



# FOGLAMP

EDITION 2

SUMMER 2022



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# AMT

John Easson Award



[www.2300club.org](http://www.2300club.org)



## Welcome

Welcome to the second edition of the 2300 Club newsletter.

We trust you enjoyed the first newsletter, from the positive feedback received it would appear so and has encouraged us to produce this second edition. This has also inspired us to do a revised design layout, which we hope you find easy to follow. Some items you will see more comprehensively covered on our website [www.2300club.org](http://www.2300club.org)

We would also like to encourage you to circulate this amongst your friends and colleagues and should anyone wish to receive the newsletter on a regular basis then please email the Club Secretary [stuartpye@googlemail.com](mailto:stuartpye@googlemail.com) to be included on the circulation list.

Best wishes

2300 Club

[www.facebook.com/2300club](http://www.facebook.com/2300club)

[www.instagram.com/2300.club](http://www.instagram.com/2300.club)



## Andy Mort Tour

The 2300 Club of Blackburn is pleased to announce that the 2022 Andy Mort Tour will take place on Saturday, October 22.

The regulations and entry form will go live next month on the Club website, [www.2300club.org](http://www.2300club.org), using the online entry system introduced last year, with payment by BACS only.

The start and finish will once again be at West Bradford village hall, near Clitheroe, and in between will be a 125-mile route taking in some of the best driving road in the North-West.

As a touring assembly, there is no competition element to the Andy Mort Tour, although crews will be required to follow the supplied tulip road book or map references and visit the code board checkpoints to qualify as a finisher.

The entire route takes place on sealed roads and can be safely driven in a standard road car without the need for special modifications.

A lunch halt had been arranged at the Bridge House Tea Rooms at Wray, where refreshments will be served.

There will also be an optional fun driving test at the finish to round off the day. As in previous years, the entry limit has been set at 50 cars.

\*The entry fee for the 2022 Andy Mort Tour is £55.00 for driver and navigator, which includes breakfast roll and the or coffee at the start, a light snack at the lunch halt and a meal at the finish.



# AMT



The  
Andy Mort  
Tour

## Paul Tattersall's Grand Prix de Monaco Historique



2300 Club member Paul Tattersall was lucky enough to be invited by the Automobile Club de Monaco, to their 13th edition of the Grand Prix de Monaco Historique. Not just as a spectator, but to compete.

This prestigious event is where the well-heeled and the well-dressed come in their droves. They see priceless Grand Prix cars from the pre-war era through to 1984 dogfighting between the guardrails of the city streets that make up the Monaco F1 circuit. Many in the hands of professional drivers, some from the period, the odd current star, and some very good-amateurs. Every two years this event is held two weeks prior to the main F1 race weekend.

This was Paul's third time competing here in his ex Derek Daly 1979 Ensign N179 where his best result of 8th place came from his last outing here. Paul found it truly magical to be back in the paddock once again. Getting tips from Roberto Moreno who was racing a Hill F1, only helped build excitement.

The practice session got underway late on the Friday afternoon. All went very well proving the car setup and also building confidence for the driver.

There was drama in the Saturday qualifying session again late in the day. The session was red flagged twice leaving little time to set a good lap time. Then Paul had a spin at St Devotes, missing oncoming traffic "phew!" and carrying on to qualify 12th on the grid for Sunday's race.

A jump start by Paul initially went unnoticed as two of the front running cars collided momentarily.

As Paul stayed out of trouble quite a few positions were lost in the opening lap. Battling on Paul made it back to 11th place. Pushing that bit harder, trying to better his last finish. All was going well until he became another casualty, hitting the wall (quite slowly) at Mirabeau with three laps to go.





"So much for being last of the late brakers" said Paul who was classified as finishing 11th when the race ended.

Thankfully Paul was not injured in the accident. Just dented pride. It even happens to the Pro's as Charles Leclerc had crashed Nikki Lauda's Ferrari backwards into the wall, in the lunchtime demonstration that day. Two weeks later Fernando Alonso crashed in to the same wall as Paul. Don't be too hard on yourself Paul!

Paul would like to thank his brother Nick and nephew Gareth for all their hard work over the weekend.

Also a huge thank you to Mark Busfeild, Pete Thundercliffe and the fantastic students at Bolton University for all their help with the pre-event preparation of the car. They have also kindly offered help to repair the car - more about that in the next issue.



To read about this in more detail, see photo gallery and in-car video. Please visit the news section of our website.



## The John Easson Award

As you may already know 2300 Club administer the John Easson Award.

Managed by member John Cope, we and many others feel its the UK's best free to enter cash prize rally award. Open to Junior drivers & co-drivers up to the age of 27. It has a prize fund of £5000 to help fund a season of rallying, gain experience, mentoring and help with PR.

Entries open on the 1st of September 2022 and close on the 31st of October 2022. See our website for more details.

If you know a junior rally/ driver or co-driver at any level of ability or experience please make them aware of this award. It could get their 2023 season off the ground!





## The John Easson Award Winner

Our current winner Ioan Lloyd got his British Rally Championship underway in late April. Driving his West Wales Rally Spares Peugeot 208 Rally 4 on the Corbeau Seats Tendring & Clacton event. With regular Co-driver Sion Williams on the notes, the pair produced one of the best drives of the weekend finishing 15th overall and fifth in class.

A very encouraging start to the season, with the next event the Beatson's Building Supplies Jim Clark Rally. Also a tarmac event, the car setup would be similar. Here Ioan and Sion were expecting to go very well and build on their experience on tarmac.

It wasn't to be! After a great shakedown stage the pair felt confident and excited to get the rally started on the first stage on Friday night. But sadly their Peugeot left the road on the 11.9 mile long Longformacus opener. Ioan commented later how well all the safety features had worked to keep Driver and Co-driver from harm.

All at 2300Club were very relieved to know that nobody was injured in the accident which destroyed the car.

This could have meant the end of the season right here for Ioan Lloyd and the team. But Showing their fantastic team spirit and dedication to the sport Ioan vowed to bounce back.

Using the jubilee weekend to go and collect a brand new body shell direct from Peugeot Sport in France. The team had the car rebuilt in just eight days. A superb effort! The car then went on display with Peugeot Sport at The Goodwood festival of Speed in late June.

Ioan did some testing in Wales prior to the Nicky Grist Stages. Getting some tuition and tips from one of our previous John Easson Award winners, Osian Pryce.

Round 3, the Nicky Grist Stages, started brilliantly for the pair setting some very fast times in the first 2 stages. But in the 3rd stage the tyres delaminated and were in a terrible state, the car slid slightly wide and stalled. The pair lost a lot of time trying to restart the car, eventually bump-starting it. They decided not to take any more risks, to miss out stage 4 and head straight into service. Completing the afternoon stages under super rally, gaining great experience to finish the day a fantastic 5th JBRC.

We wish Ioan Lloyd the best of luck for the rest of the season.

We will keep you posted on our website, social media and in the next issue of Foglamp. Remember the entries open for the John Easson Award on the 1st of September 2022.





# Tour Of The Peaks 18th June 2022

Car 24 John Hargreaves / Clive Molyneux

Preparations began early for this Touring Assembly, John and myself did the AMT back in October and towards the end of the event the car developed a clutch issue, so with 8 months to get the car back into shape I finally started work in May!!

It was a bigger job than I expected which ultimately led to the engine coming out and splitting it from the gearbox in an effort to find the problem. I did the lions share of the work with superb technical input and advice from Mick Anderson (of Mini Sport fame). So with about 1 week to go the engine went back in and the clutch problem was history.

We got the entry in early for the event and it was clear from the first couple of days it was going to be popular, great to see fellow 2300 Club members Neil Johnson & Graham Ryding on the entry list too.

An early start from Blackburn on the day got us to the Oil Can Café just outside Holmfirth for a 09:00Hrs start. A bacon Butty and a brew went down a treat and set us both up for a mornings motoring. The forecast all week had been awful, however the morning was bright and sunny with broken cloud, ideal for this type of event.

We collected our Event Pack and whilst I familiarised myself with the Road Book John put the plates on the car and generally annoyed people around us.

Its strange doing an event like this as we were in unfamiliar territory and whilst navigating purely on Tulips from the road book, you have a vague idea of where you are but you never really know exactly. It was great (at the end of the event) to get a map book with the whole route outlined, they must have picked this idea up from the AMT!!

Leg 1 took us from Holmfirth to Penistone, then south to Hathersage and south again to a village called Baslow then onto Chatsworth House for the lunch break. What a great venue for a lunch break, it brought back a lot of memories of travelling through those grounds a lot lot quicker on several Network Q RAC Rallies.

A great run through on some fantastic roads through some stunning countryside. We dropped 1 minute, my fault – I inadvertently zeroed the trip meaning the next junction would be impossible to find without a mileage, so we had to back track to the previous junction. Annoying really as when I zeroed it we were parked up killing time!! Hey ho. We collected every Code Board on the morning leg and stuck to the prescribed route exactly, unlike a lot of our fellow competitors who came flying by us in various directions at many of the junctions.



Leg 2 took us south from Chatswoth to Darley Dale, then west to Longnor, back north to Tideswell and finally west to the Finish just south of Bradwell. Again we traversed on the 100% correct route and picked up every code board.

130 plus or minus miles of the Peak Districts finest roads in glorious weather, in a car that didn't miss a beat. John and myself had our usual laughs along the way which gave us a thoroughly great day out.

Hats off to the Two Peaks Motor Club, the event ran like clockwork, route, paperwork, officials, all of the highest quality. All in all a fabulous event which I'll certainly be back too in 2023.

Clive Molyneux

Co-driver Car 24

Foot Note:

Covid struck 2300 club member Graham Ryding just before the event and sadly he couldn't take part. Neil Johnson decided to withdraw their entry. The pair were very disappointed to miss such a great event. Maybe next year!

John and Clive



## Call Sign 'Mull1' (Ron Cowan, 2300Club Safety Officer)

It's a busy time of year in Scotland with the Argyll Rally based in Dunoon where John McDermott and I crewed the Road Closing Car, followed by the McRae Rally Challenge at Knockhill (which I didn't attend) followed by Mach1 on the former RAF Airfield at Machrihanish on 9th. and 10th. July and the Scottish Rally in Dumfries & Galloway on the 23rd. July. I am event Safety officer at both of these events and on 13th. August I will be a radio controller at the Grampian Forest Rally based in Banchory, Aberdeenshire.

The cost of fuel and accommodation is becoming a major problem for event organisers who are generally having difficulty finding Medics, Rescue, Recovery and Marshals, and recently they have had to implement incentive schemes to assist marshals attend their events. The Argyll Rally issued £20 vouchers to marshals which could be used for fuel or groceries at two outlets in the vicinity of the Rally. Mach1 and The Scottish Rally are planning similar promotions but the amount doesn't go near the cost of attending.



Following a ruling by Ofcom, MSUK has issued radiation warning signs which all radio operators must display on their vehicles. I wonder if 1M means one metre or 1mile! I have been a radio amateur for over forty years and I am not aware of having fatally zapped any marshals or members of the public while transmitting, although I once jammed someone's key fob in Aviemore when they were trying to unlock their car, and I stopped a Sinclair C5 dead in its tracks in Glasgow!

After the Grampian my following event will be the Andy Mort Tour, which is a favourite of mine with so many old friends to meet. I use the word 'old' advisedly!

