



# FOGLAMP

EDITION 6

December 2024

'Our AMT guest Steve Rimmer and Ian Grindrod enjoying a moment'



Photo by Harry Clark

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# AMT

John Easson Award

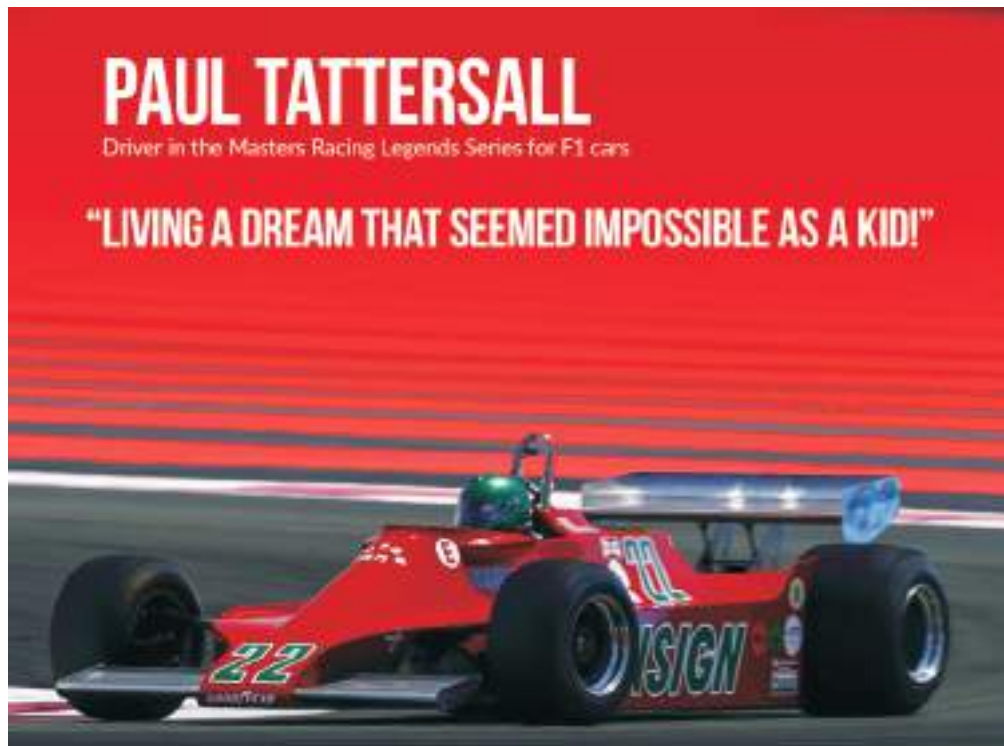


## Introduction

2300 Club member Paul Tattersall has had busy back end of the year. Competing in the last three races of the Masters Historic F1 series in his usual car. The 1979 Ensign N179 spent the early part of the year being shipped home from Melbourne Australia. The car then had an engine rebuild before The Silverstone Classic in the summer. This would be the first race with Paul's new support team from Bolton University. And would prove a great test for car, driver and team alike.

The whole team was now ready for the classic European circuits that would make up the calendar for the final part of the 2023 season. Paul did manage a break from the racing circuits to come home for the 2300 Clubs own AMT.

We aim to give you all the details in the next issue of Foglamp.



We trust you enjoyed the previous newsletter. 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

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## 2300 Club Marshalling Trip

22nd June 2023



### Tony got the ump!

By Graham Ryding

The 2300 Club just had four members heading to Scotland for the RSAC Scottish Rally on the Friday night after work.

Upon our arrival at our Airbnb cottage we were delighted to see a bar in our lounge, it was just like a Tap room in an old pub. We're going to have a great time here we thought.



Cliff Simmons booked it and the rest of our party were nervous because when Cliff has booked accommodation in the past they have usually been a huge mistake. He had come up trumps with this one.





A good few beers later sat around our bar it was decided we ought to decide who was sleeping where, conscious the we were up early the next morning for a tough day of marshalling in the rain.

I found my bed, a luxury double with frilly covers. Very comfortable!

Neil found himself in the single with plump pillows, he did look at ease tucked up.

Cliff had made it to his king size bed with very plump pillows and very frilly covers. Cliff was going to sleep like a log in that bed.

"Where's my bloody bed" cried Tony. Looks like you've done it again Cliff!

We all rose bright and early after a great night's sleep and headed into the forest of Ae.

The forecast for the Saturday was for heavy rain. On the brightside there would be no midges.

So far no rain as we made it to the stage start.

You guessed it! Just as the sausages went on the rain came. And sure enough after breakfast the rain eased and wouldn't return.



Our club banners went up on our corner of the stage across from the spectator point.



The Rally got underway on time and we witnessed some great action from a quite a diverse and quality field.

I manned a handheld radio, to assist our radio marshal Ray Beamish.

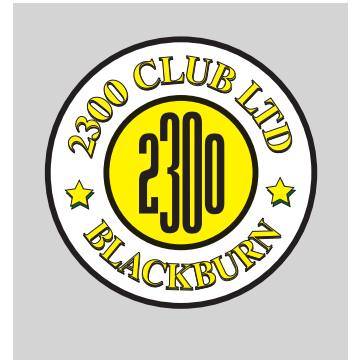
The day went without a hitch, we tidied the tape and stakes at the end of the day, noticing that there wasn't a single piece of litter left by the hundreds of spectators. True rally fans!

It had been great to see our John Easson Award winner Johnnie Mackay in action, although he was having gear selection problems during one pass of our stage, you wouldn't know to see the pace he was setting.

We retired for a shower then out to a local pub for a hearty meal. Then back to our very own lounge bar for drinks and reflected on what a great day it had been.

Tired we all sidled off in different directions to our comfortable beds. Tony pulled his two, two seater sofas together and slept on the **ump** of the two arms.





## Campbell Roy on Mull

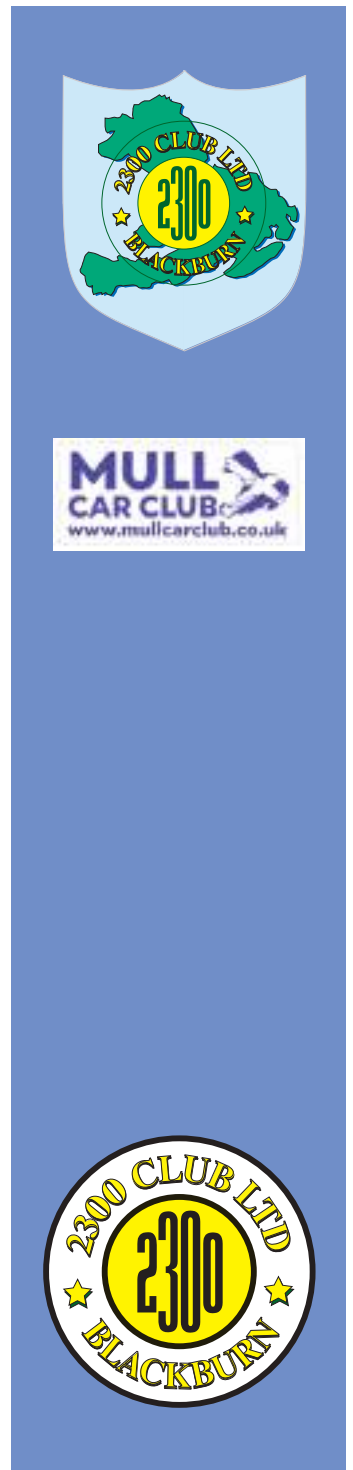
Having been given the impossible task of trying to put into words what makes the Mull Rally so special, I will give it a go!

Mull is a cornucopia of fantastic components including: wonderful scenery, challenging, undulating, deceptive single-track roads which might have been made for rallying, hugely unpredictable weather, the best of Scottish hospitality and camaraderie and importantly the feeling of belonging to a very special fraternity.

These factors, and so many more, lure people back to the island as if by magic on an annual pilgrimage each October to build on a rich bank of memories that will live with them for ever.

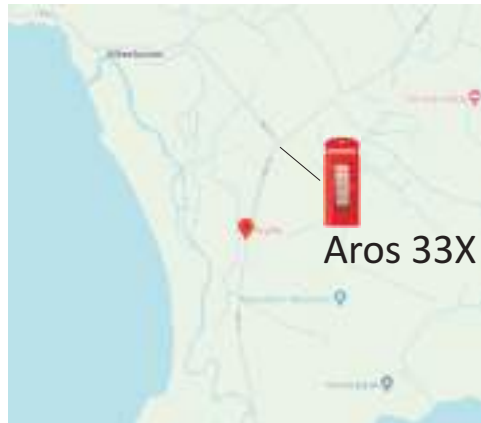
I well remember my first visit to the Tour Of Mull in the 70's, getting off the ferry and immediately feeling that this place was something very special. I was overawed, nervous and excited in equal measure and completing the recce left me in no doubt whatsoever of the challenge that lay ahead.

As a novice in the sport, I headed to the Rally Office in the Aros Hall to check the Official Notice Board, only to be brought up short by a notice writ large on a blackboard at the entrance which read:





This was typical of the spirit (no pun intended) in which 2300 CC ran the event - it was meant to be fun for competitors, officials, marshals and spectators alike. Rally communications weren't quite what they are today and one of the main means of communication was from the public telephone box at Gruline which was referred to in rally folklore as Aros 33X.



I can safely say without fear of contradiction that rally founder Brian Molyneux was one of the nicest people I have ever met. The rally's existence owes everything to his diplomacy, dedication and determination, not only in getting the event up and running in 1969, but in heading an organising team that understood that engaging fully with the local community and addressing their concerns was paramount to the continuation and success of the event.



In Taff Edwards, they had the ideal Rally Secretary who would put the fear of death into errant competitors, but once you got to know him you realised that his engaging smile and sense of humour were never far from the surface.

Subsequently Brian also deserves huge credit for the hours, tenacity and effort that it took to obtain Royal Assent in Parliament to enable the event to suspend the Road Traffic Act and associated speed limits, enabling the continuation of the rally and becoming the first rally in the UK to hold a closed roads event in 1990.

**After 40 years of organising the Tour of Mull from their base in Lancashire, 2300 Club called it a day. Their dedication over the years to the Tour of Mull was enormous. I wonder how many million miles were covered, and how many thousand hours of their time were taken up by Mull.**

It was to everyone's relief that when 2300 CC understandably ran out of steam after running the rally for 40 years that Mull Car Club stepped in and the event continues to be an iconic and much loved fixture in the motorsport calendar.

**Less than one hour after the Beatson's Mull Rally opened for entries, the list was full.**

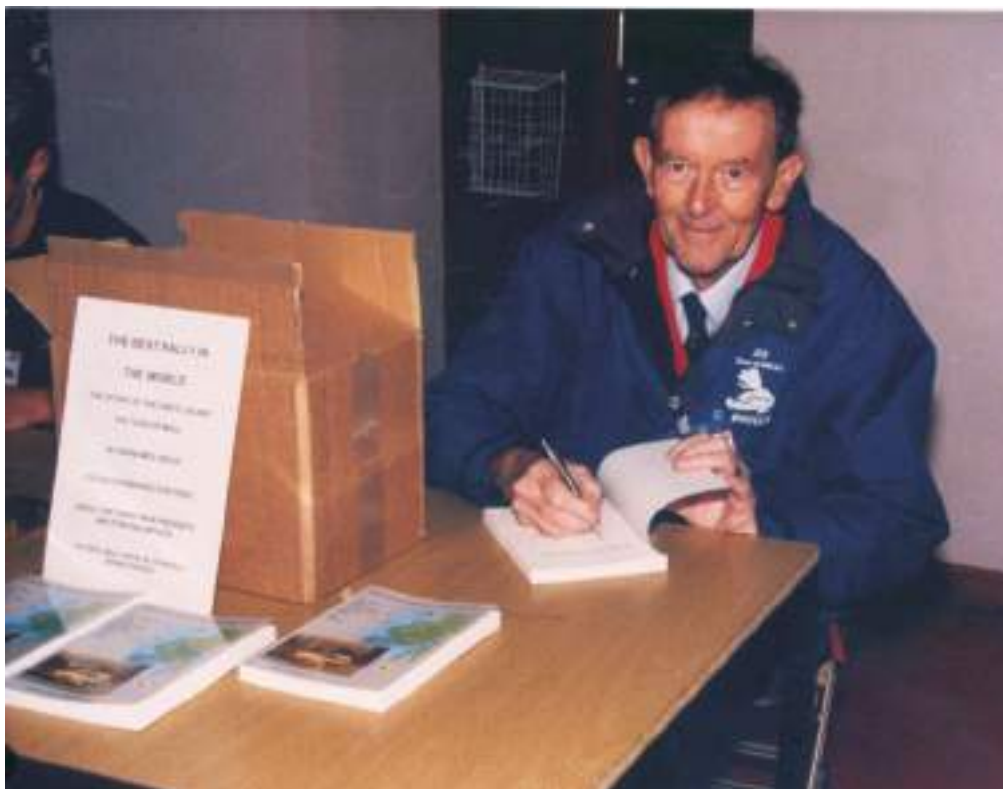
**In fact, it only took 53 minutes to register an unprecedented 174 entries.**

**So overwhelming was the demand for places on Scotland's only closed-road rally this year, the event's mullrally.org website crashed.**



There is no better gauge of the success and popularity of an event than having a full entry list and throughout its 50+ years in existence it has passed this test with flying colours - so much so that if you are not alert and on the ball on the day that entries open - you have little or no chance of getting an entry!

Having been fortunate to travel to rallies across the UK, Europe and indeed on the WRC circuit, I have yet to find any reason to quibble with Brian Molyneux's description and indeed the title of his book "The Best Rally in the World"



To put this into context I'm sure that my good friend and rally legend Ian Grindrod, who was involved from the outset in 1969 would readily swap any of his many international victories around the world for a victory on the Tour of Mull - which just about says it all really





## Cambrian Rally Marshalling Trip

Janet Barritt

12 months since the last Cambrian, the 2300 Club marshalling contingent eagerly await the event.

Saturday 28th October, despite bad weather prior to the event, dawned clear and bright, although a very early start in the dark did not immediately reveal itself.

Fewer in number than originally anticipated 9 of us started out at 5.45 am from our base in Llandudno to Elsi Forest at Betwys Coed.

We were allocated a spectator marshal point, which was unusual, normally we were out in the middle of nowhere and didn't see another human being.

Some spectators had spent the previous night in the forest in campers or cars and vans to enable them to get a prime spectator point.

A well arrowed spectator walkway had been signposted but this did not deter the ardent spectator assuming they were not part of the plan

Jan Molyneux and Marie Molyneux needed all their mediation skills to persuade spectators that their advice was the best course of action and once the stage was live no-one was allowed to walk on the stage.

A spectator with a wheelchair was determined to get to the spectator point and they both went above and beyond to get the lady and her partner to a safe position to watch. They both did a fantastic job.





The rest of us were deployed to various points in our sector. Cliff, whistle ready, was on junction 21A. The rest of us on junction 22. The mood of spectators was generally good with just the odd comment “bloody marshalling police”. What they don’t realise is that it is for their own safety.

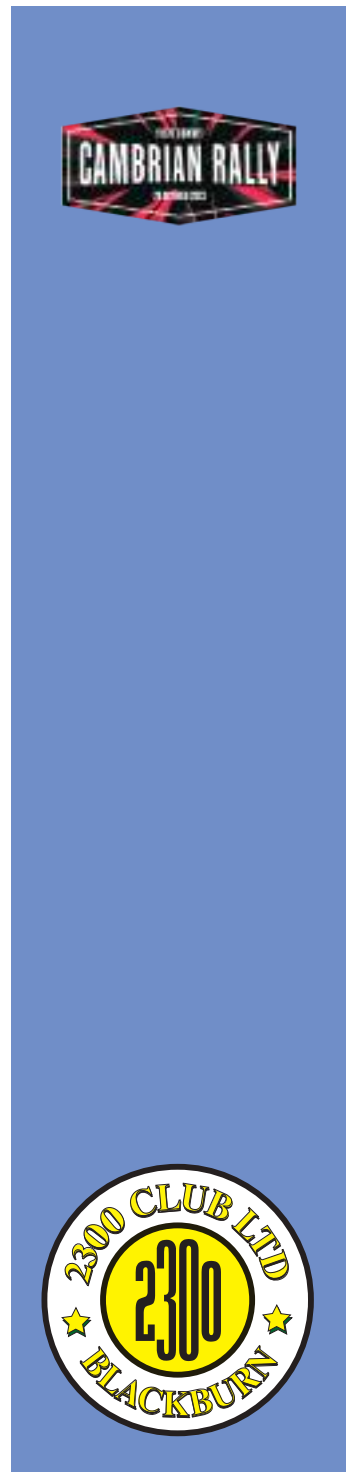
We had no incidents. The stage was used set to run 3 times. Unfortunately due to a severe road traffic accident, traffic had to be diverted which meant the second passing of our stage was cancelled leaving us time on our hands.

Catering Manager Flint had made a fantastic sausage gumbo for our lunch which filled our spare time well, it was delicious, thank you for looking after us so well as always. He had already provided us with bacon and or sausage butties at breakfast time.

Once the rally resumed for the third pass all went smoothly. After the closing car had gone through we picked up all the stakes, red tape, banners etc and headed back to Llandudno.

A meal was booked at a lovely restaurant and we all ended the day with a great evening.

2024 to look forward to.





## News from Scotland

Ron Cowan



2023 was a busy year for me with lots of motorsport events. Katie and I travelled to Inverness on the 4th. of March where 'Mull 1' provided radio cover on Stage 3 of The Snowman Rally. There were no incidents on our stage, although others were not so lucky, and we had a most enjoyable day at our mid stage position despite radio coverage being marginal at times because we were in the middle of a dense forest.



I was Event Safety Officer at the Memorial Garden Stages Rally at HM Condor on Saturday 25th March. Because this is an active Royal Marines base, photography is prohibited and we have to adhere to any other restrictions which are imposed. Despite this we always receive a warm welcome even if the armed sentry at the gate might give a different impression!

HIGHLAND CAR CLUB  
**Snowman Rally**

Glenrothes MSC  
[www.glenrothes-msc.com](http://www.glenrothes-msc.com)

7. Memorial Garden Stages Rally 2023									
Scottish Network Rd - 6000 to 8000 ft. Tullaghan Rd. 25.3.2023 10:00 (Start) 10:00 (Start) 10:00 (Start) 10:00 (Start) 10:00 (Start) 10:00 (Start) 10:00 (Start) 10:00 (Start) 10:00 (Start) 10:00 (Start)									
<a href="#">Stage results</a> <a href="#">History</a> <a href="#">Entry list</a> <a href="#">Retirement</a> <a href="#">Parade</a> <a href="#">Info</a> <a href="#">Stats</a> <a href="#">Stage times</a> <a href="#">Sponsor</a> <a href="#">Final results</a>									
<a href="#">1</a> <a href="#">2</a> <a href="#">3</a> <a href="#">4</a> <a href="#">5</a> <a href="#">6</a> <a href="#">7</a>									
Final results									
Raiders 22 (22) on 100									
1.	134		Heidi Greg - Sayer-Fayre Cheryl		Lotus Exige	00:11:11	0	00:55	00:55
2.	44		Maday Johnnie - Crickhead Michael		Mitsubishi Lancer Evo VII	00:11:11	0	50:39	+44
3.	433		Perence-Peddie - Hynd Tom		Mitsubishi Lancer Evo IX	00:11:11	0	50:58	+1:00
4.	18		Compton-Bee - Dunn Cameron		Peugeot 206 RS	00:11:11	0	57:09	+1:08
5.	18		MacDonald Ben - Hogg Allan		BMW 130i E87	00:11:11	0	58:27	+2:12
6.	18		Richardson Keith - Richardson Jackie		Ford Escort RS Cosworth	00:11:11	0	58:48	+2:30
7.	18		Pollock William - Marshall John		Ford Escort MK3	00:11:11	0	59:39	+3:29
8.	114		Scott Andy - Macdon Kevlin		Ford Escort MK3	00:11:11	0	59:45	+3:35
9.	113		O'Kane John - O'Kane Meghan		Subaru Impreza WRX STi	00:11:11	0	1:00:13	+4:18
10.	112		Wardle Graham - Rodd John		Ford Fiesta MK5 ST	00:11:11	0	1:00:23	+4:28







The 18th. and 19th. of June saw the revival of Cross Country Hill Rallies in Scotland. The last one was run in Perthshire in 2009 and since then the Scottish Hill Rally Club has been trying to find both funding and available land to restart these exciting events. This year we managed it, although at shorter notice than I would have liked, and stages were laid out for the Scottish Summer Hill Rally in the Borders Region, south of Edinburgh, centred at Thirlestane Castle in Lauder, where we successfully shared the weekend with the Borders Vintage Automobile Club who organise an annual Classic Car Show. We will be sharing the weekend again in 2024, on Saturday 1st. and Sunday 2nd. June, although the Classic Car Show will only be open to the public on the Sunday.



John McDermott (ex Chief Marshal driver on the Tour of Mull) and I crewed the Road Closing Car on the Argyll Rally on the 23rd. and 24th. of June. All the roads were closed on the due time, although fortunately extra time had been allowed for Stage 1, which is in Dunoon Town Centre. This closure is still difficult owing to Dunoon's traffic flow, and although the stage length is only 0.87 miles it has 15 posts, and it took us 35 minutes to close it. Hopefully it will be quicker in 2024, although extra time is again being pencilled in.



I was Event Safety Officer, and John McDermott was my deputy, at the Mach1 Stages Rally which was held at Machrihanish during the weekend of the 8th. and 9th. of July. The course is on the old RAF airbase, and the surface is still excellent. Could this be a contingency plan? Because the main runway is around 10,000 feet long many chicanes are necessary although, despite that, good speeds are still recorded! The airbase was regularly used by the Vulcan Bomber Force and it was certified as an emergency landing site for the NASA Space Shuttle should it need to land in Europe. NATO development work was undertaken at Machrihanish and it was designated as a master diversion airfield, and in 1968 the US Navy established the Naval Aviation Weapons Facility on the site although there are no records of atomic weapons being stored there. We had sixteen Junior entries and they ran the same course as the Seniors and all reports point to them having a great time. This is important because the Juniors will contribute to the Senior entries in the coming years.



The runway stage at 2023 Mach 1







Tight turn Stages 1 & 4

Two weeks later, on Saturday 22nd. July, I was Event Safety Officer and driver for the Safety Delegate, at the RSAC Motorsport Scottish Rally in Dumfries and Galloway where we were assisted by a contingent from the 2300 Club who marshalled at Junction 3 and the Spectator area, on stages 2 and 5 in Ae forest. Thank you all for a job well done!



Arrival Marshals



In the following month I headed to Aberdeenshire for the Voyonic Grampian Forest Rally on 12th August where I was a radio controller, positioned literally in the clouds, 1500 feet up at Cairn O'Mount. The view on a good day is exceptional, but this year it wasn't to be, and the mist and cold rain meant that I had to keep the car doors and windows firmly closed! Radio communications between 'Mull Control' and the stages was good as was the feed between us and Rally HQ in Banchory.





Later that month I had a photographic role with the Scottish Land Rover Owners' Club on the hills above Bathgate. The stages ran both in daylight and in darkness, providing a challenge for the drivers and for me as a photographer!



September was quiet motorsport-wise, although I assisted Strathclyde 4x4 Response at the overnight Moon Walk in Edinburgh where my job was to distribute food and drink to the marshals round the route. I managed to overheat the Freelander 2 driving in heavy traffic round all the many considerable roadworks in the City. GEMM 4x4 traced the fault to a chaffed signal wire leading from the cooling fans, and it was repaired in time for Mull.

## Beatson's Building Supplies Mull Rally

11-13 October 2024

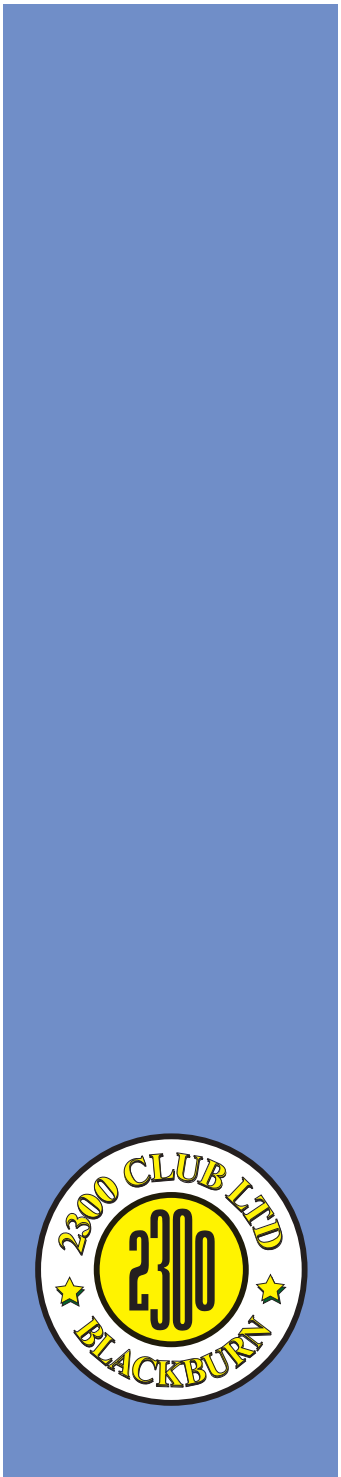
Together with John McDermott I ran as one of the Road Closing Cars on the Mull Rally on 13th. to 15th. October. As the road sections between stages were very short, I discussed options with Peter Stanhope, Assistant CofC (Resources) and the Safety Car Co-ordinator, and we agreed to use two road closing cars on each of the Saturday afternoon and evening legs, and that worked well. It took the pressure off both of us, and had we not done so, one stage would have had its road closure 21 minutes late and another stage would have been closed 46 minutes late. By running two vehicles, all roads were closed on the due time. Result!!



On the following Saturday I carried out photo duties at the Andy Mort Tour and the photos have already been posted by Flint on the 2300 Club website and on Facebook. It was a most enjoyable day, with a great route and a fantastic entry!



The annual Mudmaster off-road competition between Military and Civilian drivers was run during the weekend of 28th. and 29th. October where I marshalled on several stages, and, with some trepidation, I went through one of the challenging stages while getting to my post.







I and several others were asked at very short notice to take on various roles at the Kingdom Stages single venue event at Crail on 4th. November where I was the Event Safety Officer. We organised the Rally from start to finish in just five weeks and we ran a very successful event on the day.



Owing to a delay with some of the planning arrangements for the Scottish "Borders" Hill Rally I was unable to put my name down for the Saltire Targa Rally based at Blair Atholl on 11th. November. I was sorry to miss it, but it just wasn't going to happen for me this year.

My final event of the year was the Scottish "Borders" Hill Rally at Forrest Estate in Dumfries and Galloway. Entries were down this year, but never-the-less it went well, and the works team from Bowler gave us a great show, and provided other crews with quite a challenge. As usual I was the Event Safety Officer but additionally, at a day's notice, I was 'appointed' Communications Officer owing to the designated controller falling ill. No handover paperwork was available and I had a busy evening sorting out a communications plan and I was still scribbling amendments as the radio operators and marshals were arriving at their posts.



Altogether 2023 was a good year for my motorsport activities and I am looking forward to 2024.

Ron Cowan







## The 2023 AMT

Some say it was the best one yet, many have said the best route yet, one or two have said this year had the most interesting cars.



2019 with Paddy Hopkirk and his Minis would take some beating, but it seems the 2023 Andy Mort Tour on the 21st of October had it all. The route, the cars, the people, the food, even laser tag made the AMT the success that it was.

Without the entrants, marshals and all our supporters this years event certainly wouldn't have been what it was. Thank you everybody for your support.



A huge thankyou to our guest Steve Rimmer this year for making the long journey from DirtFish Headquarters in the Pacific NorthWest of the United States just to be with us on the day.



Fellow Lancastrian Steve brought his Ex-Jimmy McRae Chevette HSR to run at car one. Ian Grindrod didn't need much persuading to sit along side on the road book. The pair both had a fantastic day. This can be seen in the youtube video by DirtFish. <https://youtu.be/wnIJNfXRvSU?si=2oyrifPXzTu0XxtQ>



Steve also brought with him a team of journalists David Evans, Colin Clark and his wee lad Harry. Both David and Colin are normally found on the stages of the World Rally Championship interviewing drivers or manufacturers. It was great to see Steve and the DirtFish gang all genuinely enjoying the day as much as we all did.





This year we had a new Award. To pay tribute to the events Chief Marshal Simon Bibby who sadly died in July. The Simon Bibby Marshals Award went to Allan Whitaker who was very proud to receive it. As a point to note Allan has marshalled on every Andy Mort Tour. Very well deserved.



For best presented car on the AMT the 2300 Club present the FAB Award. A prestigious Award which pays tribute to another past and well loved member Fred Authur Blundell. This is judged in secret throughout the day and this year's lucky winner was Russ Dawson with his Lotus Elise. Along with the beautiful glass Award Russ also took home a prize donated by L E Detailing and Feed the Beast which consisted of their own car cleaning products so Russ can keep the Lotus looking its best for a long time to come.



Work has already begun on next year's event and we are looking forward to seeing you all again on the 19th of October 2024.



## John Easson Award

The 2023 rally season has now drawn to a close for our 2022 JEA Winner Johnnie Mackay.

Johnnie has been promoting the John Easson Award and has proved himself a fantastic ambassador for the JEA and the 2300 Club. Competing in the 2023 Scottish Rally Championship. The JEA scheme has paid his entry fee's for the events up to the value of £5000.

The young rally ace took on the SRC Challengers M6 Class in his Mitsubishi Evolution which consisted of 8 rounds and you guessed it, all based in Scotland. It didn't start too well for Johnnie and his new car (new to him) on the 1st round suffered a broken propshaft and didn't finish.



In round 2 Johnnie would show us what we knew he was capable of. Finishing 1st in Class . But bad luck would strike again in round 3 where he couldn't make the finish due to an electrical fault.



In the next 3 rounds Johnnie would finish very highly placed in the Championship. With another non-finish on round 7 in the Galloway Hills due to a busted radiator.



It would be on the last round, the Carlisle Stages where Johnnie had his best result of the season 13th overall and 1st in Class. This would be where Johnnie Mackay was crowned M6 Champion and qualified for the JEA bonus of an extra £1000. Which is very well deserved and will kick-start Johnnie Mackays 2024 season



In September the entries opened for the 2023 JEA and the 2300 Club had a great response with many quality entries coming in with some great presentations.

Entries closed at the end of October and our panel met for their first selection meeting where they eventually picked their three finalists.

Emily Easton-Page, Billy Grew and Meghan O'kane were invited to the final on the 7th of December in Preston for an interview with our judging panel.

Picking a winner from these three candidates would be no easy task but it was Emily Easton-Page who emerged as the 2023 John Easson Award Winner on the night. Only our second female winner and our first Co-driver. We are sure that Emily will be yet another great ambassador for the JEA and we wish her the best of luck for 2024.



Thank you to our runners-up Billy and Meghan two great candidates which we hope both reapply next year. We wish them all the best in their next season.

We also look forward to reporting on Emily's 2024 season as it happens on our website, social media and here in Foglamp

