



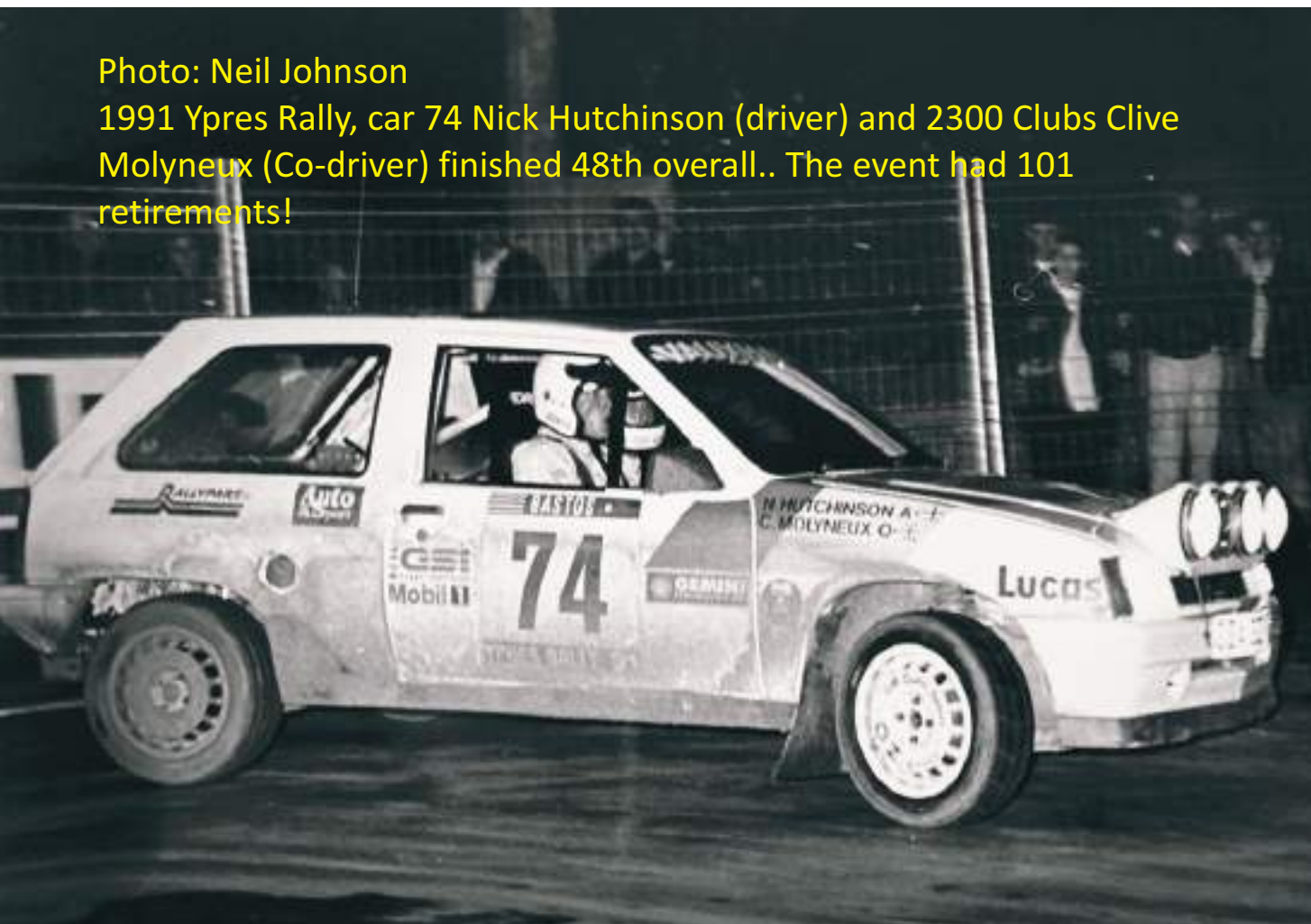
FOGLAMP

EDITION 4

February 2023

Photo: Neil Johnson

1991 Ypres Rally, car 74 Nick Hutchinson (driver) and 2300 Clubs Clive Molyneux (Co-driver) finished 48th overall.. The event had 101 retirements!



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AMT

John Easson Award





We trust you enjoyed the previous newsletter. Some items you will see more comprehensively covered on our website www.2300club.org

This is the largest newsletter we have produced to date and there are a wider range of topics included

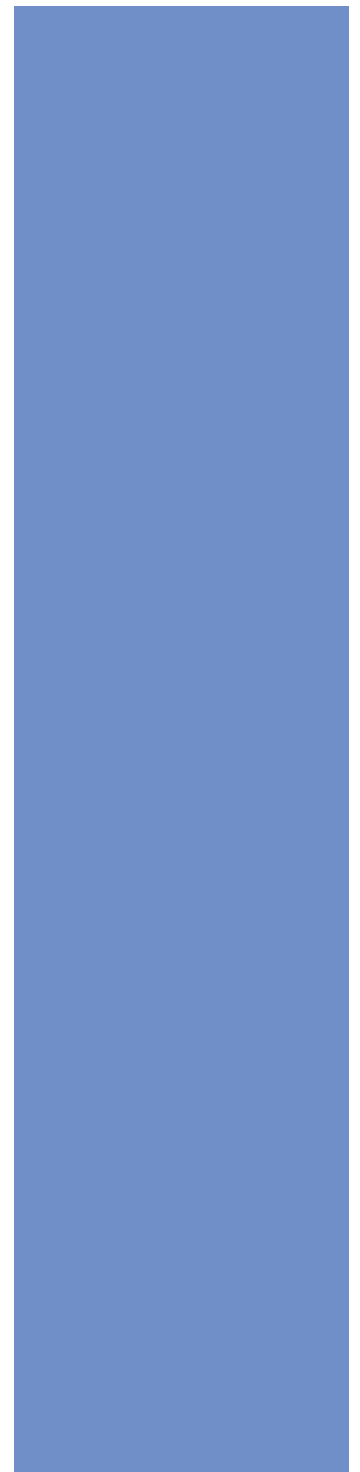
We would also like to encourage you to circulate this amongst your friends and colleagues and should anyone wish to receive the newsletter on a regular basis then please email the Club Secretary stuartpye@googlemail.com to be included on the circulation list.

Best wishes

2300 Club

www.facebook.com/2300club

www.instagram.com/2300.club



Andy Mort Tour 2022

Since our last issue of Foglamp the 2300 Club ran its annual Andy Mort Tour. The event proved to be very successful and by all accounts enjoyed by everyone involved.

We had a full entry of 60 cars, which all looked fantastic when they were all parked up on the green at the lunch halt at The Bridge House Tearooms, Wray. They very kindly accommodated us, providing a very welcome and well earned lunch. Especially after driving all of those fantastic classic road rally lanes.

It was during the lunch halt that a few members of our team were collecting donations for the North West Air Ambulance. Raising £573.00 a huge thank you must go out to the AMT entrants, 2300 Club, Richard and Amy for shaking buckets and last but not least Bridge House Tea rooms and all who generously donated in these challenging times.

2300 Club awarded its FAB Award for best presented car to Keith and Anne Nolan for their beautifully presented MGB GT. Picking a winner from this field was no easy task such was the high standard yet again in 2022.

The 2300 Club likes to add a fun element to the event to remember our fallen friend Andy Mort. Andy did like a bit of fun and we would like to think he would be laughing while looking down on us, as our entrants took part in the 'Chocks Away' test at the end of the event. This saw all who participated with their mirrors covered, performing a reverse slalom and guided by their navigator from outside the car, with table tennis bats. It really was a huge amount of fun (hope you enjoyed it Andy) and we did have a clear winner in Mick Coyne and Les Reger in their Cortina. They were like Lennon and McCartney!

2300 Club would like to thank everyone involved from the events entrants, marshals, catering, photographers (photo albums are on our website) and Bridge House Tea Rooms. Without you it would not have happened. Thank you for your support!

We do aim to do it all again in 2023 and plans are well underway to put on the event albeit with a slightly different format than the last few years. We do aim to keep it fresh, so I will say no more, you will have to wait and see. The date of the 2023 Andy Mort Tour is Saturday the 21st of October.



AMT



John Easson Award - New Award Winner

The 2022 JEA final was held in December to find a new recipient. Ioan Lloyd was invited as a judge to help pick a winner from four very high quality finalists. This was no easy task.

Johnnie Mackay emerged as winner at the end of the evening. And Ioan Lloyd was able to pass on the baton of the John Easson Award.



Johnnie Mackay (left) shaking hands with Ioan Lloyd



We will keep you informed of Johnnies progress throughout the season

John Easson Award - New Award Winner



Johnnie Mackay is in for a testing year of rallying - and he's delighted.

The young Scottish driver was the worthy winner of the 2022 John Easson Award, which has a total prize fund of £6,000.

The money will go towards paying entry fees and tyres for Johnnie's attack on the 2023 Scottish Rally Championship, freeing up part of his budget to do the one thing he's been unable to do so far - and that's to go testing.

"It was brilliant to be selected in December, and join the long list of very accomplished previous winners," said Johnnie, who lives in Newburgh, Aberdeenshire.

"The money that goes with the award will make such a difference to our season, especially as we are running a new car.

"We will now be able to go pre-event testing, something we've never been able to do because we simply couldn't afford it."



John Easson Award - New Award Winner

After winning the 2022 UK Asphalt Junior Championship and the class N3 title in his Fiesta ST, the 21-year-old has decided to switch to a four-wheel-drive Mitsubishi Evo 7 for a tilt at the SRC Challengers class.

Designed for competitors who haven't finished in the top ten overall, the class excludes WRC and R5 machinery.

Johnnie explained: "The ST has been a great car for me, but I needed to make a step up for 2023. I could have gone down the R2 route, which would have given me 30 bhp more than the ST, but would cost up to £40,000.

"Going to an Evo doubles the power, and gives me four-wheel-drive, for less than an R2.



"Competition in the Challengers is going to be pretty close with only a handful of seconds between cars, and that is where I want to be.

"It's going to make such a difference to be able to test beforehand, making sure everything clicks and I'm happy with the car instead of having to do it on the rally itself.

"It's also going to be a massive help as the format of the SRC alternates between tarmac and gravel. Although I consider myself a neat and smooth driver with a preference for tarmac, setting fast times in an Evo on gravel requires a different driving technique.

"I can't wait for the first round, the Snowman Rally in March, when I can fly the flag for the 2300 Club."



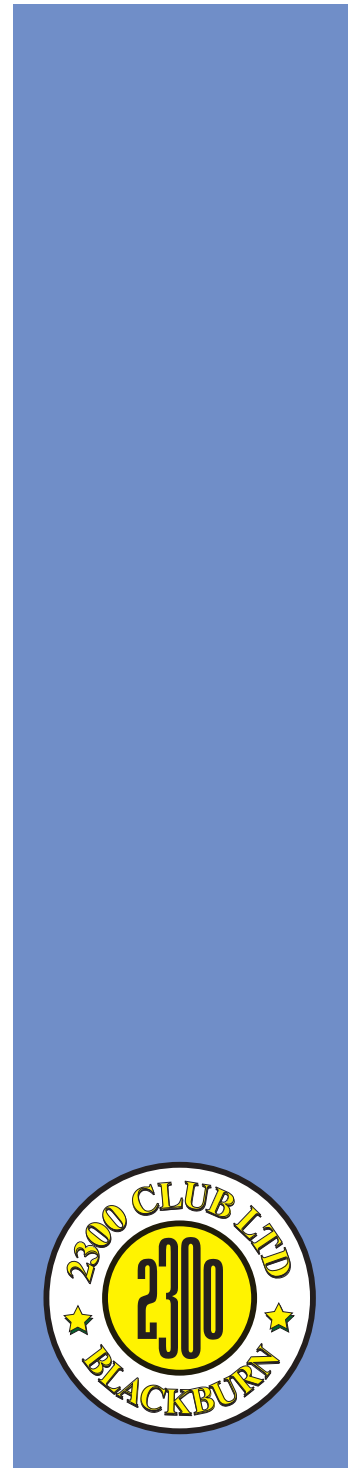


Ron's Scribbles from Scotland.

The fourth quarter of 2022 was busy for me motorsport wise. Together with Katie, I acted as both the Road Closing and Road Opening Cars on the shakedown stage of the Mull Rally on 13th. October and we experimented running two Road Closing Cars for the rally itself with John McDermott and me crewing together on the Friday evening and John and David Mogg crewing one Closing Car and Rachel Mogg and me running a second Road Closing Car on the Saturday. Running two Road Closing cars allowed for an 'easier' Saturday and provided an inbuilt factor of resilience should it have been required. We also ran a similar experiment with the Set Up cars, cutting down on mileage, and allowing some to get to bed a bit earlier than usual.

Unfortunately, like others, I caught Covid on Mull and this prevented me from attending the Andrew Mort Tour on 22nd. October. I'm very sorry that I missed it, but there was no alternative.

I marshalled on the "MudMaster" on the weekend of 29th. and 30th. October. The event is an annual Scottish competition between military personnel and civilians on cross country bikes, and in 4x4 and much larger vehicles over some fairly difficult terrain.



I headed up to the Blair Atholl area to marshal on the Saltire Rally on Saturday 12th. November. This Targa event was well attended and great fun.

On the following weekend, the 19th. and 20th. November, I was Event Safety Officer for the Scottish Borders Hill Rally, a cross country event held at Forrest Estate in Dumfries & Galloway.

I was invited to attend the Motorsport Emergency and Medical Training weekend organised by the Scottish Association of Motor Sports Clubs at Knockhill on 12th. December. It was great to watch these dedicated and skilled volunteers training for events which everyone hopes will not happen but for which they will be well prepared should they occur.



The Scottish Land Rover Owners' Club Boxing Day Bash had a new venue this year. For years it was held on a farm near Larbert but when completing the paperwork for the 2022 event it was discovered that the lease specifically stated that the land must not be used for motorsport events. At short notice, and thanks to a very helpful farmer, a new site was found near Bo'Ness. Owing to sloping ground and boggy conditions in several parts of the two courses the new site was considerably more challenging than the previous one!



2022 was a busy year for me not only with motorsport events but with my other interests. Following my recent health scare I know that I need to take things easier, and consequently during the year I stood down as chair of Strathclyde 4x4 Response, as chair of the West of Scotland RRP Voluntary Sector Functional Group and as an Airwave consultant to Scottish Government although I have remained as a ground roots voluntary member of both 4x4 Response and RAYNET. I still find walking difficult but easing the load on my activities will allow me, with Katie's assistance, (or should that be tolerance!) to continue participating in my motorsport interests as much as possible. Well, I have to do something while she is golfing!

My calendar for 2023 is starting to fill up, with the first event being the Snowman Rally which will be held in the Inverness area on Saturday 4th. March, (weather permitting!!).

Many of my motorsport photographs including many from the early days of the Tour of Mull can be seen at <https://www.flickr.com/photos/scottish-images/albums>





**2300 Club go Marshalling
The Cambrian Rally
29 / 10 / 2022**



The 2300 Club had a twelve strong marshalling team for Saturday's Cambrian Rally.

The weather forecast wasn't great and proved itself horrendous when we woke early to heavy rain.

As we made our way into the stage to sign on with another club member Mark Wilkinson, who happened to be stage commander. The roads of Penmachno forest were treacherous and still it rained!

After a hearty breakfast from our own 'Flints Forest Kitchen' it was time to take our positions as we had a number of junctions, over a wide area to marshal. We were working alongside our new friend Steve, a radio marshal who remained good fun all day.



The morning's action got underway on time, and it didn't take long before we had a car off the road. The Ford KA number 216 had come to rest on a tree stump. A few members of our team, aided by some helpful spectators, managed to get the car to safety.



There were quite a few spectators out on the stage despite the weather. All well behaved I might add. Many had come to see the young WRC star Oliver Solberg driving a VW Polo.

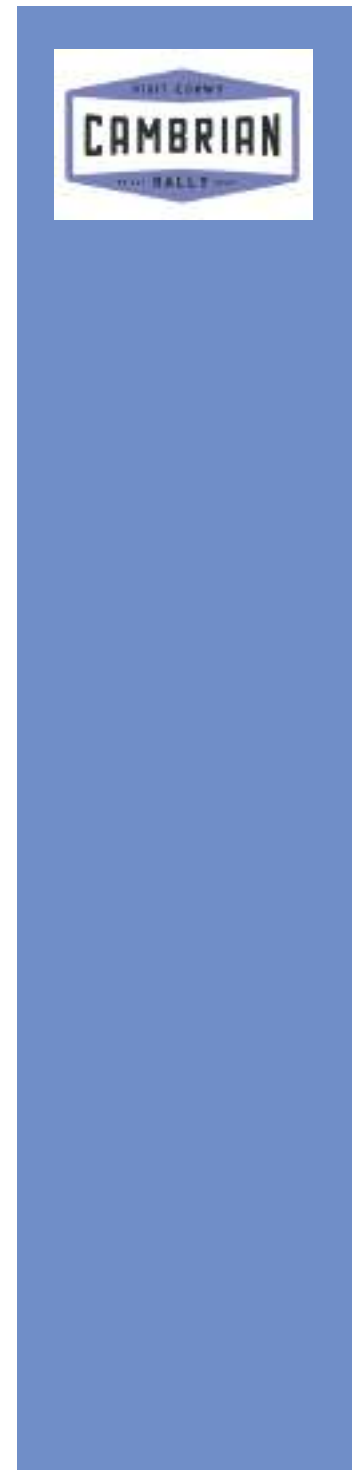
Sure enough he didn't disappoint, hitting the water splash in the middle whilst charging through the stage.



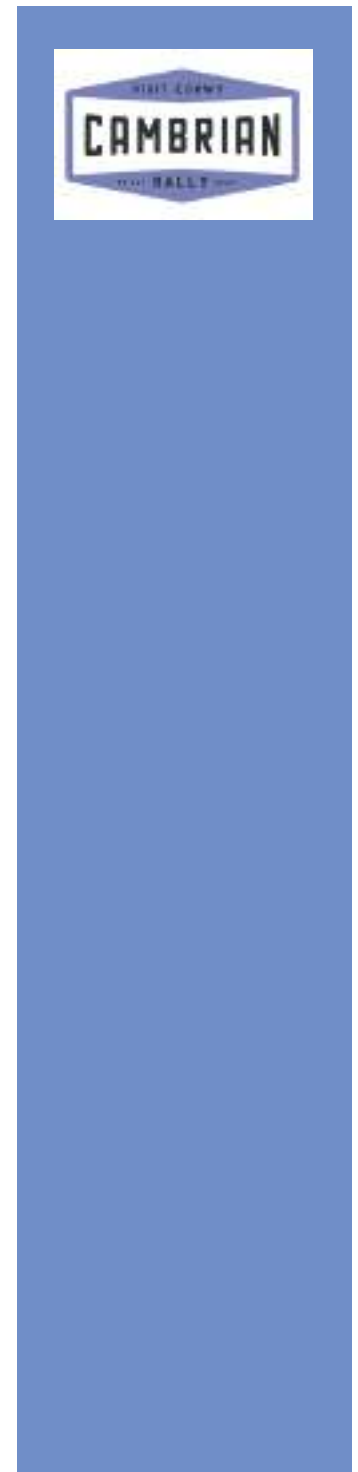
It was great to see our John Easson Award Winner Ioan Lloyd come through our stage as class leader and putting on an impressive display.



As the morning turned to afternoon the rain stopped and the sun came out. The last rally cars through were the new Land Rover Defenders. This brought us to Lunchtime and back to 'Flints Forest Kitchen'. Where Goulash was on offer. Finished off with a brew and some of Mrs Barritt's wonderful cakes. Then came the deluge. This would make the second run interesting



Forty five minutes later than scheduled our stage, also the last stage of the day burst back into life with the sound of turbos, antilag and screaming engines. This second run of Penmachno finished without incident, although we had heard over the radio Ian Lloyd would be going no further as he had retired with a mechanical failure. We were all gutted for him as he was leading his class by over a minute.



The stage finished in total darkness. The team set about dismantling our section of the stage with head torches. Ready for the equipment team to collect. We found our way out of the dark forest and back to civilization and reflected on the wonderful day we had been a part of. Meeting new friends and even old friends. Having great banter and superb food. We are all looking forward to doing it all again next year!

Visit Conwy Cambrian Rally 2022 - National

28/29 October 2022

Final Award Winners



Pos	No.	Driver/Co-Driver	Nat.	Class	Vehicle	Total	Dif. Leader	Overall Pos
Overall Awards								
1	1	Oliver Sobberg/Craig Drew		BRC1	VW Polo GTI RS	0:57:56.3		1
Class BRC1								
1	5	Russi Bell/Mia Freeman		BRC1	Skoda Fabia RS	0:59:48.1		2
2	12	Eamon Kelly/Conor Mahan		BRC1	Volkswagen Polo RS	1:00:56.0	1:08.7	3
Class JBRC								
1	28	Johnnie Mulholland/Eoin Treacy		JBRC	Ford Fiesta Rally 4	1:09:06.8		6

Final Results

Pos.	No.	Driver/Co-driver	Nat.	Class	Class Pos.	Vehicle	Total Stages	Total Penalty	Total Time	Dif. Leader
1	1	Oliver Sobberg/Craig Drew		BRC1	1	VW Polo GTI RS	0:57:56.3		0:57:56.3	
2	2	Russi Bell/Mia Freeman		BRC1	2	Skoda Fabia RS	0:59:48.1		1:51.8	1:51.8
3	13	Eamon Kelly/Conor Mahan		BRC1	3	Volkswagen Polo RS	1:00:56.8		3:00.4	3:00.4
4	10	Hugh Hunter/Rob Flegg		BRC1	4	Ford Fiesta Rally2	1:02:27.8		4:31.3	4:31.3
5	3	James Williams/Dai Roberts		BRC1	5	Hyundai i20 RS	1:03:46.4		5:50.1	5:50.1
6	28	Johnnie Mulholland/Eoin Treacy		JBRC	1	Ford Fiesta Rally 4	1:09:06.8		11:12.9	11:12.9

Alyc Edwards

Alyc Edwards, Clerk of the Course



Classic Motorbike Trials

2300 Club or MMCCC as was stands for the Mullard Motor Cycle and Car Club. So time for a motorbike article as one or two of our 2300 Club members are not just rally fans but also bike fans too. I am no exception and compete in a number of classic motorbike trials, mainly with The Leisure Lakes Trials Club.

I attended the January trial on the 29th along with 23 other regular riders. I had signed on for the Twinshock class riding my mid 1970s Ossa MAR (Mick Andrews Replica). On the entry form I ticked the box for the normal route and not the easy route. I am aiming to push myself in 2023. As I was ticking that box I thought to myself 'this won't be pretty'.

If you are not familiar with motorbike trialing you may be old enough to remember the 1970s and 80s TV programme 'Kick Start'. Well it's pretty much like that! We ride the same bikes..... ish. There are two classes of bike, pre-65 and twinshock which takes us up to 1980.

The course at the leisure lakes trial consists of 10 laps of 6 sections. Each section is likely to be around 10 to 15 metres long, over natural obstacles such as a hill climb, through deep mud or even deep water. There is usually a greasy tree root along the way to catch us riders out.

The sections are marked out on the day before, with marker flags. Red on the left, white to the right. With a green flags for the easy route to avoid the difficult obstacles.

Leisure Lakes Classic Trials Club





All the points are added up at the end and the rider with the least points will be declared the winner. There are no prizes, just bragging rights!

Motorbike trialing has to be one of the cheapest and maybe one of the slowest forms of Motorsport. Mostly at walking pace, but it is a great leveller. There is no substitute for skill and experience, shiny performance parts very rarely change the result. The best riders will still win on the worst bike. But who doesn't like fancy shockers and performance exhausts?

As usual the day starts by walking the sections before riding. Where there is lots of discussion between riders as to which is the best line to take. They are a friendly bunch!

This is when riders have to put the plan into action and see if we can make the bike go where we want it too. So it was time to get stuck in. At the front of the line I went into section one first, feeling a bit rusty I got through it with 1 dab. Then onto the next section.....

**Leisure Lakes Classic
Trials Club**



I had a great day riding slightly out of my comfort zone, cleaning some sections and making silly mistakes in others. Like getting my front brake lever hooked on a tree, stopping me dead. So that was a 5. But I did have great fun in the deep muddy sections surfing the bike, struggling for grip. But the slippery hill climb sections required skill and nerve, relying on technique and felt slightly more serious. This is where another 5 was awarded. Although these sections wanted some mastering, it did feel very satisfying to clean them multiple times.

All in all it was a great day of Motorsport with great people, some very nice motorbikes and the bonus was nobody ended up in the lake this time.

My score was 54 and I am pleased with that. There were scores in the late 90s but I had beaten other more experienced and respected riders. But the winner scored just 3. I still have a long way to go!

Now I need to clean my kit ready for the next one at the end of Feb.

Graham Ryding (Flint)



Leisure Lakes Classic

**Leisure Lakes Classic
Trials Club**





Paul Tattersall - Historic F1

"2023 should be quite an adventure" said Paul as he was telling us his plans.

2300 Club member Paul Tattersall along with a number of other UK drivers have been invited to race at Phillip Island near Melbourne, Australia on the second weekend in March. The event is called The 2023 Phillip Island Classic and is renowned for attracting some of the finest race cars in the world. It looks like Paul will be in good company!

On the 28th of December the Ensign N179 and the other cars were loaded into the shipping containers at Southampton ready to embark on their two month long voyage.

Paul said "the paperwork has been very challenging". Importing a car and kit into Australia is no easy task. Paul was also concerned about the positioning of the container on the ship. Containers are known to fall overboard occasionally, Paul was eventually satisfied he would see the car at the other end. But this hasn't stopped him tracking the ship's movements through January.

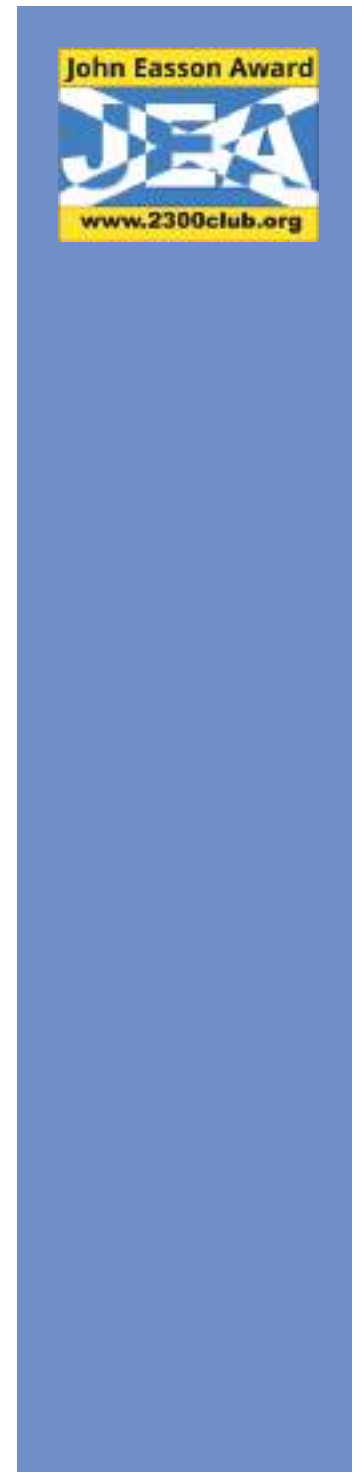
Paul is unsure when the car will be back. But when it does arrive home Paul is planning an engine rebuild. He is hoping to compete in as many races as he can in the second half of 2023.

We wish Paul the very best of luck with his 2023 adventure.



John Easson Award - Outgoing Award Winner

Since our last issue our 2021 JEA winner Ioan Lloyd finished his 2022 BRC season off at the Cambrian Rally. While leading his class by over a minute he was stopped in his tracks with driveshaft failure. A bitter disappointment for Ioan & co - driver Sion, after showing such great pace.



Ioan Lloyd has been a great ambassador for the JEA and the 2300 Club wish him all the best with his future rallying. And we are very sure we will be hearing of Ioan's future successes



Images from Ioan's Facebook page