



FOGLAMP

EDITION 5

July 2023



See Page 2 for Caption

CONTENT

2	Welcome
3	The Passing of Simon Bibby
4	Historic F1
5	John Easson Award Winner
6	Mini Miglia
7	Ypres 1991 - Ian Grindrod
8	Mullin Around - Save the Date
9	AMT 2023
12	
13	
14	

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John Easson Award



Caption for Front Cover

2300 Club member Ian Grindrod (promoting the product) prepares for the start of the 1982 Manx International Rally on Douglas promenade, as driver Jimmy McRae is interviewed by Barrie Hinchcliffe for ITV's World of Sport programme.

The pair were in scintillating form, winning the rally in their Rothmans Opel Ascona 400 by 2 mins 29 secs from Russell Brookes and Mike Broad's works Vauxhall Chevette HSR.



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

This newsletter is our saddest to date with the passing of Simon Bibby. There is a larger tribute to Simon on the Website.

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

www.2300club.org

The Passing of Simon Bibby

All at 2300 Club are deeply saddened by the news that Simon Bibby passed away on Monday night (10/7/23)

Our most sincere condolences go out to Simons family and friends.

Simon volunteered as our Chief Marshal and for many years organised 250 marshals for his beloved Tour of Mull Rally and later the Andy Mort Tour. It was a job he loved!

Simon was not only our Chief Marshal but a kind and gentle friend to us all. He will be sorely missed.

Rest in peace

#thanksmarshal



Paul Tattersall Historic F1

Paul and the National Centre for Motorsport Engineering (NCME) team at the University of Bolton are currently working hard in preparation for the Silverstone Classic which takes place in August.

The Ensign N179 last raced in Australia earlier in the year. Since arriving back in the UK safe and sound the team has removed the engine and it was then sent away for a rebuild. At the time of writing Paul had just collected the engine, and returned it to Bolton University. "Taking it apart is the easy bit. Now we have to put it back together" said Paul.

The team at the University of Bolton led by Peter Thundercliffe have recently selected students for a place on the race team. They have committed to sending four students in turn to each race this season. A great opportunity to learn on the job and a great help to Paul which he much appreciates, saying "It is a real pleasure to work with these enthusiastic young people and share the experience of racing an F1 car with them – it's an inspiration".

If all goes well the last weekend in August should see the team at the Silverstone Classic. The team have a month to prepare for Spa which is the last weekend in September followed by Estoril in early October. Hopefully we might see Paul back home for our Andy Mort Tour on the 21st of October. We couldn't blame him if he doesn't as the team are in Portimao the following weekend.

The car isn't the only thing being prepared for the season ahead, the driver needs some attention too. "I will have to lose some weight before Silverstone" (you wouldn't think so to look at him) said Paul who is taking this end of the season very seriously.

We wish Paul and the team at Bolton University team the very best of luck with the season ahead. We look forward to hearing all about it





John Easson Award

Since our last edition of Foglamp where our new John Easson Award Winner Johnnie Mackay was preparing to start his season of rallying.

At the time of writing this edition, he now has four events under his belt.

The early part of the season hasn't quite gone to plan for Johnnie and his Scottish Championship campaign.

On the opening round, the Snowman Rally, Johnnie was forced out of the rally on stage one with propshaft failure.

But on round two, the Speyside Stages, it was a different story, with Johnnie finishing 26th overall and first in class. This is the kind of result the team were hoping for.

Bad luck would strike again on round three, with an electrical and clutch fault leading to another DNF on the Jim Clark Reivers Rally.

The Argyll Rally based in Dunoon was round four and bad luck stayed away. A fantastic drive earned the team 25th overall and first in class.

So, mixed results so far, but one thing is for certain Johnnie has proved he is capable of good results in his new Evo7.

He's also been impressive out of the car, and has proved himself a great ambassador for the 2300 Club and the John Easson Award.



Readily available to talk to any of the club members when needed, Johnnie's positivity and enthusiasm for the sport and the JEA shines through.

Even when things don't go to plan, and early retirements wreck a rally weekend, Johnnie's ability to see the positives and learn from the negatives will stand him in good stead for his career.

And it's refreshing to see a rally driver perfectly happy to talk to the media about the lows, not just the highs.

We look forward to the next round of the Championship, the RSAC Scottish Rally, where a group of 2300 Club members will be marshalling. It will be great to see Johnnie and the EVO in action.

We will keep you informed on our social media and website on the later part of the season.

It is approaching that time of year again when we open entries to find the next winner of the John Easson Award.

Entries open on September 1 and closes on the October 31 2023.

Open to all junior drivers and co-drivers who are up to age 27 from all disciplines of rallying. If you fit the bill, or you have a family member or friend, who could follow in Johnnie Mackay's footsteps please check out our website for more details



Mini Miglia

There are three surefire signs that spring is on its way.

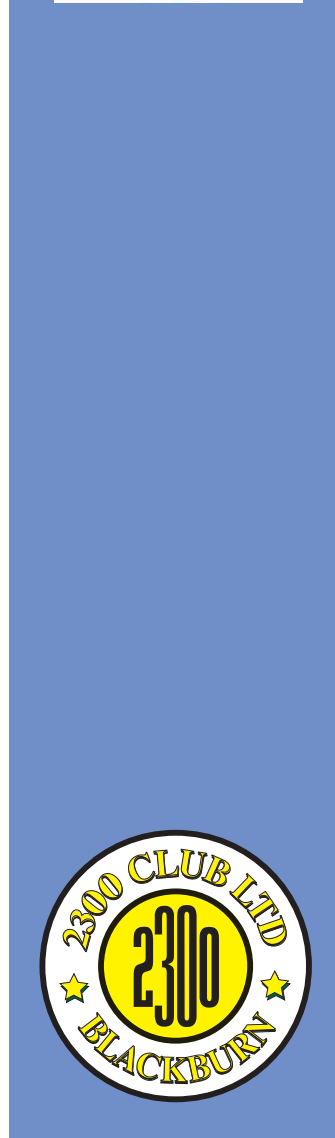
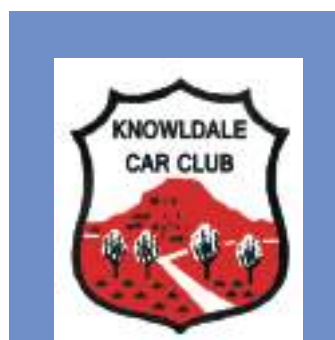
The daffodils are out, the nights are getting lighter - and it's time for the John Clegg Mini Miglia Tour.

As first event in the Touring Assembly season, the Miglia always attracts a capacity entry, and this, the tenth year, was no different.

The entry list featured some well-known rally names from the past, together with many Tour regulars. They included Andy Stanworth and Alan Ridehalgh (Porsche Carrera), Charlie Woodward and Fred Bent (Ford Escort), Mal Grisdale and Roger Harrison (MG Midget), and Edward Roberts and the veteran navigator Jeff Smith in Ford Fiesta.

The 2300 Club were in attendance, with Pete Kenyon on the maps for Simon Boardman in his Volvo Amazon.

And Neil Johnson and Graham Ryding finally got their debut run together, postponed from last year when a planned outing on the Tour of the Dales was called off due to Covid.



In all, a total of sixty cars plus reserves all got a run, starting from Cafe Ambio, near the M6 at Crooklands and finishing at Bannys fish and chip restaurant near Colne.

In between was 150 miles of some of the finest driving roads and lanes you could wish for in Northern England, interspersed with codeboards and marshal checkpoints.

In total, there were 19 controls and codeboards in the morning and 18 in the afternoon, together with three questions to answer at the manned controls.

Drystone Radio presenter Mark Stone was an early casualty sadly, when the front bumper of his Morgan decided to part company with the retaining bolt. Not wanting to miss out on his fish and chips, Mark and navigator Karen Graham still made an appearance at Bannys for the finish!

Beckfoot Bridge proved a challenge for anyone in a car more than 6ft 6in wide, although the organisers thoughtfully provided an alternative route for those not wanting to risk a stone-coloured stripe on their cherished motors. Alan Ridehalgh was a brave man, squeezing his Porsche 911 through, although it did cause a bit of a queue behind.

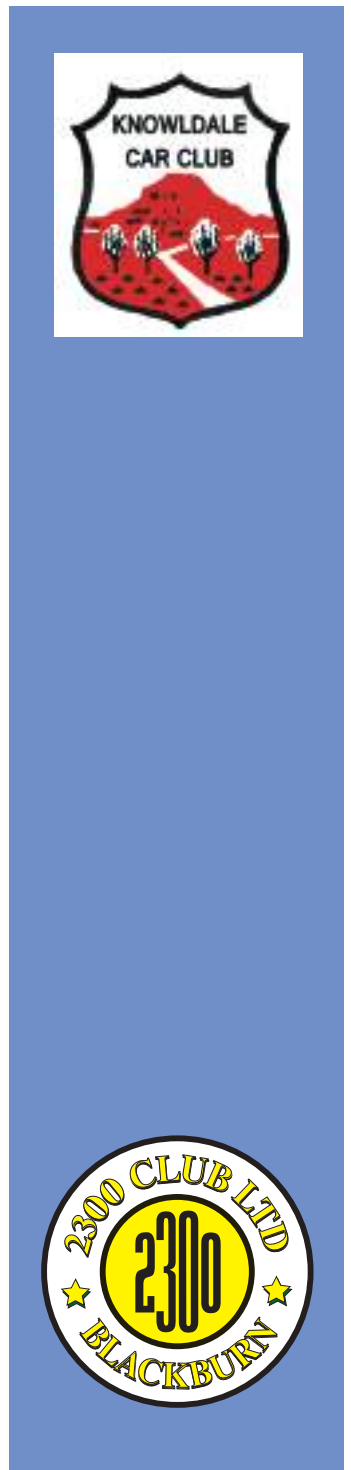
The route was lined in places by hordes of spectators, sadly not to watch the Mini Miglia, but there to catch a glimpse of the LMS Royal Scot locomotive. The sight of which, plunging through a valley in full steam, was a stirring sight.

The morning run of 80 miles finished with a welcome rest halt at Bridge House Team Rooms at Wray, which is rapidly becoming the venue for classic tours and gatherings.

Quote of day was from one driver, recounting his morning's efforts: "I don't know where on earth Knowldale find some of these roads, they were bloody fantastic!"

Anyone familiar with the Legend Fires North West Stages would have recognised some of the roads used in the slightly shorter afternoon leg, with sections of Nicky Nook and Stainhall included.

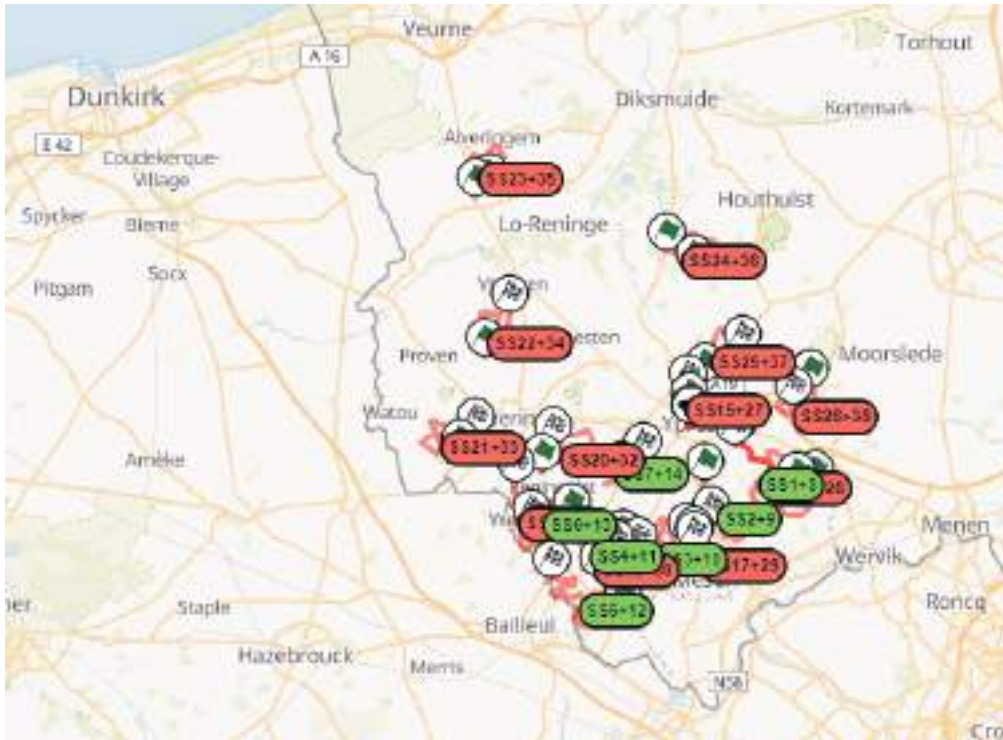
Congratulations to the crews who got all the codeboards and answered the questions correctly, commiserations to those who didn't.



Ypres Memories

Ypres Rally 1991

The picture on the front page of the last "Foglight" showing Nick Hutchinson and Clive Molyneux, brought back some fond memories of what was and still is a fantastic rally, although back in 1991 it was definitely a rally for men.



38 stages, 14 in Leg1 and 24 in Leg2, the event was virtually nonstop, the first leg finishing around 2am and Leg2 starting at 9am. Very much like Mull in that respect.

I was entered with Dave Metcalfe in a Nova GTE and seeded at 20, which as I was a past two times winner, didn't go down too well with me, but of course seeding is nothing to do with co-drivers results, and Dave had only done the event once before in 1990 where we retired.

The entry list included a number of Brits including quite a few in Nova GTE's, besides Nick and Clive there was Allister McRae, Mark Higgins and Andy Knight.

And so to scrutineering, where the head scrutineer was known to be anti-British and in the past had excluded a works Mini from winning the Monte. Whenever I ever came across foreigners like this, he was French, I always took the view that they must have been Nazi sympathizers during the war.





Picture from the 1992 event



However our car was not as it should have been, in as much as the removable panels, doors, bonnet and tailgate had all been acid dipped to make them lighter, indeed if you pressed a finger against the door skin it was alarming how far you could actually push it, lets put it this way, it would have been handy at Christmas for wrapping up the turkey.

The aforementioned scrutineer had obviously been tipped off and as soon as we entered the scrutineering tent, he pushed his knee against the door of our car, pointed to the exit of the tent and said "Go" There was obviously no way we were going to start with those doors.

A Belgian rival, Bernard Munster, who was entered in an Opel Corsa GSI, came to the rescue and took us to a local scrap yard where we acquired two doors from a Corsa/Nova and we then swapped them over. The problem then was that the rally door plates were on the doors we had taken off and were not removable nor re-useable.



Picture from the 1992 event



Off we went back to scrutineering and asked for some new door plates. The scrutineer was first to reply that there were no plate available so we could not start. I had become reasonably friendly with the Clerk of the Course over the previous years and he said that they had many spare door plates so it was no problem. We put the new ones on and that really upset the French guy, but he had no option but to pass us through. Thankfully without sitting on the bonnet or leaning against the tailgate.

We finished 8th. 2.5 minutes behind the local star Bernard Munster, Alistair McRae, Andy Knight and Nick/Clive all finished. Mark Higgins also but well behind Nick/Clive.

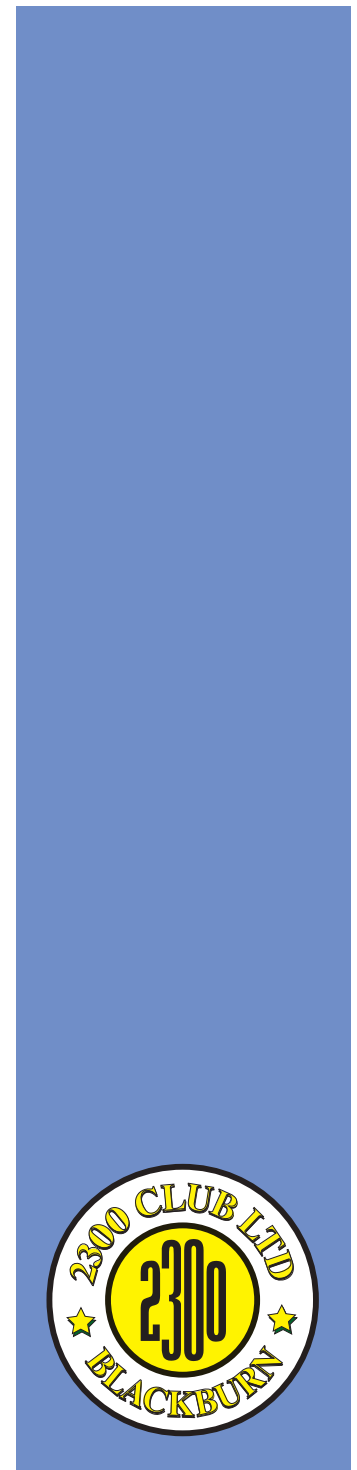
Ypres was a fantastic event and a great place to visit if you get the chance, the place is full of history, especially from the Great War. If the sight of thousands of British soldiers laid to rest in the many cemeteries doesn't spur you on to great things, nothing will.

Ian Grindrod



A special picture for Ian.

As a celebration of 50 years of Ypres banners were put around the town of past winners. Ian's was near the Menin Gate that can be seen in the background. The Menin Gate is in Ypres and is dedicated to the British and Commonwealth soldiers who were killed in the Ypres Salient of World War 1 and whose graves are unknown.





27. Ypres 24 Hours Rally 1991

890 241 coverts - Belgium 49 - Challenge Classic 44 (B) - Classic Trophy 4 & 5 (F) - Classic Trophy 4 & 5 (F) - Vauxhall Nova GTE Challenge 44

25. 6 - 30. 6. 1991. Ypres - zorghof - Other years

Stage results | Itinerary | Entry list | Retirement | Penalty | Info | Stats | Stage Green | Photos | Video | Manuals | Maps | Final results

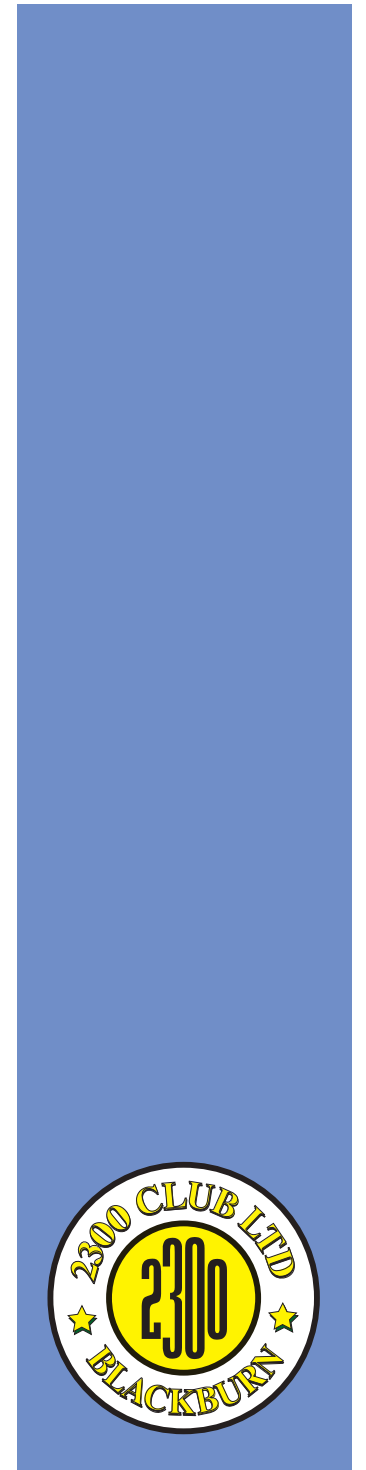
ERC Belgium - Classic Trophy 4 & 5 (F) - Challenge Classic 44 (B) - Vauxhall Nova GTE Challenge - Classic Trophy 4 & 5 (F)

48 49 47 45 50 52 51 54

Final results

(Sorted: 84 (74 on 102))

Pos	Car	Driver	Co-driver	Car	Time	Gap	Time	Gap
1.	46		Belgers Patrick - Celestijnen Danny	Ford Sierra RS Cosworth del	01:17:44	48	0:57:23	
2.	47		Bruggens Robert - Janssen Kenny	Ford Sierra RS Cosworth del	01:18:00	49	0:58:31	+1:28
3.	417		Thiry Bruno - Arbet Stéphane	Opel Kadett GLE 16V	01:18:00	47	0:58:31	+1:28
4.	434		Thiersens Marc - Uytendaele Théo	Mitsubishi De Lert VR4	01:18:00	54	0:58:31	+1:28
5.	479		Geelhaere Guy - De Pelsmacker Filip	Ford Sierra RS Cosworth del	01:18:00	49	0:58:31	+1:28
6.	422		Magnette Evaris - Mardet Luc	BMW M3	01:18:00	48	0:58:31	+1:28
7.	436		Marster Bernard - Lux Willy	Opel Corsa A GSi	01:18:00	48	0:58:31	+1:28
8.	429		Metzville Olivier - Grindrod Jan	Vauxhall Nova GTE	01:18:00	48	0:58:31	+1:28
9.	430		Colard Guy - Desreper Benny	Mitsubishi De Lert VR4	01:18:00	54	0:58:31	+1:28
10.	228		Victor Marc - Mevojak Willem	BMW M3 E30	01:18:00	48	0:58:31	+1:28
11.	412		Bulle Stélie - Matas André	Kiaabe C80 16V	01:18:00	47	0:58:31	+1:28
12.	434		Dopert Eric - Marneffe Ghislain	Ford Sierra RS Cosworth del	01:18:00	54	0:58:31	+1:28
13.	444		Eggenrood Philippe - Dumortier Ignace	Mercedes-Benz W124 2.3 16V	01:18:00	48	0:58:31	+1:28
14.	444		Loris Philippe - Clèves Walter	BMW M3 E30	01:18:00	48	0:58:31	+1:28
15.	422		Bouckaert Frank - Vergele Steven	Mazda 323 GTE	01:18:00	54	0:58:31	+1:28
16.	437		Moise Alister - Senter David	Vauxhall Nova GTE	01:18:00	48	0:58:31	+1:28
17.	402		Bruneel Dominique - Wilfroy Omer	Ford Sierra RS Cosworth	01:18:00	54	0:58:31	+1:28
18.	471		Ameyse Dirk - Defontaine Mikael	Mazda 323 GTE	01:18:00	54	0:58:31	+1:28
19.	434		De FRADERE - Stale Philippe	BMW M3 E30	01:18:00	48	0:58:31	+1:28
20.	413		Tuygher Olivier - Gastelle Jacques	Audi 90 Quattro	01:18:00	48	0:58:31	+1:28
21.	472		Ferrari Dominique - Kallez Bernard	Renault 5 ST Turbo	01:18:00	54	0:58:31	+1:28
22.	404		Drooz Philippe - Sauvignat Dominique	Citroën AX Sport	01:18:00	48	0:58:31	+1:28
23.	402		Khebb Ladislas - Fredman Jan	Skoda Favorit 136 L	01:18:00	48	0:58:31	+1:28
24.	402		Koopals Janne - Moensbrugghe Rits	Lexus Delta Integrals 16V	01:18:00	54	0:58:31	+1:28
25.	478		Mutai Thierry - Piter Jean Jacques	Citroën AX Sport	01:18:00	48	0:58:31	+1:28
26.	404		Lama Ingeborghe Stélie - Kuvlingens Eddy	Ford Sierra RS Cosworth	01:18:00	54	0:58:31	+1:28
27.	457		Fanzer Richard - Wilbroeck Robert	Vauxhall Nova GTE	01:18:00	48	0:58:31	+1:28
28.	438		Els Christian - Van Weelhaeghe Jan	Ford Sierra RS Cosworth	01:18:00	54	0:58:31	+1:28
29.	4108		Baert Michel - Peulard Philippe	Citroën AX Sport	01:18:00	48	0:58:31	+1:28
30.	4100		Kivet Philippe - Depoison André	Peugeot 209 GTI 16	01:18:00	54	0:58:31	+1:28
31.	437		Trigbed Jan H. - Trigbedens-Vielhofs Eva	Ford Sierra RS Cosworth del	01:18:00	54	0:58:31	+1:28
32.	475		Eight Andrew - Kiek Mike	Vauxhall Nova GTE	01:18:00	48	0:58:31	+1:28
33.	4120		Haldeman Geert - Vanhele Luc	Opel Kadett GLE 16V	01:18:00	54	0:58:31	+1:28
34.	4108		Servo William - Mandy Peter	Toyota Corolla GTi-16	01:18:00	48	0:58:31	+1:28
35.	4121		Urbelien Michel - Michart Veronique	Peugeot 209 GTI 16	01:18:00	54	0:58:31	+1:28
36.	4114		Piessa Stéphane - Buisson Patrick	Renault 5 ST Turbo	01:18:00	54	0:58:31	+1:28
37.	4160		Bastiaux Jean - Ceyssens Marc	Honda Civic VTiC	01:18:00	50	0:58:31	+1:28
38.	4179		Jicot Patrick - Lhermitte Marc	Opel Corsa A GSi	01:18:00	54	0:58:31	+1:28
39.	407		Erbaevants Laurent - Delmeuwant Jan	Mazda 323 GTE	01:18:00	54	0:58:31	+1:28
40.	4107		Baevens Stéphane - Proulx Lucienne Philippe	Citroën AX Sport	01:18:00	50	0:58:31	+1:28
41.	4197		Belard Dominique - Bourget Fabienne	Citroën AX Sport	01:18:00	50	0:58:31	+1:28
42.	4100		Achard Rigo - Coyne Jean-Pierre	Citroën AX Sport	01:18:00	49	0:58:31	+1:28
43.	4180		Schneid Jean-Paul - Velissen François	Citroën AX Sport	01:18:00	50	0:58:31	+1:28
44.	4147		Maquet Stéphane - Maquet Olivier	Peugeot 205 Rallye	01:18:00	48	0:58:31	+1:28
45.	457		Fronard Dominique - Baisin Patrick	Lexus Delta Integrals 16V	01:18:00	48	0:58:31	+1:28
46.	4100		Lerich Philippe - Elst Jean-François	Lexus LEXUS 400	01:18:00	48	0:58:31	+1:28
47.	4281		Chabille Damien - Bouvy Marc	Citroën AX Sport	01:18:00	50	0:58:31	+1:28
48.	474		Huzarons Mark - Molyneux Chris	Vauxhall Nova GTE	01:18:00	48	0:58:31	+1:28
49.	4104		Erbaevants Agnès - Huzarons Leonard	Lexus LEXUS 400	01:18:00	48	0:58:31	+1:28
50.	497		Elst Jean Jacques - Muller Jacques	Renault 5 ST Turbo	01:18:00	54	0:58:31	+1:28
51.	4108		Hubin Eric - Coust Aubert	Citroën AX Sport	01:18:00	50	0:58:31	+1:28
52.	4102		Jozemine-Labore Dorothea - François Catherine	Citroën AX Sport	01:18:00	48	0:58:31	+1:28
53.	4107		Messian Claude - De Koning Mico	Opel Kadett GLE 16V	01:18:00	54	0:58:31	+1:28
54.	4146		Went Luc - Trendelenk Luc	Vauxhall Nova GTE	01:18:00	50	0:58:31	+1:28
55.	401		Ballaert Luc - Versteijl Hans	BMW 120i E28	01:18:00	48	0:58:31	+1:28
56.	4223		Kautrin Christophe - Georges Veronique	Citroën AX Sport	01:18:00	50	0:58:31	+1:28





The 2300 Club is planning a trip down memory lane in September. An evening of 'Mullin' Around' is being staged at Nelson Cricket Club on Thursday, September 28 and, as the title suggests, it's all about the Tour of Mull Rally.

Anyone who has an interest in the event, be it competitor, official or spectator, is warmly invited to an evening of nostalgia about The Best Rally in the World, which the 2300 Club ran for over 40 years.

"It's a very informal evening, there are no guest speakers or forum. It's just the chance for Mull enthusiasts to get together and exchange their own stories," explained organiser Pete Kenyon.

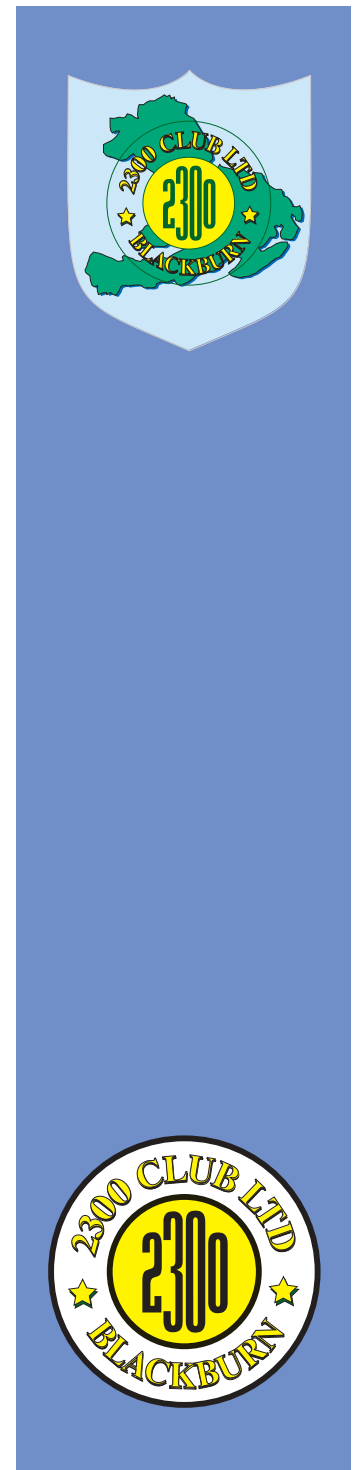
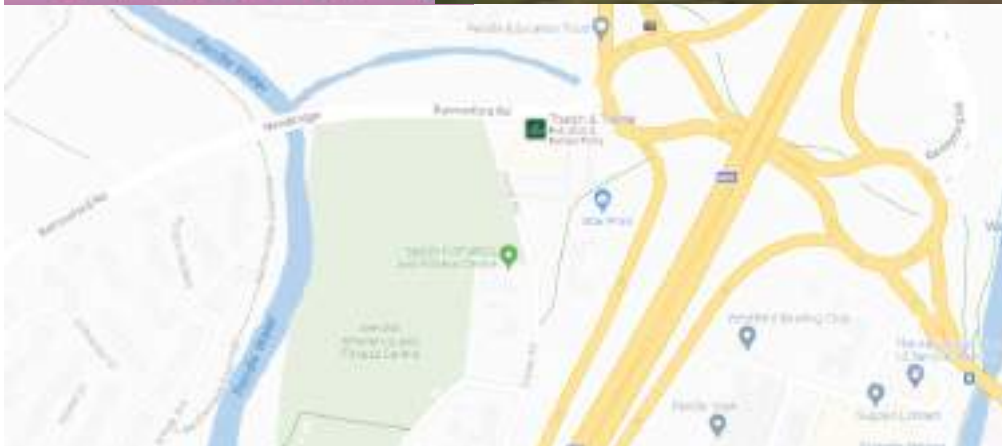
"We will have a selection of films from old Tour of Mull rallies playing in the background, a raffle, and a potato pie supper."

All proceeds from the evening will go to charities including one in memory of 2300 Club member Simon Bibby, who recently passed away.

"Simon was a much-loved and much-missed friend. He was an avid supporter of the club and the Tour of Mull, volunteering as Chief Marshal for many years before fulfilling the same role on the Andy Mort Tour," explained Pete.

'Mullin' Around' is at Nelson Cricket Club, Surrey Road BB9 7TY (the venue will be arrowed), starting at 7pm, with food served at 8pm Tickets are £7-50 per head.

A great night out for enthusiasts and their partners.



The AMT 2023

The 2300 Club of Blackburn is pleased to announce that the 2023 Andy Mort Tour will take place on Saturday, October 21st.

The regulations and online entry form will go live on Saturday, August 19 on the club website, www.2300club.org.

And there's a new look for the route on this year's Tour, thanks to the organising team led by Walter Bateson and Cliff Simmons.

"The traditional format remains the same, but we will be heading further north-east and utilising some of the very best driving roads that North Yorkshire has to offer," explained Walter.

"As a Touring Assembly, there is no competition element to the Andy Mort Tour, although crews will be required to follow the tulip road book and visit the codeboard checkpoints, some of which will be marshalled, to ensure the correct route is adhered to".

"The entire route takes place on sealed roads and can be safely driven in a standard road car, there is no need for special modifications."

The start and finish venue will once again be at West Bradford village hall, where breakfast will be served to the entrants, before the first car is flagged away at 9.30am.

The lunch halt is at Brymor Ice Cream Parlour at High Jervaulx, near Masham, where refreshments will be served.

And a signature feature of the Andy Mort Tour, the 'fun test' is back again, ready to entertain crews (and spectators!) before the finish back at West Bradford, where a potato pie supper and prizegiving ceremony awaits.

"The Andy Mort Tour promises to be a great day out for everyone, and we look forward to seeing friends old and new in October," said club chairman Neil Molyneux.

Entry fee for the 2023 Andy Mort Tour is £65 for driver and navigator, which includes a breakfast roll, tea/coffee at the start, a light snack at the lunch halt and a meal at the finish



AMT

