 5 in the paddock area.



Disabled Driver Scholarship Micra



LoCC members at the A46 car-meet



Theo Pinnington: this year's scholar

**Please send your articles and photos to the Mag Editor -
magazine@loughboroughcarclub.co.uk**

LOUGHBOROUGH CAR CLUB

EVENING GRASS AUTOTESTS



Tuesday evenings

9th & 23rd July, 6th & 20 August

Simple tests on a smooth grass field

@ Paddies Lane

on the A6006 just off the A46 (LE14 3LY)

ENTRY FEE. £ 15.00 IF BOOKED INADVANCE

£ 20.00 ON THE NIGHT

Contact compsec@loughboroughcarclub.co.uk

Rules:

- 1) HAVE FUN**
- 2) NO FOREST, M & S, WINTER, OR KNOBBLY TYRES**
- 3) PASSENGERS ARE ENCOURAGED**
- 4) CARS SHOULD BE ROADWORTHY**
- 5) MINIMUM AGE FOR DRIVERS = 14**

SIGNING ON STARTS AT 1800 AND CLOSSES AT 1930.

TESTS START AT 1830